



**NTA Transport Strategy for the Greater Dublin Area
Public Consultation Report**

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1. Introduction

This report sets out the details of the public consultation exercise undertaken by the NTA on the Draft Transport Strategy for the Greater Dublin Area 2022-42, which took place between November 2021 and January 2022.

The Draft Transport Strategy was published on the 9th November for an 8 week consultation period. As another wave of the pandemic emerged at this time and work-from-home advice was reinstated, this consultation was undertaken on a virtual basis.

The Draft Transport Strategy was publicised widely throughout the GDA with bus shelter and newspaper advertisements, and extensive engagement via social media. The NTA hosted six online public webinars during the consultation period and a number of other stakeholder engagements.

The strategy was available to view in the NTA's offices which were opened to the public by appointment for the period of the consultation. The following documents were displayed on the main strategy consultation portal on the NTA's website:

- Draft Strategy Report (Irish, English, Easy to Read and Accessible versions);
- SEA Environmental Report;
- Appropriate Assessment Natura Impact Statement;
- Strategy Development and Modelling Report;
- Preliminary Equality Impact Assessment;
- Pre-Draft Public Consultation Report;
- Policy and Guidance Review;
- 9 Area-Based Transport Studies;
- 5 Transport Scheme Studies; and
- 4 Studies of Specific Transport Sectors

This comprehensive suite of documents published alongside the Transport Strategy demonstrates the breadth and depth of analysis undertaken in its preparation.

Members of the public and stakeholders were directed to an online portal to make submissions and to a feedback form to give their views. In addition, the NTA provided address details for postal submissions.

The NTA received 1,020 submissions made up of 911 public and stakeholder submissions via the online portal, 109 via email (85 of which related to a campaign) and 270 via responses to the survey. This 1,020 responses compares to a total of 155 submissions received during the preparation of the 2016 strategy.

Public Consultation on the Draft Transport Strategy for the Greater Dublin Area 2022-2042

The National Transport Authority (NTA) has prepared an updated Transport Strategy for the Greater Dublin Area, taking account of initial public feedback. The Strategy sets out the framework for investment in transport infrastructure and services over the next two decades to 2042. The next stage of our process is to ask you, the public, to get involved and have your say on our plans.

The Strategy details the transport schemes and measures needed to tackle climate change; to reduce the impact of congestion; to deliver a safe and attractive cycling environment; and to develop sustainable communities across the city, towns, and region.

Online public information events will be available during the consultation stage. To register for these events, view the Draft Strategy and to have your say, go to www.nationaltransport.ie

Comhairliúchán Poiblí ar an Dréacht-Straitéis Iompair do Mhórchéantar Bhaile Átha Cliath 2022-2042

D'ullmhaigh an tÚdarás Náisiúnta Iompair Straitéis Iompair athraithe chun dáta do Mhórchéantar Bhaile Átha Cliath, agus aird á tabhairt ar an aiseolas tosaigh ón bpobal. Tá breac-chuntas sa Straitéis ar an gcreat le haghaidh infheistíocht i mbonneagar iompair agus i seirbhísí iompair san fhiche bliain romhainn go dtí an bhliain 2042. Is é atá sa chéad chéim eile dár bpróiseas iarraidh ortsa, mar dhuine den phobal, páirt a ghlacadh ann agus do thuairimí ar ár bpleananna a chur in iúl.

Tá mionsonraí sa Straitéis faoi na scéimeanna iompair agus na bearta iompair a theastaíonn chun dul i ngleic leis an athrú aeráide; chun tionchar an phlódaithe a laghdú; chun timpeallacht shábháilte tharraingteach rothaíochta a sholáthar; agus chun pobail inbhuanaithe a fhorbairt ar fud na cathrach, na mbailte agus an réigiúin.

Beidh eachtraí eolais poiblí fíorúil ar siúl i rith an chomhairliúcháin. Chun d'ainm a chur síos don eachtraí seo, an Dréacht-Straitéis a fheiceail agus d'aiseolas a thabhairt dúinn, téigh chuig www.nationaltransport.ie



NTA
Udarás Náisiúnta Iompair
National Transport Authority

Outdoor Advertisement on Transport Strategy Review from November 2021

1.1 The Main Issues Raised

Clearly with over 1,000 submissions, a vast array of issues emerged. A number of campaigns emerged in a similar manner to the pre-draft stage, with a clear focus on individual project-level considerations.

The main issues raised were as follows:

1. Ambition and Delivery Timelines;
2. Public Consultation and Engagement;
3. The Details of the Cycle Network Plan;
4. Fare Structure on Commuter Rail Services;
5. Navan Rail Line and the Dunsany Rewilding Project;
6. MetroLink and the Charlemont Terminus;
7. Metro to South West Dublin;
8. BusConnects Network and Core Bus Corridors;
9. Details of the DART+ Project;
10. Delivery of DART+ Tunnel;
11. Extension of DART+ Services to Commuter Towns;
12. New Rail Stations;
13. Accessibility and Catering for Disabled People;
14. Safety and Security of the Transport System;
15. Equality in Transport; and
16. Enforcement of Traffic Laws.

Beyond these 16 main issues, which covered the vast majority of representations made, there were a plethora of other matters raised across the spectrum of transport and planning themes.

1.2 NTA Responses

The NTA Strategy Team reviewed each submission. The submissions were then summarised using the online portal, focussing on those elements of each submission which sought a specific change to the transport strategy. These suggested changes were considered and a response drafted to each.

This exercise informed the revision of the Strategy. This Public Consultation report has been prepared alongside the strategy, focussing on the main issues raised. The Appendices to this report set out the responses of the NTA Strategy Team to the myriad of matters raised by respondents and stakeholders in more detail.

As such, the Transport Strategy comprises a comprehensive approach to transport planning in the GDA for the next 20 years based on a high level of technical and policy-based analysis and incorporating feedback from the public consultation process.

2. Summary of Main Issues and Response

2.1 Ambition and Delivery Timelines

2.1.1 Issue Description

A large number of submissions included commentary on the lack of ambition evidenced in the Draft Transport Strategy. This related to the following aspects:

- Time taken to deliver major transport projects;
- Forecast mode shift; and
- Overall scale of investment proposed by 2030 and 2042.

In terms of the time taken to deliver major transport projects, this related almost exclusively to the perception, at the outset of the consultation, that MetroLink would not be delivered until 2042, and after this was clarified by the NTA, that it was still significantly later than envisaged in the 2018 National Development Plan. The completion of Luas Finglas and other Luas lines at a point beyond 2030 was also raised, as well as the fact that many projects, such as DART+ and DART+ Tunnel (DART Underground or Interconnector) had featured in successive transport plans without implementation,

In relation to mode shift, a number of respondents were of the view that the reduction in car use by 2042 did not represent an ambitious forecast given the level of investment in public transport and cycling.

2.1.2 NTA Response

The overarching response in relation to delivery is that the timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.

To give the example of MetroLink, respondents are correct to state that this project, in some form, has been envisaged for many years. A segregated Metro light rail line to Dublin Airport and Swords from Bray was first proposed in 2001, with previous plans proposing an on-street tram. The northern element, Metro North was provided for in Transport 21 in 2005 and work commenced on obtaining a railway order. Permission was granted in 2010 by An Bord Pleanála. The project was then deferred due to the extremely difficult economic situation in Ireland at that time.

From 2010 to 2016, while funding availability to undertake planning of new major transport projects was very limited, a number of developments occurred in rail technology, in particular in the area of automation and tunnelling. This, coupled with the advance development of Luas Cross City (this was previously intended to be subsequent to the metro scheme), and the potential for better integration with the DART system, prompted a review of the metro proposals. That review and redesign process involved extensive public engagement and a number of rounds of public consultation.

A Preferred Route was published for consultation in March 2019, views were taken on board and work then commenced on a final design, alongside the preparation of all of the material required for the lodgement of a Railway Order Application. The application is scheduled to be lodged in 2022. Once final consent is granted, and Government approval and funding obtained, MetroLink will be constructed. The construction period is forecast to be 8 to 9 years.

As such, the ambition in terms of delivery set out in the strategy is realistic. In common with other developed countries, large infrastructural projects take a long period to plan and design, given the myriad of steps involved and the need to achieve stakeholder and public support for the proposals. In terms of mode share, many respondents were of the view that a reduction in car use from 58% to 49% was very unambitious. This is not the case. The GDA includes a vast quantum of residential development in rural areas, small towns and villages and in very low-density suburban and peri-urban locations, which are located and designed in a way which provides an extremely challenging environment for public transport to operate in and for walking and cycling to be used for many trips. Additionally, many major suburban low-density office parks and retail centres have been built in recent decades providing a similar challenge. This development legacy will continue to provide the highest proportion of demand for travel into the future and in the absence of draconian measures to compel the use of alternative modes, many people in the GDA will choose to use the car for many trips even where viable alternatives have been provided. It should also be noted that the forecast 24 hour mode share for the built-up area of Dublin is forecast to be 41.9% in 2042.

2.2 MetroLink – Charlemont Terminus

2.2.1 Issue Description

A campaign against the termination of MetroLink at Charlemont emerged as the project developed and this was fully reflected in the strategy consultation. It combines local opposition from the area around Dartmouth Square with a campaign in Dublin South West, in areas at a significant remove from Charlemont. The main points being advanced on this issue are based on the following:

- Poor passenger interchange experience due to vertical segregation at Charlemont;
- Expense of Charlemont interchange;
- Impact on residential amenity around Charlemont / Dartmouth Square in terms of increased pedestrian footfall and traffic; and
- That Charlemont would not provide an option to extend Metro to Dublin South West.

The proposal that was made by opponents of the current MetroLink configuration envisages MetroLink running from St Stephens Green to a proposed station in Portobello and the Tunnel Boring Machine being parked under Cathal Brugha Barracks, pending its continuation to South West Dublin.

2.2.2 NTA Response

There are a number of reasons why Charlemont Station represents a better terminus and interchange location than an alternative of truncating MetroLink to terminate at the proposed St. Stephen's Green Station. These include:

- The interchange arrangements at Charlemont, where MetroLink and the Green Line are adjacent to each other, are much better than at the St. Stephen's Green Station where a walk distance of close to 500 metres is required between the metro station and the Luas Stop;
- The capability and flexibility to further extend the metro in the future, whether to connect onto the Green Line or to provide a metro to the south west of the city, is much better enabled and facilitated by the planned arrangements at Charlemont, which future-proofs the opportunity for such extension; and
- Because of the on-street nature of Luas from Charlemont northwards through the city centre, there is a lower level of potential tram capacity available north of Charlemont, reinforcing the case for the interchange between Luas and MetroLink to be at Charlemont rather than at St. Stephen's Green. The section of the Green Line between Charlemont and St. Stephen's Green would continue to run on-street along Adelaide Road, Harcourt Street and St. Stephen's Green West, passing through a number of significant road junctions including Harcourt Street / Hatch Street Upper and Harcourt Street / St. Stephen's Green South junctions. This on-street running and junction interaction limits the number of trams that can operate on this section, resulting in less potential Luas passenger capacity than at Charlemont.

A terminus at St Stephens Green was considered as part of the Luas Green Line Tie-in study (2017). The options considered at grade, retained cut and elevated tie-in with Luas Green line along Harcourt Street and Earlsfort Terrace. These options were assessed as being unable to meet the project objective of being segregated from other transport modes without unacceptable negative environmental impacts.

In relation to the proposed Metro station at Portobello, the material sent in with the submissions on the transport strategy did not propose any particular location, but as Portobello is a close-knit high-density community of residences and commercial premises, any proposal to build a station here would likely entail the demolition of a very large number of buildings. As Portobello is an historic area, many of the houses and commercial premises are protected structures and many of them form part of a Conservation Area. It is therefore difficult to envisage any acceptable manner in which Portobello could accommodate a Metro station, in particular given the option to integrate one into a commercial redevelopment as is the case at Charlemont.

2.3 Metro to South West Dublin

2.3.1 Issue Description

A large number of respondents, some part of a large coordinated group of residents associations, made submissions in favour of developing a Metro to the south west suburbs of Dublin. This covered a very large area, up to 4 km wide in places, encompassing several discrete communities. Their key criticism centred on the feasibility study undertaken by the NTA as part of the Transport Strategy.

They state that the NTA did not allow for an independent professional assessment of the potential of Metro South West to address the transport needs of a population of 250,000+ in South West Dublin. This included criticism that the study failed to take into account a potential Park and Ride and did not examine the viability of extending the project to Tallaght.

Their recommended course of action is as follows:

- That MetroLink should proceed quickly to An Bord Pleanála to go no further south than St Stephens Green;
- The deletion from the strategy that MetroLink proceeds south from St Stephens Green to Charlemont;
- That further design work should occur regarding where MetroLink should go for 1-2 kms south of St Stephens Green and where the Tunnel Boring Machine would be parked; this stump of MetroLink beyond St Stephens Green should be agreed by Government and submitted to An Bord Pleanála.
- That serious consideration be given to the proposal from the Metro South West group that envisaged MetroLink running from St Stephens Green to a proposed station in Portobello and the Tunnel Boring Machine being parked under Cathal Brugha Barracks, pending its continuation to South West Dublin
- That Metro to Knocklyon Feasibility Study needs further substantial work under the aegis of a Monitoring Committee, comprising the NTA and public and community representatives. The draft findings should be discussed with this Committee and the consultants should be solely responsible for the content of the final report.

2.3.2 NTA Response

The response to the matters raised in relation to Charlemont Station have been addressed above.

The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and has now been finalised with a Railway Order application made to An Bord Pleanála in 2022. There have been several rounds of public consultation and on-going engagement with stakeholders along the preferred route. During this process, the design of MetroLink has been developed and refined to address the feedback during consultation and stakeholder engagement process. It is on this basis that the MetroLink project, based on the preferred route between Swords and Charlemont, will be submitted to An Bord Pleanála for statutory consent. The documents prepared in support of the consent application demonstrate that this represents the optimum solution to meet the objectives of the MetroLink project and the wider objectives of the Transport Strategy in meeting existing and future demand for travel. The statutory consent process provides the opportunity for all interested parties including members of public to make submissions on the proposed MetroLink scheme. This is the appropriate forum for suggested changes to elements of the design of the project to be raised and considered by An Bord Pleanála.

It should be noted that the amendment of the documents supporting the statutory consent application as per the suggested course of action would be a significant undertaking as the basis for assessment and underlying modelling and analysis would need to be revisited. As should it would not be possible to proceed quickly to An Bord Pleanála as suggested and the amendment of the application would likely take up to 3 years.

In relation to the Dublin South West area itself, the NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre, as previously recommended. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme

appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a network of bus services and that, over time, the potential exists for light rail options to be implemented as the population grows.

With regard to the Park and Ride, it was argued that a Metro should include for a major strategic Park and Ride at the Spawell, for example. This would capture those travelling in from the N81 corridor. The NTA is of the view that the existing Park and Ride facilities on the Luas Red Line adequately capture any demand not already provided for under BusConnects and Connecting Ireland and that the level of demand from areas such as Blessington and Baltinglass would not justify a major Metro-scale Park and Ride, i.e., one with 1,000 to 3,000 spaces as proposed for Lissenhall as part of MetroLink. Furthermore, it is likely that a strategic Park and Ride in Spawell would have the effect of attracting significant levels of car traffic from surrounding areas causing local congestion on the network.

The extension of Metro South West to Tallaght was not examined on the basis that it would add several billion to the cost and on the basis that Tallaght would be adequately served by additional Luas lines and BusConnects.

The NTA has set out an approach that will deliver a step-change in public transport across the entire area between the Luas Green and Red lines, by providing for 3 new Luas lines, including the reconfiguration of the Red Line, and by providing for Orbital Luas, as well as the significant increase in frequency, capacity and reliability of the network of bus services proposed under BusConnects. This is in contrast to the proposed Metro South West which would, by virtue of its cost, focus all transport investment in the area on to one corridor and would take many years to deliver. The NTA's approach, unlike Metro South West, also takes full account of the emergence of City Edge and the on-going redevelopment of Tallaght. These high density development areas will be of a very different urban format to the low density communities of Dublin South West and will be planned on the basis of public transport integration rather than car use.

The NTA also notes that there are no significant high-density residential or commercial developments planned, proposed or envisaged for the South West corridor as defined by the distribution of residents associations forming the Metro South West group. The Ballycullen-Oldcourt Local Area Plan forms the southern boundary, but is not significant on a regional scale and City Edge is located outside the corridor to the north. The large swathe of suburban south Dublin represented by these submissions does not contain any development areas comparable to Transit Oriented Developments at Dundrum, Sandyford or Clonburris, for example.

Notwithstanding the above, the NTA is satisfied that if land use policy changes, if the economics underpinning large public transport infrastructure development evolves, and if further study of this corridor in the future shows that a single Metro Line serving low-density neighbourhoods is a more advantageous approach than a number of high-quality radial and orbital bus and light rail lines, the final Transport Strategy should keep this option open.

As a result of this, a new measures LRT2 has been inserted into the Transport Strategy as follows:

MEASURE LRT2 – Further Metro Development

In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.

2.4 Navan Rail Line – Dunsany Rewilding Project

2.4.1 Issue Description

A significant campaign emerged during the Transport Strategy opposing the routeing of the Navan Rail Line at Dunsany. It was stated that this would have a serious adverse impact on the Dunsany Rewilding project by severing the site. It was also suggested that the rail line project would benefit by being routed towards settlements such as Ratoath or Ashbourne or Trim.

2.4.2 NTA Response

As each transport infrastructure project provided for in the Transport Strategy will be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. The measure related to the Navan line has been amended to take this into account.

MEASURE RAIL4 – Navan Rail Line

The existing rail network in the GDA will be extended by the provision of a new rail line from the M3 Parkway terminus station (just west of Dunboyne) to Navan town, serving Dunshaughlin and Kilmessan along its route.

The precise alignment of this line will be determined as the project proceeds through the scheme design, appraisal and planning processes.

2.5 Fare Structure

2.5.1 Description of Issue

A number of issues related to the fare structure on rail services on commuter rail lines were raised, in particular the significant increase in fares on the northern line and to Kilcock and Enfield at the termination of the short-hop zone. This relates to the desire for the further extension of the short-hop zone among other issues.

2.5.2 NTA Response

The fare structure is reviewed on an on-going basis and the Transport Strategy provides for this in the appropriate manner for a regional-level transport strategy. The specific issues raised will be addressed in the short-term by means of further simplification and restructuring of public transport fares in the GDA. Over time, a smoothing of the fare structure in the transition area is anticipated. No change to the Transport Strategy is required.

2.6 Public Consultation and Engagement

2.6.1 Issue Description

A number of issues were raised in relation to the public consultation exercise undertaken for the draft Transport Strategy, including:

- Proximity to Christmas;
- Leaflets were not distributed to every household in the GDA;
- Difficulty for groups to access the online material; and
- Lack of local-level engagement

2.6.2 NTA Response

Both rounds of public consultation were undertaken during periods where activities were restricted due to the Covid-19 Pandemic. It was not clear during these times when precisely these restrictions would be eased and, as the strategy is subject to a statutory timeline, the NTA were compelled to proceed. In line with many consultations over the last number of years, the NTA undertook this one online.

The NTA took account of the Christmas impacts, and extended the consultation period to 8 weeks to give people more time to submit after the Christmas period.

In relation to the distribution of leaflets/brochures to all premises within the GDA, it was considered that the widespread advertisement of the draft strategy, coupled with the availability of the documentation online, was the appropriate approach in this case.

On the issue of local-level engagement, this is a high-level regional Transport Strategy with no, or very limited, local level detail on transport projects. In order to undertake local level engagement of the type undertaken for transport projects such as BusConnects, it would entail several hundred meetings across the GDA. This would add little value to the high-level regional strategic transport planning exercise being done.

The online portal is considered the most convenient channel for making submissions from both the user and recipient perspective. The NTA did, however, facilitate postal submissions and direct emails on this occasion. The convenience of the portal may have contributed to high level of engagement experienced this time compared to previous strategies.

The NTA acknowledge that there may be some groups who cannot access online material as conveniently as others such as the elderly. However, on balance, the decision taken not to engage in face-to-face with vulnerable groups during the pandemic was considered the correct one.

It should also be noted that all requests for hard copies of documents, for assistance with the online material, and for making submissions via other channels, were accepted and the NTA liaised directly with members of the public in this regard.

2.7 Cycle Network Plan

2.7.1 Issue Description

A number of respondents raised the fact that there were omissions from the Cycle Network Plan, in particular when compared to the 2013 plan.

2.7.2 NTA Response

The Cycle Network has been fully updated taking these submissions into account.

2.8 BusConnects

2.8.1 Issue Description

Both the Core Bus Corridor programme and the Dublin Area Bus Service Network review were subject to a large number of submissions on the Transport Strategy, in particular a campaign emerged related to Fortfield Road and Terenure. Other local issues were also raised in relation to the re-routeing of bus services; proposals for bus gates; and in general, many people took the opportunity to re-engage with the NTA on matters raised during consultation on the BusConnects projects.

2.8.2 NTA Response

In almost all cases, the issues raised were local in nature and can be addressed more appropriately via the BusConnects planning applications or via the on-going implementation of the network review. In the case of the Fortfield Road and Terenure campaign, these were a reference to supplementary options recommended as part of the Dublin South West Study. The NTA is not pursuing the recommendations stated in that study for Terenure Road West, Fortfield Road or Cypress Grove Road.

2.9 DART+

2.9.1 Issue Description

This section relates solely to the DART+ Programme as currently envisaged by the NTA and Irish Rail. Other DART and Rail matters are dealt with below.

The main issues raised here related to the delivery timescale, i.e., it should be expedited, but also a number of concerns were raised about detailed aspects of the programme, most notably the impacts of the closure of level crossings and the associated provision of alternatives. There were a number of very detailed submissions suggesting changes to the projects, such as additional track infrastructure, grade separation, service patterns etc.

2.9.2 NTA Response

As identified earlier, large infrastructure projects are difficult and challenging to develop and, consequently, take many years to deliver. The process must include extensive public consultation particularly where considerable impacts, both positive and negative, are likely to arise from the development. In addition, the physical construction of projects can take considerable periods of time and items such as new fleet require several years for manufacturing and commissioning. While early delivery will always be a goal on these projects, the potential for achievement of that goal can be limited.

In relation to the closure of level crossings, these locations represent a major risk location in the rail network, and it has been an objective for many years to close level crossings whenever feasible. The exact arrangements to be put in place in relation to a level crossing closure will be specific to the circumstances at the particular location and need to be addressed as part of that individual project rather than at a strategy level.

Many of the other items raised in the submission responses are beyond the scope of a regional strategy and are also more appropriately dealt with at the project level.

2.10 DART+ Tunnel

2.10.1 Issue Description

The postponement of the DART+ Tunnel (also referred to as DART Underground and the Interconnector) was a significant issue for many respondents during public consultation. It is regarded by a wide range of interested parties as one of the critical pieces of infrastructure for the Dublin region and for the country as a whole and many feel it should be prioritised for delivery as soon as possible.

2.10.2 NTA Response

Transport modelling was undertaken by the NTA to assess the impact of the inclusion or exclusion of the DART Underground Tunnel in the Draft Transport Strategy for the Greater Dublin Area 2022-2042.

That assessment work indicated that while the line flows for DART Underground are substantial – between 2,100 pphpd at the Heuston end and 6,900 pphpd between Pearse and Docklands stations (*pphpd = passengers per hour per direction*) – the vast bulk of those passengers are transferring from other public transport modes.

The NTA assessment calculates that out of an approximate 1.4 million passenger boardings per day onto public transport in 2042, the overall impact of DART Underground would add about 10,000

passenger boardings. (*A passenger boarding is when a passenger boards onto a public transport vehicle.*)

As part of the transport strategy preparation work, the “*DART+ Tunnel Route Options and Feasibility Report*” was completed - it is included as a background report on the strategy consultation website – with that report indicating that the capital cost for the delivery of the DART+ Tunnel ranges between €5 billion and €6 billion.

Phoenix Park Tunnel

One of the reasons for the low level of net additional public transport trips generated from the construction of the DART+ Tunnel is that in the intervening years since the DART+ Tunnel was first mooted, the Phoenix Park Tunnel has been re-opened to scheduled passenger services. It was opened in November 2016, allowing trains from the Kildare Line to connect to the central stations of Connolly, Tara, Pearse in addition to stations further south.

Under the DART+ Programme and the current National Development Plan (NDP), DART services will operate through this existing tunnel from the central area to and from all stations to Celbridge/Hazelhatch initially and, subsequent to the NDP, further south to Naas / Sallins in a later phase under the proposed transport strategy. As part of DART+ South West, the Phoenix Park Tunnel link will be electrified and, together with some works to the tunnel, will provide the potential for up to 10 DART trains in each direction to operate through this tunnel per hour.

Many of the connections enabled by the DART+ Tunnel are being delivered through the Phoenix Park Tunnel link. However, it is recognised that the journey times on the Phoenix Park Tunnel link are longer, because of the longer distance, than the journey times that would be delivered through the DART+ Tunnel connection when implemented.

Network Capacity

One of the benefits of DART+ Tunnel is that it adds additional rail network capacity across the central city area. Up until recently, the north-south rail link was extremely constrained across the Loop Line bridge, with a capacity of 12 trains per hour per direction. The investment in the City Centre Resignalling Programme has replaced and updated the signaling system through the city centre, adding another 50% capacity to the number of trains that can be accommodated across the Loop Line bridge, up to 17/18 trains per hour per direction.

In addition to the resignalling work, the DART+ Programme includes for a major upgrade of the Connolly Station – platform changes, an additional entrance and better passenger movement through the station. These changes will facilitate an increased throughput of train services, enabling the additional service frequencies planned for the connecting lines.

A key part of the DART+ West project is the relocation of Docklands railway station from its peripheral location on the outskirts of the Docklands to a more central location in the heart of the Docklands. That more central location at Spencer Dock will allow easy and convenient transfers to the adjacent Luas line, opening up the potential to increase the level of train services to the Docklands, with the potential of new transport connections through Luas interchange.

This increase in capacity through the resignalling project, together with the major upgrade of Connolly Station and the relocation of the Docklands station to a better, more central location, all combine to

provide the basis of the enhanced network of train services to be delivered under the proposed Transport Strategy up to 2042. As this package of measures delivers greater flexibility for trains serving Docklands (Spencer Dock) and Connolly and further south, the reliance on a new DART+ Tunnel to cater for projected demand up to 2042 is reduced.

The proposed transport strategy continues to support the delivery of the DART+ Tunnel in the future and states that “[a]n alignment for the DART+ Tunnel will be preserved and protected to allow its future delivery subsequent to the strategy period, but subject to periodic review to determine whether earlier implementation is required by emerging transport patterns.”

It is worth noting that, in any event, the DART+ Tunnel should follow the completion of the overall DART+ Programme, which will deliver the electrified services on the Kildare and Maynooth lines, providing the basis of the service pattern through the tunnel.

2.11 DART+ Extension

2.11.1 Issue Description

While the proposal to extend the DART was broadly welcomed, there were a large number of submissions stating that it should be a priority with some stating that the DART+ programme itself should incorporate elements of these, in particular to Kilcock. Additionally, a campaign group from Wicklow made a large number of submissions requesting the extension of DART as a priority.

2.11.2 NTA Response

In relation to the Wicklow campaign, DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow through electrification of the full line is subject to the availability of funding and is unlikely to be delivered before 2030. However, the potential to operate battery-electric DART fleet to Wicklow in advance of full electrification of the line will be assessed. Delivery of the current elements of the DART+ Programme will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies to all stations from the City Centre to Greystones; and there will be the potential to cascade existing fleet onto the south-east line as new DART fleet is introduced on other lines.

It should also be noted that the south east corridor will also benefit from significantly enhanced bus services, supported by bus priority measures on the N11 to be rolled out in the short term. Additionally, the N11 corridor is a priority for the provision of Park & Ride sites. Making such provisions for the bus mode will allow for greater flexibility in terms of serving demand from this corridor to locations along and close to the N11 such as Cherrywood, UCD and Sandyford, not readily served by DART.

In relation to Kilcock, it is intended to extend the electrification and DART service to this station. Subject to funding availability, this could be delivered as a separate project from the existing DART+ West project and commissioned very quickly after the completion of the DART+ West Scheme. Altering the scope of the current DART+ Programme to incorporate the extension to Kilcock under the DART+ West project, would require undoing elements of the completed work on that scheme and would cause a significant overall delay.

2.12 New Stations

2.12.1 Issue Description

A large number of submissions, including a campaign, requested that the Transport Strategy includes new stations at locations including:

- Bettystown;
- Colpe (South of Drogheda);
- Kylemore;
- Cabra;
- Avoca;
- Glenealy; and
- Hill of Down

2.12.2 NTA Response

Measure “RAIL6” of the draft Transport Strategy set out the following objective:

“The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth. Kishoge station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision.”

Accordingly, the potential for additional rail stations is already included in the draft transport strategy, covering both specifically identified stations plus other stations. Such provision depends on a number of factors, most important among them being the number of potential new passengers that would be attracted and whether this number justifies the investment in the facility but also justifies the additional journey time for all other passengers.

The NTA monitors demand, including population and employment growth in settlements such as Avoca and Bettystown, in conjunction with the local authorities, and responds to this with the appropriate public transport solution for these population centres. It is not proposed to add any further specific stations to those already highlighted in the Transport Strategy, but the potential for other stations to be developed is contained within the above referenced measure.

2.13 Accessibility and Catering for Disabled People

2.13.1 Issue Description

A number of submissions raised issues around the accessibility of the public transport network and the public realm, in terms of services, the physical environment and access to information. One submission was extremely critical of many aspects of the Transport Strategy and the NTA’s activities. The specific matters raised included the following:

- Access to Rail stations and unreliability of lifts;
- Pedestrianisation and removing access for blue-badge holders;
- Reduction in car parking discriminating against disabled motorists;
- Design of bus stops and cycle infrastructure; and
- Quieter motor vehicles.

2.13.2 NTA Response

The NTA has sought to incorporate the maximum in terms of accessibility measures as is appropriate in a regional transport strategy and to the appropriate extent so as not to compromise wider social and environmental requirements. A number of actions have been taken and changes made to the Transport Strategy on foot of the recommendations in this area, as follows:

- Replacement of “people/persons with disabilities” with “disabled people” as per recommendation;
- Review of additional policies, guidance and legislation;
- New text on the Road User Hierarchy to incorporate needs of disabled motorists;
- New text added in relation to the importance of taxis for disabled people;
- New and reconfigured text and measures under the Equality in Transport section;
- Amendments to Accessible Infrastructure section and measure to account for the need for better maintenance of lifts and ramps as an alternative;
- Additional text in the Home Zones section to cover the needs of disabled people; and
- Additional text on how the strategy addresses inclusivity in Chapter 17

The NTA are of the view that the Transport Strategy incorporates an appropriate level of detail in relation to these matters and that issues related to project design, service configurations, information provision etc. are most appropriately dealt with at the level of those individual projects.

2.14 Safety and Security

2.14.1 Issue Description

This issue had a number of aspects to it, but centred primarily on the perceived lack of security for people at unmanned rail stations, on the Luas and walking at night. While there is a gender aspect to this, and the issue does affect women and girls more than men and boys, the feeling that the transport system is not safe for all people was a recurring theme across some submissions.

2.14.2 NTA Response

While this is a critical issue for the day-to-day operations of the transport network, the measures contained in the Transport Strategy addressing these matters are appropriately detailed. Crime and anti-social behaviour is a much wider social issue which manifest themselves across many arenas including transport. The Transport Strategy commits the NTA to ensure that resources which are made available are targeted effectively, including in the design of transport infrastructure and management of the network. Notwithstanding this, Measure INT 19 related to night time travel has been amended on foot of recommendations to read as follows:

Measure INT19 – Travelling at Night

The NTA will work with transport operators, local authorities and An Garda Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops; assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes; and to reduce anti-social behaviour around stops and stations.

2.15 Equality in Transport

2.15.1 Issue Description

The issue of equality in the transport system came up a number of times. This relates back to accessibility and security dealt with above, but encompasses a wide range of issues related to other areas within which people can be discriminated against by the transport system, primarily according to Age, Gender and Disability.

2.15.2 NTA Response

The NTA has added new and reconfigured text and measures under the Equality in Transport section, including the following:

Equality in Transport

Introduction

Transport is not a public good which can be accessed equally by all members of society. There are a number of grounds under which people can experience discrimination and inequality in transport, in particular on the grounds of disability, gender and age. Transport agencies and operators are required under legislation to design and operate infrastructure and services in a manner which does not lead to such discrimination.

To take the example of gender, there are specific concerns around access to public transport for women and girls, in particular late at night, and the safety and security of walking and cycling for women and girls is also a major issue. Some of these matters are addressed by the NTA through our behaviour change programmes (section 9.9) and others via detailed design of walking and cycling schemes. In addition to these aspects, it is also an objective to ensure that the transport system welcomes all potential users, without discrimination.

These issues, while there is a transport-specific element to them all, cannot be solved by transport alone. Discrimination and crime against people are wider social problems that can only be fully addressed at that level; however, those responsible for delivering transport infrastructure and services, have a major role to play.

Measure INT15 – Equality in Transport

The NTA, in conjunction with the transport operators, local authorities, TII, An Garda Síochána, and other stakeholders will endeavour to ensure that the transport system is designed, operated, and managed in a manner which seeks to eliminate discrimination.

In other areas, the Transport Strategy includes additional reference to equality, health and access to education in the Strategy Outcomes chapter, in addition to all of the changes listed in 2.13.2 above.

The NTA is of the view that the Transport Strategy provides the strategic policy basis for eliminating, insofar as is practicable, discrimination within those aspects of the transport system for which the transport agencies are responsible.

2.16 Enforcement

2.16.1 Issue Description

Many aspects of enforcement were raised in the public consultation, ranging from encroachment into bus lanes; parking on cycle tracks; red light breaking etc.

2.16.2 NTA Response

This is a critical matter for the daily operations of the transport system and for the safety of all road users. Additional text has been added to the relevant section and the NTA are of the view that this is sufficient for the regional level transport strategy.

APPENDICES

Appendix 1 – Summary and Responses to Submissions made via E-Mail

Appendix 2 – Summary and Responses to Submissions made via Stakeholder Portal

Appendix 3 – Summary of Survey Responses

Appendix 4 – Detail Responses to all Submissions received via Online Portal

Appendix 5 – Detailed Responses to the Submissions of the Environmental Authorities

APPENDIX 1 - Written Submissions

1. Introduction

A total of 109 submissions were accepted by the NTA by email and by post. Of these 82 came from an informal campaign group related to the prioritisation of the DART+ Extension to Wicklow Town. The rest came from a mix of public representatives, state agencies, groups and individuals. This report summarises the issues raised under each Category and Topic.

It should be noted that this report is additional to the main Public Consultation Report published under separate cover. It summarises and responds to the issues raised by people or bodies who chose not to use the public consultation portal or had difficulty accessing it at the time they wished to make a submission.

This report endeavours to highlight the pertinent issues raised by these respondents in a manner which is comprehensive but not exhaustive or repetitive. As such, where a respondent raised an issue which had already been included, this report only highlights that issue once and responds accordingly.

1.1 Category – 3. Strategy Challenges

1.1.1 Topic – New Challenge

Road safety should be added as a key strategy challenge in Section 3.

Response – Section 12 of the DTA act sets out the function of the Transport Strategy and the NTA is satisfied that the challenges listed are most appropriate for those functions. Furthermore, within the NTA's remit, safety considerations are central in terms of designing for pedestrians and cyclists. No change required.

1.1.2 Topic – Transformation of the Urban Environment

Referring to the current car-friendly system, it is said that “This has a disproportionate adverse impact on persons with disabilities”. This evidence-free assertion appears to be little more than an unsubstantiated musing.

Response – The strategy refers also to the elderly and socially disadvantaged and is making a wider general point about the balance between car and other modes and other requirements than that highlighted. No change required.

1.2 Category – 4. Policy Review

1.2.1 Topic – Additional Policy Considerations

Government Road Safety Strategy (2021-2030) and the 10-Year Strategy for the Haulage Sector be included in the Section 4 policy review.

Response – Policies reviewed and added

Review United Nations Convention on the Rights of Persons with Disabilities. The close involvement and participation of DPOs in the monitoring of the GDA Strategy is obliged under Article 4 (3) of the CRPD.

Response – Policies reviewed and added

1.3 Category – 6. Public Consultation

1.3.1 Topic – Level of Engagement

The NTA should be doing leaflet drops to all residents setting out what is proposed for their area and it should be made a whole lot easier to submit observations.

Response – In relation to the distribution of leaflets/brochures to all premises within the GDA, it was considered that the widespread advertisement of the draft strategy, coupled with the availability of the documentation online, was the appropriate approach in this case.

The online portal is considered the most convenient channel for making submissions from both the user and recipient perspective. The NTA did, however, facilitate postal submissions and direct emails on this occasion. The convenience of the portal may have contributed to high level of engagement experienced this time compared to previous strategies. No change required.

Need to include and prioritise engagement with Disabled Persons Organisations / DPOs.

Response – Noted. The NTA is committed to continue its priority engagement with DPOs as part of the implementation of transport projects. It should be noted that this is a high level regional Transport Strategy without local level detail on transport projects.

1.4 Category – 8. Planning for Sustainable Transport

1.4.1 Topic – General Topics Related to Land Use Planning

Changes recommend by DHLG submission in relation to emphasis of the language, i.e. state what will be supported rather than what will be opposed.

Response – Recommended changes made

Job growth is too oriented towards the city.

Response – The distribution of jobs is a matter for the National Planning Framework, Regional Spatial and Economic Strategy and the Local Development Plans, not the Transport Strategy. No change required.

We request that the final GDA Transport Strategy and Naas Road Transport Study:

- Acknowledges the importance of existing industrial producers and producers in the area
- Protects the operational requirements of major distributors through retention and improvements to the strategic and local road network
- Resists prejudicing the needs of longstanding stakeholders through transport investment focused solely on residential development

Response – Noted. The land use forecasts are a matter for the National Planning Framework, Regional Spatial and Economic Strategy and the Local Development Plans, not the Transport Strategy. The Strategy and Naas Road study reflects a mix of residential and employment in this area in 2042 and does not prejudice any specific land use outcome. Additionally, the Transport Strategy seeks to prioritise investment in public transport, walking and cycling but balances this with strategic road transport considerations. No change required.

Greater regard is required for areas identified by local authorities and the MASP for planned intensive regeneration – City Edge, Jamestown etc.

Response – Noted. The land use forecasts are a matter for the National Planning Framework, Regional Spatial and Economic Strategy and the Local Development Plans, not the Transport Strategy. The strategy sets out the appropriate transport response for these areas based on these statutory plans. No change required.

NTA needs to be more involved in developments so that roads can be widened in future.

Response – the NTA is a prescribed body for planning matters in the GDA and protects its strategic transport project through liaison with the local authorities. No change required.

Further alignment with the City Edge Strategic Framework is required – including Cycle Network and orbital public transport.

Response – Noted. The NTA will maintain a close working relationship with both local authorities in the preparation of the 50-year framework for these lands. No change required.

“Improving the public realm” is in the eye of the beholder. If this means making it inaccessible to many disabled people, then it is not an “improvement”, and indeed, is a violation of fundamental Human Rights.

Response – Noted. It is the view of the NTA that the Transport Strategy comprises an appropriate balanced response to the development of the public realm by providing a policy context for measures such as traffic-free streets; additional open space; wider footpaths; additional seating etc. No change required.

A map or heat-map type graphic identifying the areas of existing and proposed public transport capacity, in particular outside of the city centre, would be helpful to local authorities dealing with large scale development applications.

Response – Noted. The NTA works closely on the area of public transport accessibility with the local authorities and has contributed significantly via policy supports and infrastructural investments to enable development in locations such as Cherrywood, Clonburris and Adamstown. No change required.

It is critical that the strategy would also provide clarity regarding the status of the previous definition of high capacity / high frequency services, once the new strategy is adopted, relative to the 2016 strategy, as it related to land use development and apartment guidelines.

Response – the strategy's wording and the link between same and development planning has been reviewed and amendments made as appropriate.

1.4.2 Topic – PLAN5 – Transit Oriented Development

Opportunities to promote TOD in Adamstown, Clonburris and City Edge should be further highlighted in the GDA Transport Strategy.

Response – Noted. Amendments made where appropriate.

1.4.3 Topic – PLAN7 – Filtered Permeability

Filtered permeability is disabling for those relying on blue badge vehicles.

Response – Filtered permeability is a critically important measure in promoting walking, cycling and public transport at the local level. This does not preclude access for blue badge holders being maintained in a manner which is convenient to those groups but which does not compromise the objectives for society as a whole. No change required.

1.4.4 Topic – PLAN8 – PLAN11 – Schools

Vehicular access to schools for disabled parents and children needs to be non-discriminatory.

Response – Noted. The NTA agree with this statement. No change required.

1.4.5 Topic – PLAN12 – Urban Design in Major Infrastructure Projects

The pandemic has shown the importance of the public realm and this should prompt the NTA to re-evaluate their designs in favour of a more people-centric approach to the streetscape.

Response – Noted. This has been appropriately addressed. No change required.

1.4.6 Topic – PLAN15 – Local Transport Plans

Ballycullen / Oldcourt, Lucan, Clondalkin, Rathcoole, Saggart and Environs, City Edge, Cookstown Regen and Old Bawn / Kiltipper transport studies are required.

Clane needs to be studied.

Response – Noted. The Transport Strategy provides for the preparation of Local Transport Plans and the NTA will continue liaise with the local authorities as appropriate.

1.4.7 **Topic – PLAN16 – Road User Hierarchy**

The conflation of all private cars into the one category is problematic and discriminatory. Access by blue badge vehicles (many of which are specially adapted), as well as taxis, provides the Human Right of equal access to one's environment for many who are disabled.

Response – Noted. The Road User Hierarchy is an established frame of reference for transport planning internationally. NTA has reviewed on the basis of this comment and amended the text and updated graphic incorporated.

1.5 Category – 9. Integration and Inclusion

1.5.1 Topic – INT2 – International Gateways

Landside access for foot and bicycle passengers at Dublin Port and Dun Laoghaire needs to be vastly improved.

Response – Noted. Strategy measure covers this. No change required.

1.5.2 Topic – INT3 – Park & Ride

Support for Park & Ride at Rathnew.

Support for Park & Ride in North Wicklow.

Support for examination of potential facilities in south Kidare - M9 Athy/Castledermot and rural hinterland.

Response – Noted. Park & Ride will be implemented by the dedicated office in line with the supporting report published alongside the Transport Strategy.

1.5.3 Topic – INT5 Interchange

A bus depot is required in Donabate.

Response – Noted. The Transport Strategy provides for the improvement to interchange and bus layover as appropriate. The requirements for Donabate are an operational matter for the NTA and the transport operators. No change required.

Better walking and cycling facilities to Sallins station.

Response – Noted. This is a matter for Kildare County Council in the first instance, in collaboration with the NTA as part of the active travel investment programmes. No change required.

There is a need for the Strategy to support the increased demand for DART and to include plans to address some of the legacy issues with Dart stations in terms of access, cycle parking and safe routes to public transport stations. DCC would suggest that this is addressed as a separate parallel project in conjunction with DART +.

Response – Noted. This matter would be best addressed via on-going engagement between DCC and the NTA on the active travel investment programme, and with Irish Rail.

1.5.4 Topic – INT6 – Fare Structure

No fare integration between services in Naas, and fares too expensive.

Expand 90 Minute fare to all North Wicklow settlements.

Free fares at peak times to encourage workers to use PT.

Support for free public transport.

Response – Noted. Fares are reviewed on an annual basis and are being reduced by 20%. The details of the fare structure – the extent of the short-hop zone, Leap card zone and Tax Saver ticket provisions – are dealt with during those reviews, the details of which are not a matter for the regional Transport Strategy.

1.5.5 Topic – INT12 – Small Public Service Vehicles

The particular significance of taxis to disabled people should be acknowledged, and this section strengthened in terms of commitments to the taxi sector.

Response – Noted. Text added to reflect this

1.5.6 Topic – INT13 – Late Night Transport

The expansion of the public transport system will have an increased effect on late evening and night travel safety, this must be policed to negate crime and anti-social behaviour around bus stops, station buildings etc.

Response – Noted. The Transport Strategy provides the policy basis for increased security on the transport system in the GDA. Text updated.

Transport forums would bring together transport agencies, An Garda Síochána, Local Authorities and local community representatives to highlight challenges and employ collaborative solutions.

Response – Noted. Consultative forums are an option that can be explored. No change required for the strategy report.

1.5.7 Topic – INT15 – Accessible Infrastructure

No new mode of transport should be bought unless it has Step Free access.

Response – Noted. The NTA purchases new transport fleet in accordance with its legal obligations. No change required.

Opposition to Island Bus Stops - they need a comprehensive safety strategy to go alongside their introduction.

Response – Noted. The NTA must balance the needs of all transport user groups and island bus stops, as modified with added safety provisions, provide the optimal solution on a community-wide basis serving public transport passengers and cyclists, and will be used where deemed appropriate. No change required.

Disabled parking should be accessible with pavement dishing and ease to parking.

Response – Noted. This is a detailed design issue. No change required.

All bus stops should be accessible for wheelchair users and buggies have platforms which fit bus ramps.

Response – Noted. This is a detailed design matter provided for in the Transport Strategy under INT15

Bus shelters and transport signage should not block pavements, tactile surfacing to be agreed uniformity of design to enable people with vision impairment.

Response – Noted. This is a detailed design matter provided for in the Transport Strategy under INT15

Good lighting at bus stops and sheltered seating.

Response – Noted. This is a detailed design matter provided for in the Transport Strategy under INT15 and BUS10

Water fountains for reusable water bottles at railway stations and Luas stops and main bus stations.

Response – Noted. This is a detailed operational matter.

Ensure lifts at rail stations are operational.

Response – this is a matter for the day-to-day maintenance and operation of the rail system by Irish Rail. Text amended.

Noise needs to be a key component of all public transport vehicles so that people with visual impairments can locate them or be warned that they are approaching if a visually impaired pedestrian is trying to cross a road where there is no signal crossing close by.

Response – Public Transport vehicles are fitted with Automatic Vehicle Alerting System. No change required.

1.5.8 Topic – INT16 – Travel Information

In-vehicle announcements are a major problem for the visually impaired and should include which doors are opening.

Response – Noted. This is an operational matter provided for under measure INT16. No change required.

Full timetable information is not available for those using screen readers.

Response – Noted. This is an operational matter provided for under measure INT16. No change required.

1.5.9 Topic – INT18 – Equality and Inclusivity

There is little consideration of the complex relationship between transport provision, social inequality and ‘transport poverty’.

Response – the focus of the NTA, in strategic transport planning and in our day-to-day operational activity, is on ensuring that the maximum number of people have access to affordable sustainable transport options.

To this end, we have pursued a step-change in the quality of the bus network across all of the GDA via the BusConnects Network Redesign, Core Bus Corridor projects, Connecting Ireland and Local Link. We have also consistently increased investment in cycling infrastructure. These are sustainable measures that will positively impact on all communities in the GDA, but with a disproportionately positive impact on communities where transport choices are limited at present.

Notwithstanding this, in the case of the major rail transport schemes that the NTA are pursuing, MetroLink is of benefit to all communities in the GDA by providing better access to Dublin Airport, a key economic asset, while at the local level it is critical for the on-going regeneration of Ballymun. DART+ covers a wide range of communities in north-west and south-west Dublin, delivering a significant improvement in their transport choices.

No change required.

Health needs to be included as a parameter.

Response – Noted. Additional text inserted as appropriate.

Greater emphasis on safety for all modes of transport, particularly public transport and its attractiveness and perceived safety to meet the needs of all ages, abilities, disabilities and genders.

Response – Noted. Measures INT 14, 15, 16, 17, 18, 19 and 20, in addition to the significant investment in improvements to the transport network provide for this. Changes made to the text and measures.

Campaigns alone are not sufficient in guaranteeing rights.

Response – Noted and agreed. Strategy provides for more than campaigns. No change required.

1.5.10 **Topic – INT20 – Enforcement of Road Traffic Laws**

It's imperative that a zero tolerance approach and high level of enforcement be taken with this law breaking.

Response – Noted and agreed. No change required.

1.5.11 **Topic – Behaviour Change**

We need to encourage greater use of public transport by youth clubs and sports clubs. I think that the NTA should offer very cheap tickets to sports teams to encourage use of public transport.

Response – Noted. At present, the resources required for such a level of engagement, in addition to Smarter Travel Workplaces and Campuses and Green Schools, are not available. Additional wording has been added to the strategy report to provide for such schemes in the future.

Targeted behavioural change programmes should be a central element of facilitating the strategy and should be appropriately funded.

Response – Noted. The strategy provides for continued funding of the Smarter Travel Workplaces and Campuses and Green Schools programme. No change required.

1.6 Category – 10. Walking, Accessibility and Public Realm

1.6.1 Topic – WALK2 – Improved Footpaths

The Donabate Portrane cliff walk must be upgraded and re-opened to a safer and better maintained walkway to accommodate parents with buggies and people using wheelchairs.

Response – Noted. This is a local matter for Fingal County Council. No change required.

When determining the required width it will be necessary to take account of, and plan for, the full spectrum of uses in order to provide adequately for all needs.

Response. Noted. No change required.

In historic urban areas any proposed works to the public realm should have regard to the protection and enhancement of the historic form of street spaces i.e. footpath, drainage channel & road carriageway and the original street/ footpath materials. It would benefit the Strategy to state that historic environments require particular consideration.

Response – Additional wording inserted.

1.6.2 Topic – WALK7 – Pedestrianisation

Additional pedestrian streets in town centres - whilst this is welcome, the temporary removal of vehicles from Parliament Street and Capel Street in Dublin 2 during the summer of 2021 created significant difficulties for policing of large crowds.

Response – While this was an unwelcome by-product of the measure, it should be viewed in the context of the ending of unprecedented restrictions on the ability of people to socialise in the previous 18 months of the pandemic. It is not the intention of the NTA or partner local authorities to facilitate random mass events or gatherings on a regular basis but to create an environment more amenable to those on foot, those shopping or those spending time dining outdoors. No change required.

So-called “pedestrianisation” not only denies blue badge vehicle access to such areas, but even denies access to public transport. Literally, an access all areas should be there for public transport systems and blue badge vehicles. Anything else is disabling and discriminatory.

Response – the NTA is of the view that reducing the dominance of private vehicles facilitates mass transit by public transport and cycling and creates a better space by removing potential for collisions with motorised vehicles and cyclists. Access for blue badge holders should be maintained in a manner which is convenient to those groups but which does not compromise the objectives for society as a whole. i.e., reducing emissions and enabling economic and cultural activity in our urban centres. No change required.

There is strong evidence of confirmation bias by the authors of the draft strategy if they think that more pedestrianisation is a message from the pandemic. Any “message” that more areas should be pedestrianised is a discriminatory and disabling message, and as such, should be roundly rejected.

Response – The message from the pandemic for urban planning and transport planning is that we should be endeavouring at every opportunity create environments less dominated by motorised vehicles and more amenable for pedestrians and cyclists, and more attractive for spending time in for all people. No change required.

1.6.3 Topic – WALK3 – Improved Junctions

The NTA need to change the whole approach to who gets prioritised at signalised junctions – light sequences need to heavily prioritise pedestrians, particularly near public transport stops.

Response – Comment in support of strategy measures is noted.

1.7 Category – 11. Cycling and Personal Mobility Vehicles

1.7.1 Topic – CYC1 – GDA Cycle Network

Significant detailed issues raised on the content of the plan.

Response – Noted. The Cycle Network Plan will be reviewed and amended, as appropriate, prior to finalisation.

Support for Greenway from Bray-Greystones to Wicklow Town.

Response – Noted. The Cycle Network Plan will be reviewed and amended, as appropriate, prior to finalisation.

Implementation of cycle routes must be quicker.

Response – Noted. The NTA share the view that implementation must be quicker but acknowledge the right of people to participate in the planning process. No change required.

Support for a citywide quietway network.

Response – Noted. The GDA Cycle Network aims to provide the appropriate type of infrastructure to meet the demand for travel. In many cases, this will involve quietways and greenways, but provision is also made for travel by bike on major traffic routes as in most cases, they provide the most direct route.

We need to see the prioritisation of an integrated pedestrian/cycle network that links all parts of the Portrane / Donabate peninsula.

Response – Noted. The Cycle Network Plan will be reviewed and amended, as appropriate, prior to finalisation.

The Hearse Road (R126) urgently needs to be upgraded to include footpaths and cycle-paths.

Response – this is a matter for Fingal County Council in conjunction with the NTA investment team, rather than the regional Transport Strategy. No change required.

Opposition to Cycle Lanes on Terenure Road West.

Response – Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for cycle tracks on Terenure Road West. No change required.

Concern over impacts of proposals on Leopardstown Race Course.

Response – Noted. The Cycle Network Plan will be reviewed and amended, as appropriate, prior to finalisation.

DCC wish to point out a few elements of the network as shown that need to be re-considered, adjusted and/or taken into account:

- (i) the omission of the bridge linking Liffey Park to Chapelizod Park
- (ii) the connection shown through Glasnevin Cemetery over the rail line
- (iii) the connection to Bull Island
- (iv) routes on streets with traditional setts (cobble) and historic paving
- (v) the route at the proposed Blood Stoney Bridge.

Response – Noted. The Cycle Network Plan will be reviewed and amended, as appropriate, prior to finalisation.

1.7.2 **Topic – CYC2 – Cycle Infrastructure Design**

There needs to be a cyclist speed strategy - We need to look at chicanes, rumble strips and speed bumps for bikes to make everyone safe. All our cycling infrastructure was built for unpowered bikes, it wasn't built for speeding e-bikes and e-scooters.

Response – Noted. Cyclists and e-bike users are subject to the rules of the road including speed limits. If they are using dedicated segregated cycle tracks or on-road lanes, no issue arises as they are dedicated to road vehicles under the road traffic acts. In shared spaces, or zones where potential issues may arise, such as at bus stops, such measures are and will continue to be provided. No change required.

There is capacity for cycling to carry many more journeys if safe infrastructure is provided and the needs of women, children and older people in particular are catered for.

Response – Noted and agreed. The NTA's approach is to provide a high quality cycle environment, but conscious of the physical constraints which provide significant challenges to this objectives.

Measure on two-way cycling on one way streets required.

Response – Noted. This is a matter for the National Cycle Manual and the detailed implementation of the cycle network.

1.7.3 **Topic – CYC3 – Cycle Parking**

Support for more public cycle parking incl. high density cycle parking.

Response – the NTA will continue to provide cycle parking with the local authorities. No change required.

Support for more secure bike lockers.

Response – Noted. The NTA will continue to explore this with the local authorities. No change required.

CCTV could be made available at these locations. Furthermore, it would be appreciated if this CCTV could be made accessible by members of An Garda Síochána to progress investigations into crimes at these locations.

Response – this is beyond the remit of the Transport Strategy.

1.7.4 **Topic – CYC5 – Bike Share Scheme Expansion**

Extend DublinBikes Beyond Canals.

Response – Covered under CYC5

1.7.5 **Topic – CYC9, 10 and 11 – E-Bikes, Scooters and Other Emerging Personal Mobility Modes**

Micro mobility – electric scooters, requires forward thinking, subject to sufficient road space and appropriate legislation to ensure safe road use and to protect other road users.

Response – Noted. The strategy covers this issue to the appropriate extent for a regional level plan.

E-bikes and e-scooters are now seriously hazardous to pedestrians and indeed older people and disabled people tend to avoid Greenways because of speeding cyclists.

Response – Noted. These vehicles are not permitted on footpaths. Greenways are shared facilities where speed differences between pedestrians and cyclists occur. This issue will be subject to review but is outside the remit of the Transport Strategy. No change required.

All e-bikes and e-scooters should have noise makers.

Response – This is a matter for legislation and is beyond the remit of the Transport Strategy.

Speeds need to be limited on them and serious resources need to be made available to enforce the ban on driving scooters on the footpath.

Response – Covered under Measures INT20

NTA modelling should plan for the role of ebikes in supporting longer commutes.

Response – Noted. The NTA models have been updated to account for a higher proportion of cycling in the future, however, the full impact of e-bikes has yet to materialise and therefore, the evidence base for more precise forecasts of their use does not exist. The NTA models are reviewed and updated on a regular basis.

Ensure that appropriate infrastructure is in place to support people to use these vehicles e.g. appropriate storage and charging facilities and lifts that accommodate bikes at Dart and train stations.

They offer significant potential for last-mile commuting and multi-modal travel so interventions around train and bus hubs in particular should be explored.

The ambition of the cycle network plan should reflect this untapped potential of e-Bikes.

Response – Noted. The NTA, in conjunction with the transport operators and local authorities will take this into account when delivering upgrades to stations etc.

1.8 Category – 12. Public Transport (Bus, Light & Heavy Rail)

1.8.1 Topic – Timelines

Too many delays and delivery is too slow.

Need for a seamless investment programme to maintain expertise.

Overfocus on bus where trams are needed, Lucan, Poolbeg, Bray, Finglas needed by 2030.

The capacity increase on the green line must be detailed and timeline in the strategy.

Dublin City Council wish to make clear that it has serious concerns in relation to the urgency of delivery in the Strategy and to highlight that at present there are no major public transport projects under construction or nearing construction within the city with the last project finishing in December 2017 namely the opening of Luas Cross City.

This dearth in projects moving to construction and on to operational service creates a severe time lag for the city and emphasises the need to ensure that the programme timelines listed in this strategy are adhered to and where possible improved. It also has serious impacts on the ambition of the City Development Plan in achieving modal shift.

SDCC would strongly encourage the NTA to bring forward the timings of the following:

- Delivery of the Luas to Lucan
- Delivery of a new rail station at Kishogue in Clonburris
- Delivery of a new rail station at Kylemore within the City edge lands
- Delivery of new and upgraded bus services within the regeneration lands of City Edge, Adamstown, Clonburris and Fortunestown.
- Design and approval for the new Luas extension to Clondalkin
- Design and approval for the new Luas lines from Tallaght to City (via Kimmage and via Knocklyon)
- Design and approval for the Orbital rail route

Response – Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

Further detail is provided in the main strategy report.

1.8.2 Topic – PT1 – Steady-State Maintenance of Public Transport

DCC would request that Measure PT1 regarding public transport infrastructure maintenance and renewal should explicitly include those items required for public transport corridors, namely the road, road markings, signing etc.

Response – Covered in measure

1.8.3 Topic – RAIL3 – DART Extension

Prioritise the DART Extension to Wicklow Town.

DART Stops at Newcastle and Kilcoole.

Response – In relation to the Wicklow campaign, DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow through electrification of the full line is subject to the availability of funding and is unlikely to be delivered before 2030. However, the potential to operate battery-electric DART fleet to Wicklow in advance of full electrification of the line will be assessed. Delivery of the current elements of the DART+ Programme will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies to all stations from the City Centre to Greystones; and there will be the potential to cascade existing fleet onto the south-east line as new DART fleet is introduced on other lines.

It should also be noted that the south east corridor will also benefit from significantly enhanced bus services, supported by bus priority measures on the N11 to be rolled out in the short term. Additionally, the N11 corridor is a priority for the provision of Park & Ride sites. Making such provisions for the bus mode will allow for greater flexibility in terms of serving demand from this corridor to locations along and close to the N11 such as Cherrywood, UCD and Sandyford, not readily served by DART.

In relation to Kilcock, it is intended to extend the electrification and DART service to this station. Subject to funding availability, this could be delivered as a separate project from the existing DART+ West project and commissioned very quickly after the completion of the DART+ West Scheme. Altering the scope of the current DART+ Programme to incorporate the extension to Kilcock under the DART+ West project, would require undoing elements of the completed work on that scheme and would cause a significant overall delay.

1.8.4 Topic – RAIL2 – DART+ Tunnel

Support for reinstatement of DART+ Tunnel to 2042.

Response – Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required

1.8.5 Topic – RAIL6 – New Rail Stations

Reopen Avoca and Glenealy Stations.

Support for Kylemore station for City Edge development as soon as possible.

Timeline for opening of Kishoge should be included in strategy.

Response – Noted. Kishoge station is scheduled to open in 2022/23. Kylemore station will be progressed in the short term but outside the scope of DART+.

The NTA monitors demand, including population and employment growth in settlements such as Avoca and Glenealy, in conjunction with Wicklow County Council, and will respond to this with an appropriate public transport solution for these settlements.

1.8.6 Topic – General DART+ and Rail

Increase number of all current services to reduce need for cars as there are not enough available seats on existing public transport routes.

Additional DART services to and from Greystones to meet growing demand due to increasing population.

Improve frequency to Greystones.

Response – Capacity will be increased in line with DART+ and other rail investment programmes. No change required.

Run a shuttle service between Wicklow and Greystones in the off-peak period.

Response – this is covered under measures RAIL3 and RAIL5. No change required.

Hybrid carriages are more expensive than normal electric stock and according to some reports less reliable.

Response – the NTA, in cooperation with Irish Rail, explore all reasonable options when procuring fleet. No change required.

Bray Head Irish rail Tunnel is given a probability of collapse within 15 years, due to coastal erosion. This should be highlighted. Either ring fence the money or start now on remedial works.

Response – the NTA and Irish Rail are aware of the issue. No change required.

1.8.7 Topic – Safety and Security

Consideration should be given to allocating high visibility security personnel at un-staffed light rail stations during the hours of darkness and at peak times.

Provide good lighting.

Ensure lifts are operational.

Response – Noted. These operational issues are covered to the appropriate extent under measures RAIL9 and INT15.

1.8.8 Topic – New Rail Line Proposal

Support for Metro South West – Estuary to Tallaght.

Major issues raised with the DSW Metro Feasibility Study.

Response – Noted. The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the Transport Strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this corridor, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option(s) to be implemented as the population grows. The Draft Strategy reflects this analysis.

No change required

Further detail is provided in the main consultation report

1.8.9 **Topic – LRT1 – MetroLink**

Opposition to MetroLink – Charlemont Terminus.

Response – Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and has now being finalised with a Railway Order application made to An Bord Pleanála in 2022. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords. The statutory consent process provides the opportunity for these issues to be raised.

No change required

Further detail is provided in the main consultation report

1.8.10 **Topic – LRT2 – Luas Finglas**

Extend Luas Finglas back around to Ballymun.

Response – Noted. Luas Finglas is intended to serve demand for travel from the Finglas area. Extending it to Ballymun outside the context of a more comprehensive orbital light rail solution is not a priority for either Finglas or Ballymun.

1.8.11 **Topic – LRT3 and LRT5**

The additional Light Rail line proposed to be developed from Lucan to Poolbeg, via the city centre, will have significant traffic disruption / management implications.

Response – Noted. On-street tram systems inevitably have implications for pre-existing traffic arrangements. No change required.

Support for early delivery of Lucan Luas and Poolbeg.

Response – Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

1.8.12 **Topic – LRT6 – Post-2042 Luas Lines**

Luas to Dublin SW is needed now not in 20 years' time.

Response – Noted. The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the Transport Strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this corridor, i.e., that demand for travel in this part of the city can be most appropriately met by a network of bus services and that over time, the potential exists for a light rail option(s) to be implemented as the population grows. The Draft Strategy reflects this analysis.

1.8.13 **Topic – LRT7 – Orbital Luas**

It is disappointing that a new orbital rail route has not been identified within the plan.

Response – Noted. The NTA is of the view that, in advance of the confirmation of long-term land use policies and objectives for locations such as City Edge, identifying precise options for the alignment(s) of potential orbital Luas line(s) would be premature at this point. Orbital Luas is covered under LRT7.

1.8.14 Topic – LRT9 – New Light Rail Stops

New Naas Road stop should be identified.

Response – LRT9 amended.

1.8.15 Topic – BUS1 – Core Bus Corridor Programme

Opposition to Bus Provision in Templeogue.

Opposition to Bus Provision at Elm Park.

Response – Noted. These submissions relate to individual BusConnects projects and will be dealt with via the planning process for those schemes as appropriate.

Bus proposals should not proceed on corridors which have already been identified as requiring Luas.

Response – Bus proposals are required to meet current and medium-term demand. The requirement for Luas has been forecast to arise after 2042 and as such, schemes could not be justified before that date and could not be delivered in a timely fashion relative to the growing demand. The provisions made under BusConnects in terms of bus priority measures, are fully expected to be required for a mix of bus and light rail services along these corridors and are therefore an imperative both in the short-term and on a permanent basis.

1.8.16 Topic – BUS2 – Additional Radial Core Bus Corridors

Opposition to removal of on-street parking on Fortfield Road.

Response – Noted. Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.

1.8.17 Topic – BUS4 – New Dublin Area Bus Service Network

Additional bus routes to and from Dublin city centre via UCD accessible to Greystones development areas.

Response – Services additional to those set out in BusConnects are covered under measure BUS5. No change required.

Overfocus on radial trips on corridors and spines – need more focus on orbital or “sideways” travel.

Response – BusConnects contains a significant enhancement and reconfiguration of orbital bus services with more coverage and higher frequencies. No change required.

Bus provision to the Stepside/Ballyogan area in particular needs to be increased further than is currently planned under Bus Connects.

Response – Services additional to those set out in BusConnects are covered under measure BUS5. No change required.

A greater emphasis on bus provision to the beginning of trails in the Dublin mountains is imperative to enable visitors to enjoy these amenities on weekends and summer evenings.

Response – Services additional to those set out in BusConnects are covered under measure BUS5. No change required.

Issues raised related to bus services in Donabate, and Portrane.

Service issues in Enniskerry.

Response – Noted. Local operational issues are most appropriately dealt with outside the remit of the Transport Strategy. No change required.

As well as the planned core Bus corridors, it is important that the orbital bus services are delivered in a timely manner in SDCC.

Response – Noted. The NTA intend to complete the roll-out of the BusConnects network by 2024.

NTA should now be progressing the design and delivery of new and improved bus services within Adamstown, Clonburris, Fortunestown and the City Edge lands to ensure there is sufficient bus services in place to meet the rapidly increasing residential populations in these regeneration lands.

Response – Noted. The NTA intend to complete the roll-out of the BusConnects network by 2024 and measure BUS5 covers the provision of services additional to those set out in BusConnects. The NTA engages on an on-going basis with local authorities on how best to serve new developing areas and will continue to do so. No change required.

1.8.18 Topic – BUS10 – New Bus Stops and Shelters

Bus stops should be offset in off the road to avoid traffic congestion and the potential for blind overtaking by vehicles.

Response – noted. In many cases, requiring buses to pull in out of the general traffic lane causes delays to services as motorists overtake without facilitating the bus to pull back out and proceed. As such, the provision of stops in bus bays is disadvantageous in terms of journey times. No change required.

1.8.19 Topic – BUS14 – Regional and Rural Bus Services

Support for a bus service from Wicklow Town to Cherrywood.

Support for a local bus service between Arklow, Wicklow Town and Greystones.

Support for a service from Blessington to Sallins.

Nitelink to Wicklow Town.

Scale up Local Link.

More regular busses from Wicklow to Dublin.

Lack of PSO Bus Routes in Naas and dominance of private/commercial services is a problem in the Naas area and needs urgent addressing.

Need for bus service improvements in West Wicklow and Arklow.

Need for seasonal bus services, via Local Link, and traffic management to reduce congestion in summer along the coast.

Response – Noted. These detailed local and county-wide issues are best dealt with via a combination of BusConnects, Connecting Ireland and Local Link programmes which are being rolled-out throughout Wicklow. The Transport Strategy provides for an uplift in terms of bus capacity and frequency throughout the county and a comprehensive Park and Ride network where demand requires it (along the N11 corridor).

1.8.20 Topic – Facilities at Stations

Public Toilet facilities should be provided at mainline stations; also some Luas and bus stops.

Response – this is a detailed operational matter and can be provided on a case-by-case basis.

1.9 Category – 13. Roads

1.9.1 Topic – ROAD1 – Principles of Road Development

MEASURE ROAD1 – Principles of Road Development should also have the proviso that nothing is done at the expense of disabled people's access to amenities, premises, or services.

Response – Certain changes to the traffic regime in select locations may require changes in how some amenities, premises or services are accessed. No change required.

1.9.2 Topic – ROAD3 – National Roads Projects

N11 Upgrade should prioritise public transport.

Response – Noted. Bus priority forms part of the N11 projects. No change required.

1.9.3 Topic – ROAD8 – Emergency Diversion Routes

N3/N4 link should avoid St Catherine's Park.

Response – As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.

1.9.4 Topic - ROAD9 – Regional and Local Roads Policy

Support for 8 Strategic road projects in SDCC.

Response – Noted. Road schemes in the GDA will be progressed in accordance with the principles of the Transport Strategy. No change required.

1.10 Category – 14. Traffic Management and Travel Options

1.10.1 Topic – TM General

The allocation of road space must reflect the evolving needs of the greater Dublin area and the environment. Strong partnerships from consultation, to design to implementation are required.

Response – Noted. As this relates to scheme implementation, no change to strategy text is required.

Variable speed limits on main thoroughfares should assist in ‘reducing turbulence and congestion’, along with Home Zones, Low Traffic Neighbourhoods and Car Free Zones.

Response – Covered under various TM Measures in strategy.

Road space is limited and must be allocated to the most effective sustainable modes of transport.

Response – Noted.

To provide cycle tracks, footpaths should be reduced where possible instead of roadsapce.

Response – it is not the intention of the NTA to reduce the width of footpaths unless absolutely necessary and where the remaining footpath is of adequate width for the numbers of pedestrians.

Competitive Advantage needs to be allocated to active and public transport.

Response – Noted.

Demand Management to reduce capacity should be through

- Reallocation of road space
- Reprioritise time
- De-network the private car network

Response – the Transport Strategy provides the basis for the implementation of these, and other, demand management measures.

Need for a citywide traffic circulation plan.

Response – Covered under measure TM1.

Support for Congestion Charging.

Support for Workplace Parking Levy.

Response – the Transport Strategy provides the basis for the implementation of these, and other, demand management measures.

Introduce reversible traffic lanes.

Response – Noted. This measure is not being pursued at present and is not regarded as necessary to meet the strategy’s objectives.

Trial different traffic signal sequences at pinch points along commuter routes.

A commitment should be included in the Strategy to support investment and funding of the Intelligent Transport Systems.

Response – the NTA and the local authorities seek to strike a balance in terms of facilitating public transport, cycling and walking at signalised junctions, while facilitating cars and goods vehicles.

1.10.2 **Topic – TM9 – Car Sharing**

Car sharing should be accommodated over private car ownership.

Response – Noted. Covered under measure TM9

1.10.3 **Topic – TM7 – Home Zones**

Research has by now well established that shared spaces cause harm to disabled people, and especially people with a visual impairment. As such, Home Zones are discriminatory and disabling.

Response – Text amended.

1.10.4 **Topic – TM10 – Car Free Residential Developments**

This would appear to be reckless planning of the most spectacular order. Even if we presume that the facilities allowed for disabled people will include all blue-badge vehicles who are residents, what about disabled visitors to non-disabled people.

Response – There is no intention to exclude disabled people from living in any particular location. Car-free developments are targeted at locations such as city centres or major transport hubs where people of all abilities may not require to own a car and where on-street options exist for visitors. No change required.

However, if those within a six kilometre radius of Dublin City Centre cannot own a car (since they have nowhere to park it at home), then how are they expected to patronise these smaller businesses.

Response – It is not the intention of the NTA to compel people to live in car-free housing, but merely to facilitate their developments in certain locations. Additionally the growth of car sharing and MaaS will facilitate those needing cars for specific trips. No change required.

1.10.5 **Topic – TM11 – Residential Parking Standards**

It is noted that the Draft Strategy includes very specific standards for residential car parking for the City. These need to be supported by corresponding requirements to include the supplementary measures - by proactive mobility strategies and residential travel planning.

Response – Noted. Covered under INT 9, 10 and 11. No change required.

1.10.6 **Topic – TM15 – Public Sector Parking in Dublin City Centre**

Should parking be removed, unless there is equal public transport available at unsocial hours, this may prove problematic for members of An Garda Síochána attending for duty at unsociable hours.

Response – Noted. It is the intention to continue to expand the hours of operation of public transport under measure INT13. No change required.

1.10.7 **Topic – TM18 – Electric Cars**

Support for more charging points.

Response – Noted. No change required.

1.10.8 **Topic – INT20 – Enforcement of Road Traffic Laws**

However currently the lack of automated enforcement of violations of the bus corridors is a major obstacle and leads to delays and inefficiencies on all bus lanes, DCC Traffic very much welcomes measure INT20 – enforcement of Road Traffic laws and look forward to this being quickly advanced and DCC is willing to work with the various stakeholders on providing these projects as quickly as possible.

Response – Support for strategy measures is noted. No change required.

1.11 Category – 15. Freight, Delivery and Servicing

1.11.1 Topic – FREIGHT5 – Consolidation Centres

Support the concept of distribution yards to break container loads into smaller loads for delivery.

Response – Noted. The freight strategy provided for under measure FREIGHT1 will address this matter in detail.

1.11.2 Topic – Freight, Delivery and Servicing General

No bin collections or deliveries during peak hours.

Response – Noted. This is an operational matter for the local authorities and beyond the remit of the Transport Strategy.

The regeneration of Tallaght and City Edge needs a comprehensive approach to freight management and servicing.

Response – Noted. The NTA will continue its close cooperation with all stakeholders on the City Edge project.

It is considered that the objectives to manage the increase in delivery and servicing needs do not fully acknowledge all of the competing demands that exist for kerbside space.

Response – Noted. The freight strategy provided for under measure FREIGHT1 will address this matter in detail.

1.12 Category – 16. Climate Action Management

1.12.1 Topic – Climate Change General

Focus on legally-binding Climate Action GHG emissions reduction targets (under Carbon Budgets and Climate Act). Transport needs to be seen as critical to zero-carbon society.

Response – Noted. No change required.

The demand management measures should be integral to the GDA Transport Strategy rather than viewed as ‘additional’.

Response – the Transport Strategy has a wide range of demand management measures throughout – behaviour change programmes; destination and origin parking constraints; parking removal; Low Traffic Neighbourhoods; reduced speed limits; and provides for a range of traffic management measures to be implemented in urban centres. Demand management measures such as road use charging, congestion charging or increased fuel costs are a matter for the Demand Management Scheme to be prepared under Measure CLIMATE2.

The plan should provide more information and evidence that clearly demonstrate the benefits of active travel and public transport schemes.

Response – Chapter 17 provides the key benefits of the strategy as a whole. No change required.

The Strategy should make an explicit commitment to the incorporation of sustainable urban drainage measures to all projects ranging from strategic transport infrastructure to local active travel projects.

Response – Noted. A matter for detailed project design.

1.13 Category – 17. Strategy Outcomes

1.13.1 Topic – Mode Share

A reduction in mode share of car use from 58% to 49% is very unambitious.

Response – Noted. The GDA as a whole covers 4 Counties and includes a large quantum of residential development in rural areas, small towns and villages and in very low-density suburban and peri-urban locations, which are located and designed in a way which provides an extremely challenging environment for public transport to operate in and for walking and cycling to be used for many trips. Additionally, many major suburban low-density office parks and retail centres have been built in recent decades providing a similar challenge. This development legacy will continue to provide the highest proportion of demand for travel in the life time of the Strategy and in the absence of more restrictive measures to compel the use of alternative modes, many people in the GDA will choose to use the car for many trips even where viable alternatives have been provided. It should also be noted that the forecast 24 hour mode share for the built-up area of Dublin is forecast to be 41.9% in 2042. No change required.

A breakdown of modal share targets during this 20-year period should be included in the final strategy to allow transparency on the implementation progress in achieving our modal shift targets.

Response – Noted. While mode share targets can be used as an indicator, the development of such across the 7 local authority areas is more appropriately dealt with by each Council and the NTA has worked with them to provide targets in their Development Plans. No change required.

Reduction in walking mode share is inconsistent with government priorities.

Response – Noted. It is inevitable that some increase in cycling will come from the walking share to some extent. When we provide alternatives to the private car, they are more likely to switch to public transport and cycling because the distances travelled for many trips do not facilitate walking. No change required.

Greater clarity on safety outputs.

Response – Noted. The safety outputs come from a transport modelling tool and is a forecast which is used in transport appraisal.

Modelling should reflect City Edge.

Response – Noted. The Land Use forecasts are determined by the National Planning Framework, Regional Spatial and Economic Strategy and Local Authority Development Plans. No change required.

1.14 Category – 18. Environmental Assessment

1.14.1 Topic – Noise and Air Quality

Better integration with noise and air action plans.

Response – Noted. Policy section has been reviewed and appropriate changes made.

SMART targets for noise and air pollution exposure reduction.

Response – Noted. The Transport Strategy has been assessed and appraised in line with the SEA Directive and according to best practice transport appraisal techniques.

1.15 Category – 19. Next Steps

1.15.1 Topic – Responsibility for Implementation

A directly elected mayor to whom a Greater Dublin transport authority is responsible is required to ensure delivery.

Response – this is outside the remit of the Transport Strategy.

A multi-disciplinary approach is needed for implementation.

Response – Noted. This is the case for all NTA projects. No change required.

1.15.2 Topic – Long Term Planning

Transformative long-sighted scenarios need to be outlined within the strategy.

Response – the NTA did look beyond the statutory horizon of 20 years and have proposed a network of Luas lines as a response to post-2042 demands. This long-term approach will be repeated with each subsequent strategy. No change required.

1.15.3 Topic – Monitoring

The proposed timeline of a monitoring report by 2025 will not ensure that the policies and proposals of the Strategy are being implemented in a coordinated, effective and timely manner.

Response – A mid-term review is appropriate for the strategy as a whole. The NTA, TII and local authorities also publish various reports on public transport use; cycling statistics; mode share data; and car use on an annual basis, and develop measures in response, where appropriate.

Include road safety statistics in monitoring.

Response – Change made.

1.15.4 Topic – Timelines

Timetable required for all major infrastructure plans.

Response – Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

Interim measures should be identified for period up to scheme completion.

Response – Interim measures of a comparable benefit to the major infrastructure scheme would be extremely challenging to implement, such as for MetroLink. The manner in which on-street schemes such as BusConnects and the Cycle network are constructed may deliver incremental benefits along sections of the relevant corridors in advance of the full scheme being completed. No change required.

The cycle network plan under the current strategy needs to be implemented much quicker.

Response - Noted. The NTA will endeavour to deliver the network in as timely a manner as possible in accordance with statutory obligations.

1.15.5 **Topic – Maintenance**

The Strategy needs to consider how the overall transport network, once completed, can be maintained once in place and the mechanisms that provide the required funding arrangements.

Response – Noted. Measure PT1 amended and broadened out to all transport.

1.15.6 **Topic – Potential Mechanisms for Delivery**

It is recommended that this be omitted and replaced with wording that acknowledges the process of institutional and legislative reform that is ongoing and identifies actions and opportunities for collaboration between the NTA and various departments and agencies in respect of transport-led development.

Response – Noted. This section has been reviewed and updated accordingly.

END

Appendix – List of Written Submissions

1	An Garda Siochana	45	Ciaran Garrett
2	BOC Gases	46	Claire Hayward
3	Christine Murray	47	Cliona Maher
4	Cllr Declan Meenagh	48	Cyril Cherian
5	Cllr Donna Cooney	49	Daniel Murphy
6	Cllr Oisin O'Connor	50	Danny McDevitt
7	Cllr Paul Mulville	51	Darragh McAuliffe
8	Darragh Blake	52	David Gillanders
9	Department of Housing and Local Government	53	David Murphy
10	Deputy Jennifer Whitmore TD	54	David Murphy2
11	Deputy Jim O'Callaghan TD	55	Davida Golden
12	Deputy Steven Matthews TD	56	Debbie Gillanders
13	Dublin City Council	57	Donal and Eileen Conroy
14	Eamon Kelly	58	Eddie Cussen
15	Elm Park GC	59	Edward Nelligan
16	Horse Racing Ireland	60	Fiona Goode
17	Irish Planning Institute	61	Gavin McDevitt
18	Kildare County Council	62	Gregory Day
19	Marian Kelly	63	Harriet Massey
20	Metro South West Group	64	Illegible Signature
21	Michelle Slattery	65	Illegible Signature Duplicate
22	Peggy Vaughan	66	Jitsupa Phadit
23	Recorders Residents Association	67	John Flaherty
24	Roslyn Shaw	68	John Keaney
25	RSA	69	June M Maher
26	Social Democrats	70	Justine Conroy
27	South Dublin County Council	71	Keith Thompson
28	Voice of Vision Impairment	72	Lisa Downer
29	Alex Costello	73	Mai Tsan
30	Alex Costello 2	74	Martin Varghese
31	Amanda O'Sullivan	75	Mary Frances Sinnott
32	Amy O'Flaherty	76	Mary Hayward
33	Ancy Joseph	77	Mary Kelly
34	Ann Ballesty	78	Mary Kelly 2
35	Ann Barbara Murphy	79	Mary Kelly 3
36	Ann Marie Shaw	80	Maurice and Pamela McDonough
37	Anna Lee	81	Maya McDevitt
38	Aoife Maya	82	Merlyn Baker
39	Avril and Tony McCann	83	Michael Crowe
40	Bjorn Jybaek	84	Michelle Fletcher
41	Bob Hoffman	85	Parawi Malithong
42	Brian and Elaine O'Shea	86	Patricia Butler
43	Bridie Healy	87	Patricia Butler 2
44	Caroline McDevitt	88	Patrick & Patricia Lynch
		89	Patrick Kelly

90	Paul Furlong
91	Paul McDevitt
92	Paul V Maher
93	Rachel Dunne
94	Rachel O'Keeffe
95	Rebecca Voorn
96	Robert Graham
97	Robin Heather
98	Ryan George
99	Sandra Furlong

100	Simon Tyrell
101	Sinead and Ray Harman
102	Sinead Mooney
103	Stephanie O'Neill
104	Stephen King
105	Susan Moy
106	Suzanne Earls
107	Suzie Thorn
108	Sylwia Bylicka
109	Zivas Fitzgerald

APPENDIX 2 - Stakeholder Submissions

Introduction

There were 19 submissions received by the NTA via the dedicated Stakeholder Submission Portal. This did not represent the full quota of 'Stakeholders' who took the time to submit detailed comments, but it became clear that a miscommunication of the new Portal system resulted in numerous stakeholder submissions being made via the 'public' portal. The submissions in the 'public portal' have been dealt with separately in Appendix 4.

It should be noted that this document forms part of the Appendices of the main Public Consultation Report, which sets out, in detail, the responses to the collective set of consultation submissions received. This document summarises and outlines the response to the issues raised by the bodies who submitted via the Stakeholder Submission Portal only. This report endeavours to highlight the pertinent issues raised by these respondents, outlining the considerations of the Strategy team in relation to the points made, which were then incorporated into the final Public Consultation Report.

1. Bus Éireann

Main Issues Raised

- The Strategy's acknowledgement of the importance of bus services as the backbone of public transport and that the bus will be to the forefront in planning for movement in the GDA is very welcome.
- Bus Éireann believes it is important to designate certain stops at strategic locations such as Blanchardstown and Swords as transfer / interchange stops, to allow customers from Bus Éireann services to transfer on to the wider GDA public transport network, without having to travel as far as Dublin city centre.
- Measure BUS6 – Higher Capacity Bus Fleet.
 - A measure for expanded / additional bus depots should be added to that for conversion of bus depots.
- Measure BUS7 – Zero Emission Bus Fleet for Dublin.
 - May necessitate the relocation of bus depots within the life of this strategy. As the strategy moves to implementation planning and costing, it will be important to factor in these necessary investments and major change programmes to enable the achievement of the Strategy, which in turn can facilitate the Strategy through enabling consolidated, transport-led housing development on very well located sites in Dublin city.
- Measure BUS9 – Bus Livery.
 - Request that operators be able to include their name on the front of the bus, so that customers would understand that it was not their service.
- Measure BUS11 – Regional Core Bus Corridors.
 - Regional bus corridors should be given a very high priority and urgency, including a dedicated bus lane on the M50, providing bus prioritisation on that carriageway, and not only on the radial roads approaching it. A review of bus lane operations with a view to making all bus lanes 24 hours of operation is also required.
- Measure BUS12 – Bus Priority in Towns and Villages.
 - The provision of bus priority measures in towns and villages is critical to the provision of an attractive public transport services. It must however be provided as part of an overall package that not only looks at bus priority but also takes account of the following:
 - Provision of well-located bus stop infrastructure suitable for all vehicle types, frequency of service and allows seamless transfer between modes.
 - Local authorities need also to consider the provision of bus turning areas and bus layover areas.
 - Enforcement of parking regulations and reduction in on street parking.
- The areas of greatest urgency are all major towns in the GDA but specifically Mullingar, Ashbourne, Balbriggan, Wicklow, Drogheda, Enfield, Athboy, Kells and Kilcock. It should be noted that significant progress is being made in Navan as outlined earlier in this submission.

- Measure BUS13 – Connecting Ireland.
 - There is a need to provide orbital town and local bus services that connect passengers to core and spinal bus corridors in each of the main towns and cities in the GDA. For example, Wicklow Town Services, Mullingar Town Services, Kells Town services. These town services will link into other public transport modes as well as hospitals, education centres, industrial and retail areas.
- E mobility
 - The Strategy also considers e-scooters and other personal mobility which have the potential to reshape short-distance travel. Bus Éireann would welcome clear safety standards around carrying such battery-operated equipment on board from the relevant authorities.

NTA Response

- The NTA note the support for the prioritisation of bus as set out in the Strategy.
- The NTA notes the requirement for bus interchange locations, and supports the concept as set out in Section 9.4.2.
- The NTA notes the support for E-mobility, and acknowledges that safety standards need to be developed in this regard, notably in relation to the carriage of such vehicles on board public transport. This is supported by Measure CYC11.
- In relation to the suggests on Measure BUS6 – Higher Capacity Bus Fleet and Measure BUS7 – Zero Emission Bus Fleet for Dublin set out above, it is agreed that a new measure will be added to address these points:

MEASURE BUS9 – Bus Depots

It is the intention of the NTA, in conjunction with the transport operators, to review the optimal arrangement for depot facilities across the GDA; deliver new facilities where required; and provide for the re-use of decommissioned facilities as appropriate.

- The bus livery will facilitate the name of the operator on the side of the vehicle. No change to measure required.
- In relation to Bus 11 – the current wording would not exclude enhanced measures such as 24hr operation, as required.
- While on street parking and bus stop infrastructure are dealt with elsewhere, it is considered appropriate to note the issue of bus layover and turning areas. The text will be amended to reflect this issue.
- The strategy will identify all corridors which require prioritisation, the sequence of implementation will be considered in the Strategy Implementation Plan in conjunction with the relevant Local Authorities.
- Connecting Ireland is a separate project which will consider the requirements for local orbital and feeder bus services in detail. The Strategy provides an adequate level of policy support for the Connecting Ireland programme.

2. Charlemont Dartmouth Community Group

Main Issues Raised

- The South Metrolink Terminus must have the potential to become a major city centre interchange for all modes of transport in the future evolution of Dublin's transport network. It must not be located off centre and must not limit access from multiple modes of transport.
- The South Terminus must maximise the opportunities for future southside route extensions and therefore it must be as central to the city as possible. It must not be located at the end of a partial southern extension along one potential route that may be assumed to be preferred today.
- A successful MetroLink must result in very substantial contributions to achieving the objectives of Ireland's Climate Action Plan.
- Indications of why Charlemont is not an appropriate place for interchange with Luas, or for the South side of the city residents is provided
- Alternatives proposed include St Stephens Green, O'Connell Street and Cathal Burgha Barracks.

NTA Response

- The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and has now been finalised with a Railway Order application made to An Bord Pleanála in 2022. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. The MetroLink project will be subject to a statutory consent and public consultation process as part of the Railway Order.

3. Clontarf Residents' Association

Main Issues Raised

- There is a need for a bus route serving the entire coast road from Clontarf through to Sutton and Howth. This lack of a direct coastal bus route is putting considerable strain on the road network and parking spaces, impacts climate change and is not sustainable for the area and the city.
- Two-way routes would also allow school children to cycle two abreast and it would facilitate other forms of micro mobility to overtake each other without having to interact with road traffic.
- Better infrastructure to facilitate use of wheelchairs, mobility aids and micro mobility transport (electric wheelchairs to tricycles).
- The GDA Cycle Network Plan has been in place for a number of years and a timeframe commitment should be provided as part of the final report.
- Low Traffic Neighbourhoods (LTNs) are also seen as a key element in achieving more sustainable neighbourhoods and the CRA would welcome the consideration of LTNs in Clontarf in consultation with local residents and the local authority.

NTA Response

- The NTA notes the local issues raised in relation to the Bus Service, cycle routes and potential LTN in Clontarf. The support of the residents' associated for an LTN is welcomed. Measure TM5 commits the NTA to supporting Local Authorities seeking to implement LTNs, which would be applicable to the Clontarf area.
- The concepts and ideas, including LTNs and better accessible infrastructure are all addressed in the Strategy report, notably Measure TM5.
- The implementation of the cycle network will be undertaken by numerous Local Authorities simultaneously, and to sequence this across the GDA would potentially hinder the implementation of the network. It is the intention of the NTA to support and fund the implementation of the GDA Cycle Network as quickly as possible.

4. Codling Wind Park

Main Issues Raised

- The removal of the Eastern Bypass scheme increases the opportunity for potential development of additional electricity grid infrastructure on the Poolbeg peninsula. An onshore collector substation with connections to the existing Poolbeg 220kV substation is essential infrastructure to assist Ireland meeting its Climate Action Plan targets.

NTA Response

- The NTA notes the potential benefits of removing the Eastern Bypass as set out in the Strategy.

5. Connaught Street Resident's Association

Main Issues Raised

- Need to review the modelling used for BusConnects.
- Support Metrolink to progress ASAP.
- Support overhaul of Public Transport payment systems.

NTA Response

- The modelling for the strategy has been undertaken utilising the best information available at the time. It has assessed the strategic network for the GDA for the forecast year.
- Support for Metrolink noted.
- Support for overhaul of Public Transport Payment systems noted.

6. Dublin Commuter Coalition

Main Issues Raised (by Topic)

Infrastructure

- Need to be focused on delivering MetroLink ahead of current timing expectations, as an example of Ireland's commitment to sustainable development, and willingness and ability to deliver world-class projects of this nature.
- Metro South needs to be re-included in the Transport Strategy and prioritised by the NTA. Acknowledge the proposed upgrades to the Luas Green line (Measure LRT8 in the Draft Transport Strategy) as an alternative to reaching a metro standard, however these are not a sufficient substitute for Metro South.
- The proposed timing for all the Luas projects is disappointing and unambitious.
- There is no reason why the Luas Finglas couldn't be finished before 2030.
- We ask that the Transport Strategy commit to holding a public consultation for the Lucan Luas in early 2022, and that clear timelines for the delivery of this Luas connection are included in the Transport Strategy.
- The planning and design for the short extension of the Luas to Bray should begin as soon as possible.
- The 2016-2035 Transport Strategy envisaged the Luas Poolbeg extension being completed by 2035. In contrast, the current Draft Transport Strategy does not commit to this project at all, indicating that it may be necessary to consider delivering Luas to this area during the later periods of the Transport Strategy.
- The Strategy should commit to progressing all eight Luas lines or extensions by 2042.
- The Draft Strategy does not commit to an orbital Luas, leaving this to be "monitored as part of the periodic review of the Transport Strategy". The orbital Luas should be prioritised as part of the Strategy, to increase connectedness between the outer areas of Dublin.
- It is unfathomable that the NTA would seek to shelve the DART+ Tunnel which is such an important project for another 20 years.
- It is strongly recommended that the NTA choose Option B from the Navan Rail Assessment Report due to its higher catchment area in the Dunshaughlin area. The NTA should aim for a 2029 opening for the service.
- It is a non-negotiable that Ireland's railways should be electrified and be completely decarbonised before 2050.
- New stations identified in the Draft Strategy must be planned as soon as possible and built in parallel to planned line upgrade related projects such as DART+ West and DART+ South West. The opportunity to deliver Kylemore and Cabra stations alongside DART+ South West was squandered.
- Orbital bus priority measures should be introduced along these corridors at the earliest opportunity to make orbital bus journeys faster and more reliable.
- While the Regional Core Bus Corridors project is supported, it should be ensured that these bus corridors are not built through further road widening of dual carriageways and motorways.

NTA Response

- The delivery timeline set out in the Strategy (including Metrolink) is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.
- The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and has now being finalised with a Railway Order application made to An Bord Pleanála in 2022. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. Any suggested amendments to the MetroLink project can be dealt with at the Railway Order stage. The design also does not preclude a future extension of the MetroLink line south along the Luas Green Line corridor.
- In relation to the Luas proposals and timelines, the suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The proposals are also sufficient to meet the climate change targets as outlined in the Climate Action Plan 2021. The planning, design and implementation of these lines will be dealt with a scheme level
- In relation to Orbital Luas, the analysis undertaken for 2042 indicated that demand for orbital public transport during the period of the strategy can be satisfactorily accommodated by bus. The NTA will consider this requirement within the latter half of this strategy's lifetime, as outlined in Measure LRT 7 – Orbital Luas.
- Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review.
- The route alignment of the Naval Rail line will be considered at scheme assessment level.
- The electrification of the rail lines and construction of new stations within the GDA are being considered as part of the DART+ programme. Electrification of the rail lines outside the GDA is not a consideration for the GDA Strategy.
- Bus priority on orbital routes is considered in Measure BUS3.
- A commitment to Regional Bus Corridors is set out in Measure BUS11, and the points on road widening are noted.

Integration and Inclusion

To better address the needs of children, it is suggested that the Strategy should include:

- A commitment to work towards a default 30 km/h speed limit for all urban areas in the GDA;
- Clear and detailed plans for how and when safe, segregated cycle lanes to and from all schools in the city will be built;

- A plan for how the NTA will work with An Garda Síochána to ameliorate the serious problem in this city of parking on footpaths; and
- A commitment to directly include children and adolescents in all future transport planning, including transport planning boards.

NTA Response

- The issues are valid and noted, and it is the view of the NTA that they are currently covered within the text and measures of the Strategy report, notably Measures TM3 – Reduced Speed Limits in relation to the 30kph speed limits, INT10- Green Schools Travel in relation to developing a safer cycling environment around schools, and INT20 – Enforcement of Road Traffic Laws in relation to illegal parking on footpaths.
- In reference to the inclusion of children and adolescents in the planning process, including transport boards, it is not proposed to alter the text of the NTA Strategy but it is something which will be considered in the development of future consultation processes going forward.

Pedestrian / Cycling

- There is a requirement to address footpath parking.
- There is a requirement to remove footpath clutter.
- Cycle lanes should be 2.5m in width in line with best practice.
- Commitment to building more bike parking spaces, and for those spaces to de facto include parking for multiple types of bicycles.
- Clearer plans in the Strategy for pedestrianisation of streets within the city and the creation of plazas as public amenities.
- The Road User Hierarchy needs to be strengthened. It is not enough to say that “the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy”; it is critical to that the Strategy commit that there will be no design, planning, or funding which is not directly underpinned by this hierarchy.
- The new Greater Dublin Area Cycle Network Plan omits the Luas Finglas cycle route proposed by TII in the emerging preferred route in 2020. It seems the removal of this cycle route from the preferred route was due to it not being in the Cycle Network Plan. We strongly believe that this is a mistake and should be rectified before the project progresses further.

NTA Response

- The points raised and suggestions made here are welcome and noted. It is considered that the main thrust of these points have been addressed already in the Strategy in an appropriate manner for the strategic requirements of the NTA Transport Strategy, namely INT20, WALK2, CYC2, CYC3, WALK7.
- In relation to the Finglas Luas cycle route, the design of the Luas has been the subject of scheme consultation and this issue will be addressed as part of the scheme level assessment. The GDA cycle network has been designed to cater for cycling across the GDA, and presents a network for the area of Finglas.

- With regard to the Liffey Valley Greenway and Cross-Liffey Cycle routes the removal of the proposed walking/cycling bridge is an extremely retrograde step. There is no walking/cycling bridge between Chapelizod & Lucan, which forces people into cars, causing traffic for everyone. The renovation of the Farmleigh Bridge is of strategic importance, and the route west of the M50 Bridge should be reinstated.

NTA Response

- A cycle route is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan. However alternative links provide connections on the north of Liffey and further South.

Traffic Management and Travel Options

Support is expressed for the introduction of default 30km/h speed limits in urban areas in the GDA and the NTA should work with local authorities across the GDA on its implementation. This approach would make arterial roads with higher speed limits the exception to the rule and would eliminate a lot of street clutter by removing the need for repetitive 30 km/h signs.

NTA Response

- Support for this initiative is noted.

Climate Action Management

The Draft Strategy should explicitly state which policy changes are leading to the anticipated 1.2 MtCO₂eq reduction in emissions.

NTA Response

- Noted. The implementation of all elements of the Strategy will contribute to the reduction in emissions, the Strategy outcomes are set out in Chapter 17.

7. Land Development Agency

Main Issues Raised (by chapter)

Chapter 5

In the interests of consistency, it is recommended that the final GDA Transport Strategy cross-refers to the National Investment Framework for Transport and the Strategy is reviewed in the context of the Framework and its associated modal and intervention hierarchies.

It may also be worthwhile referring to the Road User Hierarchy described in Chapter 8 of the draft Strategy (MEASURE PLAN16 and Figure 8.4) as part of the overall 'Strategy Aim and Objectives' in Chapter 5. The draft Strategy makes clear that the NTA's decision making process associated with the design, planning and funding of transport schemes will be guided by the priority afforded to each mode in the Road User Hierarchy.

NTA Response

- The points in relation to NIFTI are noted.
- The Road User Hierarchy is referenced, and it is not deemed necessary to mention these specifically in the Strategy Aims and Objectives, which are aimed at covering the full spectrum of strategic issues which the Strategy must address.

Chapter 7

Potential update of Chapter 7 to include a list of the individual supporting studies and a brief description of the outputs from the studies.

NTA Response

- The point is noted, however it is not proposed to add the description of the studies into the text, as they only form part of the overall process.

Chapter 8

Opportunities for regeneration and transport-oriented development including a specific objective on each. Potential to transform underutilised brownfield lands and create a new low carbon urban quarter with housing and mixed use in the area around the Inchicore rail works with sustainable travel options as a core offer.

NTA Response

- The NTA Agree with the LDA that Transport Orientation Development is a key factor to addressing land use and transport integration. This is covered in Chapter 9, and the identification of potential development areas afforded by Public Transport corridors in the Metropolitan Area which is set out in Chapter 19.

Chapter 9

The inclusion of a higher resolution Figure 9.1 (Park and Ride Strategy Map) in the final Strategy would be beneficial.

An update to Measure INT8 (Mobility As A Service) to include a commitment by the NTA to explore the preparation of guidance and the provision of data to public and private sector organisations seeking to provide MaaS within the GDA as part of a wider strategy to encourage staff and residents to transition away from private vehicle use.

NTA Response

- Noted on the resolution of Figure 9.1. This will be addressed in the graphic design of the document.
- Measure INT8 as worded does not exclude the development of guidance by the NTA, but given the potential national remit of such guidance this may be undertaken by the Department of Transport. It is not proposed to change the current wording.

Chapter 10 and Chapter 11

- Recommend the inclusion of a list of priorities and timeframes for the delivery of the different parts of the revised cycle network in a similar manner to the list of public transport projects listed in Figure 19.1 of the draft Strategy.
- Recommend an outline of the information that should be contained within proposed Public Cycle Parking Strategies.
- Recommend over-arching cycle parking standards for new development proposals to reflect the approach taken in relation to parking standards for residential developments in Chapter 14.

NTA Response

- The implementation of the cycle network will be undertaken by numerous Local Authorities simultaneously, and to sequence this across the GDA would potentially hinder the implementation of the network. It is the intention of the NTA to support and fund the implementation of the GDA Cycle Network as quickly as possible.
- The requirements for specific Cycle Parking Strategies and Cycle Parking standards would be better understood at Local Authority level, notably in the in Design Standards for New Apartments. The measure set down in the Strategy supports better cycle parking, which can be agreed with the relevant stakeholders to ensure it is appropriate.

Chapter 12

The issues raised early in the consultation with regard to the timelines for implementation of schemes requires additional clarification in response to misunderstandings that arose when the draft Strategy was first published. The potential inclusion of a consolidated table within the final Strategy listing

transport proposals across all forms of transport with columns summarising the proposals, the next stages and anticipated delivery timeframes.

NTA Response

- The points are noted, and the issue has been addressed by adding further clarification into the text of Chapter 19 to qualify the phasing of implementation.

Chapter 13

The inclusion of an indicative timeframe for the assessment of the southern section of the Eastern Bypass Corridor to potentially accommodate sustainable transport proposals.

The Strategy also confirms the commitment to deliver the Southern Port Access Route (SPAR) in collaboration with Dublin City Council, Dublin Port and TII. Measure Road5 (Southern Port Access Route) refers to the route as a 'public road' to serve the port lands and adjoining areas. It is understood the intention in the past was that this route would be restricted to accommodating freight traffic associated with the port but the objective now appears to suggest this would be a public road. Clarification on this change, if this is the case, would avoid confusion/manage expectations in the future.

NTA Response

- The NTA will work with the relevant stakeholders to consider the future options for the Eastern Bypass Corridor.
- The intention is that the SPAR will be a public road, and this is stated in the final Strategy. This project and the details of the alignment will be clarified as the scheme progresses.

Chapter 14

The re-phrasing of the text forming 'Measure TM6' (Car Free Zones) and 'Measure TM7' (Home Zones) to make clear the NTA encourages local authorities and other stakeholders to positively evaluate and promote car free zones and Home Zones at appropriate, sustainable locations.

The potential amendment of "Measure TM10 – Car Free Residential Developments" as follows: "The NTA will encourage and support local authorities and developers in assessing the potential for, and delivery of car-free residential developments in locations close to within 6km of Dublin City Centre and or at major rail-based interchanges / Mobility Hubs as illustrated in Diagram XX."

NTA Response

- These points have been considered and no change to the draft Strategy are proposed.

Chapter 16

The update of the draft Strategy to refer to the Climate Action Plan (2021) and associated targets that were published after the draft Strategy was issued for public consultation. The potential completion of the additional analysis and modelling required to inform measures to ensure the GDA meets the fully 51% GHG emissions reduction from transport. Or if the work will unduly delay the finalisation of

the Strategy, include a timeframe for the compiling of the analysis and a commitment to update the Strategy by way of an addendum once there is clarity and agreement on the measures needed to ensure the GHG emissions deficit of 0.4 MtCO₂eq is addressed.

NTA Response

- These points are noted, and have been addressed in the final drafting of the Strategy.

Chapter 17

The establishment of modal split targets (potentially based on the forecast modal split data contained in Section 17.2.7) for the period to 2030 and/or across 6-year periods between now and 2042 to coincide with the 6-year reviews of the Strategy and the 2030 GHG emissions target.

NTA Response

- The Strategy forecast year is 2042, and all targets will relate to that year. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The proposals are also sufficient to meet the climate change targets as outlined in the Climate Action Plan 2021.

8. Love Drogheda Business Improvement District CLG

Main Issues Raised

- Fairer Fares on the Northern Line.
- Support compact growth.
- Support DART+ Extension to Drogheda.
- Support improved walk and cycle infrastructure.

NTA Response

- Noted. Under Measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
- Support for compact growth and improved walking and cycle infrastructure noted.
- Support for DART+ Extension to Drogheda is noted.
- Support for improved walk and cycle infrastructure is noted.

9. FREE NOW

Main Issues Raised

- Supports EV transition.
- Supports improvements in accessibility - recognition must also be given for the need to ensure that the transition to new transport networks and sustainable modes of transport incorporate accessible solutions by design. The rollout of low and zero emission vehicles should advance accessible options, not act as a barrier to progress.
- Micro-mobility and share schemes will be important and there is a need to facilitate at least two operators. Multimodal options for consumers that allow for sustainable, accessible and affordable transport must be seen as the end goal for the Greater Dublin Area. There is also a need for alignment in policies between Local Authorities across the Dublin Region.
- Taxi facilities at the Airport need review and consideration.
- Staggered late night closing to alleviate congestion getting taxis is required.

NTA Response

- Support for EV and accessible vehicles is noted.
- The issue of micro-mobility, including the need to facilitate different operators in is addressed in Chapter 11 of the Strategy, notably in section 11.6.3. The 90 minute fare facilitates easy change between Luas and Bus.
- The Strategy supports taxi access to the airport, the specification of the facilities at the Airport is a matter of detail which would be better dealt with directly with Dublin Airport Authority.
- The staggering of late night closing is not within the remit of the NTA or the Strategy.

10. Hines

Main Issues Raised

- Welcomes Measure PLAN5 – Transit Orientated Development (TOD).
- Welcomes expansion of the Luas Network to Bray, development should be brought forward before 2031.
- Cycle network - improvements along the R119 should be continued north to Cherrywood to link in with the development.
- Welcomes as part of BusConnects, the early planning and implementation of higher capacity bus fleet services serving Liffey Valley.
- –Recommends that as part of the Lucan Luas, the Strategy explores the option of providing a route which integrates with the heart of the Liffey Valley development allowing for the site to provide a multimodal hub which will support sustainable and active modes for employees and visitors. The earlier delivery of this scheme, in tandem with the bus interchange at Liffey Valley, would create a multi-modal hub at the centre.
- Use of P&R to serve Liffey Valley welcomed as an option.
- With regard to car parking standards, the commitment by the NTA to support car-lite developments in areas well connected via active modes and public transport is welcomed.
- –Welcomes the commitment to deliver high-quality cycle parking across the GDA.

NTA Response

- The NTA notes the support for PLAN 5 and the expansion of Luas to Bray, and BusConnects and the opportunity to utilise P&R sites proposed on the N4 to serve Liffey Valley Shopping Centre.
- The NTA also notes support for the cycle and parking standards set out in the Strategy.
- The recommendation for improvements on the R119 will be considered in the update of the GDA Cycle Network.
- The design and implementation of the Lucan Luas will be considered at project level.

11. NAMA

Main Issues Raised

- Support incorporating place-making into the design of public transport nodes.
- Walking and cycling routes are central components of the 15-minute city and 10-minute neighborhood concept.
- Suggests that the NTA as a national agency, in its liaison with planning authorities encourages the early completion of LAPs and SDZ Planning Schemes.

NTA Response

- The NTA welcome the support for incorporating place-making and the '15-minute city and 10-minute neighbourhood concepts. These elements are covered in Chapter 8 of the Strategy.
- The NTA will continue to work with Local Authorities and other stakeholders across the Country to progress the implementation of sustainable development as expediently as possible.

12. Rail Users Ireland

Main Issues Raised (by topic)

The draft plan as presented is disappointing in terms of its weak scheduling and lack of confidence in the projects within. It appears to be focussed on front loading low cost low impact interventions and postponing the large expensive projects. The larger projects of DART underground and Metrolink are in our view transformative for the Dublin region.

South East Rail

- The most sensible intervention is to extend platform length at Kilcoole, Wicklow and Rathdrum, Arklow to 165m to allow for longer trains, so doubling capacity without running any extra trains.
- Cork passengers are not asked to change trains at Hazelhatch, yet passengers on the Rosslare route are treated as third class citizens.
- Elimination of level crossings between Lansdowne Road and Bray is highly desirable and will require considerable planning.

NTA Response

- The NTA notes the options for platform extensions on the South East Rail line, this could be considered as part of DART extension. This is covered in the Strategy under Measure Rail 3 – DART Extensions.
- The Strategy by facilitating interchange opportunities on the South East Rail line will facilitate improved travel options which could, in the future, present alternative service patterns.
- The removal of level crossings is a consideration of the DART + project.

Metro

- The never ending chop and change is burning money and trust. Metro should continue underground to Beachwood as was the original plan.
- If both DART underground and Metro are built, then there is no need for a Metro stop at Tara Street, as the connections at Glasnevin and St Stephens Green would join all other heavy rail routes

NTA Response

- The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and has now being finalised with a Railway Order application made to An Bord Pleanála in 2022. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development.

Next Generation Ticketing

- Ticketing and fares are a barrier for access to travel. The current disjointed system punishes passengers who change between modes and discriminates against commuters who live beyond the current Short Hop Zone. A full zonal system with a progressive fare structure to reach as far as at least 50km, to include Drogheda, Kildare and Wicklow must be considered.

NTA Response

- Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

Regional and Intercity Services

- The section on regional and intercity services is vague and lacks details, specific goals are required for each radial route. DART+ must not reduce the frequency of or increase the journey time of regional and intercity services.

NTA Response

- It is not the intention of the Strategy to reduce frequency or increase journey times of regional and intercity rail services. The NTA will continue to work with Irish Rail to improve services to benefit connectivity within and to the GDA, as set out in Measure RAIL 5.

DART+ Tunnel

- This project should start immediately.

NTA Response

- Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review.

Navan Rail Line

- An alternative or interim measure could be to extend the current M3 Parkway line northwards to a point westward of Dunshaughlin at/near Drumree and provide a Park and Ride facility here.

NTA Response

- The route alignment, and any consideration of phasing of implementation of the Naval Rail line will be considered at scheme assessment level.

Northern Line

- An alternative approach which requires assessment could be, a 4-track section between Connolly and Killester, diving into twin tunnels under Clontarf golf club to a 4-platform station underneath Dublin Airport turning back towards a point north of Donabate to re-join the Dublin Belfast mainline with an expanded station at Rush and Lusk, Malahide DART service extended to Rush and Lusk.

NTA Response

- The DART+ Project will facilitate an hourly frequency on the Dublin Belfast service. It is not the intention to 4-track the northern line, or provide an alternative alignment.

Park and Ride

- All park and ride, station car parks etc should be free of charge to commuters and heavy charges imposed to discourage parking for local use.

NTA Response

- The Park and Ride Strategy for the Greater Dublin Area sets out guidance on the function and design of park and ride facilities. The issue of charging will need to consider a number of factors, and as such should be considered at scheme level, and coordinated by the Park and Ride Development Office.

Security

- Any additional security measures are welcomed, however the proposal is weak. Private security even in increased numbers is ineffective. A proper transit police with full Garda powers, managed by the NTA for all PSO services, to cover all aspects of the network is required.

NTA Response

- The issue of security is noted. The policies set out in section 12.3.14 Improved Security on Light Rail addresses some of the issues raised, however it should be noted that the consideration for a dedicated public transport police force is not something which can be addressed under the remit of the NTA.

13. RECORDER'S RESIDENT'S ASSOCIATION

Main Issues Raised

- A substantial decline in the quality of life for residents is expected.
- Aware of the potential for congestion as the Wellington/Templeville roundabout has recently been reduced to a one-lane approach and has significantly increased queues of traffic on all four approach roads.
- The Strategy will result in no climate change outcomes, and notably car dependence will remain at circa 70%.
- There is no attempt to address the issue of a school bus service
- There are many suburban employment locations which are not served by BusConnects where car use is still required.
- The golden opportunity for the continuation of MetroLink to South West Dublin has been completely dismissed. Post 2042, an on-street Luas is to be considered, despite the fact that this option has previously been looked at and found 'not feasible'.
- Cars removed from the roads as a result of Metro and Bus patronage, would free up road space for essentials such as goods vehicles etc. and necessary journeys for citizens.
- Almost a quarter of a billion euro has been spent on Dublin's various Metro projects in the past 15 years without any construction having ever taken place.
- Commit to building MetroLink from Estuary to Firhouse/Tallaght immediately and future proof transport for the future.
- Consultation with Residents Associations is required.
- The Strategy will not deliver anything but further years of congestion due to the fact that it is simply moving the deck chairs on the Titanic.

NTA Response

- A number of local issues (quality of life, roundabout at Wellington/Templeville etc.) were raised. These issues are noted, however, it is deemed that they are better addressed at scheme level as the strategic function of the GDA Transport Strategy cannot address these issues of detail.
- The NTA also notes issues raised on a number of topics including, the consultation process, and the delivery of the Strategy, the cost implications, the impact on climate change the issue of school bus services and the appropriate use of road space.
- The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.

14. Sport Ireland

Main Issues Raised

- Expedite opportunities to design and deliver high-quality transport facilities along radial and orbital corridors proposed to serve the Sport Ireland Campus, including the Luas Green Line spur to Tyrrelstown and a public transport and active travel overpass of the M50.
- Request to speed up timeline on Tyrrelstown Luas, or early establishment of interim measures, notably bridge over M50.
- Enhanced integration of the proposed orbital Core Bus Corridor from Blanchardstown to the Docklands via Waterville Road proposal to run through the Campus.
- Inclusion and/ or layout refinement in the updated Greater Dublin Area Cycle Network of the proposed cycle links across the Sport Ireland Campus to ensure its consistency with the internal Campus active travel network set out within the emerging Sport Ireland Campus Masterplan.
- Opportunities for utilising reserve Park and Ride (P&R) facilities' capacity. This would be useful for Sport Ireland event spectators. Request additional infrastructure at P&R sites, and potentially space allocation at sites using web reservation or similar for events.
- Sport Ireland seeks to continue its engagement with the NTA to ensure full alignment between the updated GDA Transport Strategy and the outputs of the ongoing Campus ABTA and MMPs.

NTA Response

- The timelines set out in the Strategy are realistic in terms of planning and delivery of the specific projects, including the proposed extensions to the Luas lines. The Strategy, which supports the build out of BusConnects, facilitates the implementation of interim measures to meet travel demand. This could include modifications to the BusConnects Orbital bus routings in the future based on a reorientation of demand. This analysis would be undertaken separately at project level.
- The GDA Cycle Network will provide the strategic connections for the cycle network covering the whole city, it will, as far as possible, integrate with local cycle network facilities.
- Considerations regarding the use of P&R are noted, the Strategy outlines the strategic function of the P&R network, but the function and management (including the use of booking technology) of P&Rs sites can be further considered at the design and implementation phase.
- The Strategy Team note and look forward to continued engagement with Sport Ireland Campus.

15. STC Community

Main Issues Raised

- Concerns raised over the use of Strand Rd as a cycleway. It is impractical and unreasonable to close the northbound lane of Strand Road, due to traffic, environmental and safety concerns.
- Ringsend Road is problematic especially when approaching Ringsend Bridge where the road narrows significantly. What plans are there for a cycle track? Similarly, with Sydney Parade Avenue and Park Avenue, what exactly is being proposed?
- Park Ave was never designed for use as a main bus route.

NTA Response

- A number of local issues (Strand Road as a cycleway, Park Avenue as a bus route etc.) were raised. These issues are noted, however, it is deemed that they are better addressed at scheme level, as the strategic function of the GDA Transport Strategy cannot address these issues of detail.

16. Strawberry Beds Residents Committee

Main Issues Raised

- Another M50 through Dublin 15, the Liffey Valley or St Catherine's Park is not wanted. The route should go further west.
- Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for the community and beyond and should be included in the Plan.

NTA Response

- Each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal; and public consultation as appropriate; this option will be more appropriately addressed at that stage.
- A cycle route is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.

Terenure West Residents Association (representing about 600 households)**Terenure Residents Association (representing about 800 households)****17. Association of Residents of Terenure (representing about 300 households)**

(Same submission made)

Main Issues Raised

- Advocates for MetroLink to be extended in a south-west direction. The Associations remain of the view that this would be the optimum solution for the Terenure area. However, it is queried why a Luas is not developed now. As presented, the Associations would prefer that the Luas continue city wards and interact with MetroLink at St Stephens Green.
- With regard to a cycle lane on Terenure Road West, the Associations need more time to review the proposal, but believe it should be linked properly to the Dodder Greenway.
- Attention needs to be paid to the provision at crossings for pedestrians. These are deficient at Terenure Cross. Similar considerations apply to the areas around schools, St Josephs and Presentation Primary.
- A goods delivery plan for Terenure Village should be put together in consultation with the business interests and the residents associations.
- Suggest P&R considered for Terenure.
- Strategy on traffic speeds is required
- Plan should be reviewed on the basis of the Census 2022.
- General improvements are required in terms of visibility and placement of road signs on both sides of many roads in Terenure.
- Car sharing (such as GoCar) should be facilitated by providing spots in Terenure, ideally in car parks.
- Public EV charge points should be readily available in Terenure and they should be included in all developments as a matter of course.
- Dublin Bikes scheme should be extended to suburbs such as Terenure.

NTA Response

- The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
- A number of local issues (pedestrian environment, cycle lanes in Terenure, deliveries in Terenure Village etc.) relating to Terenure were raised. These issues are noted, however, they are more appropriately addressed through the Local Authority, as the strategic function of the GDA Transport Strategy cannot address such issues of detail.
- Support for P&R is noted.

- The Strategy has been developed on the basis of the most recent statistical and Census data available. The Strategy review process will consider the results of Census 2022, but given the timelines this will not be possible in advance of the completion of the GDA Transport Strategy.

18. TII

Main Issues Raised

Luas replacement fleet

- TII notes with concern the lack of clarity with regard to the securing of additional Luas trams along with the refurbishment / replacement of the light rail vehicle fleet and infrastructure in Chapter 12 of the draft Strategy for both the existing Green and Red lines. There is a need to ensure that service reliability and capacity of the routes can be maintained and meet future demand along these corridors. TII recommends that resilience requirements of the existing Luas transport network should be addressed in Chapter 12. This will also be required for the future proposed lines as they progress. TII requests that the report reflects that various projects and schemes to protect the steady-state condition of the Luas Network to improve safety and maintain operations will be required over the life of the strategy.

National Roads

- TII would like to highlight the omission of the National Development Plan scheme, N3 Clonee to M50 which needs clarification in the final draft in light of the ongoing engagement on this project between TII, NTA and Fingal County Council.

Project Interactions with Luas and National Roads

- TII requests that this integration in Chapter 9 under Section 9.4.2 Major Interchange Facilities / Mobility Hubs and 9.4.3 is expanded in relation to the shared impacts of the Dart +, BusConnects and Park and Ride Facilities interactions with both the Luas and National Road networks. TII, would in particular be supportive of the introduction of measures to improve facilities at tram stops in conjunction with the introduction of guidance and projects to improve permeability within the catchment of all public transport stops/interchanges including tram stops. TII therefore recommends that Chapter 9 and in particular Section 9.4.2 and 9.4.3 are amended to reflect these interactions.

NTA Response

- The NTA notes the concern with regard to the need for new and the refurbishment of existing Luas trams. The NTA would however consider that this issue is covered under Section 12.1.6 Maintenance and Renewal, and Measure PT1.
- The N3 Scheme is mentioned under section 13.3.2.
- The text set out in Section 9.4.2 and 9.4.3 deals adequately with the spectrum of interchange facilities. The requirements for better permeability are noted, but are also addressed in the Strategy under Section 8.7.

19. Trim Sustainable Energy Community

Main Issues Raised

Significant design details presented in this submission to be passed onto GDA Cycle Network design team.

In summary:

- The connection between the Royal Canal Greenway to the Boyne Greenway (from Longwood/Enfield via Trim and on to Navan) should be prioritised. Additionally, a spur from Trim to Athboy along the disused railway should be considered. The cycle network should be stronger - suggestions included.
- Within the Trim area live 10,000 people but within a 30-minute bike ride live another 10,000. There is very little in this GDA plan for the latter group i.e. rural dwellers. There should be a much greater level of ambition in terms of encouraging people to cycle instead of drive.

NTA Response

- The detailed work and analysis from the Trim Sustainable Energy Community is noted and welcomed. Some of the issues pointed out, including details relating to routing of the Boyne Greenway have been integrated into the GDA Cycle Network Plan. In many cases the information, although useful will be better considered in the context of a Local Transport Plan for Trim. The GDA Cycle Network will provide improved infrastructure for cyclists across the GDA, catering for both rural areas and towns as well as Dublin City and suburbs.

APPENDIX 3 – Survey Results

Introduction

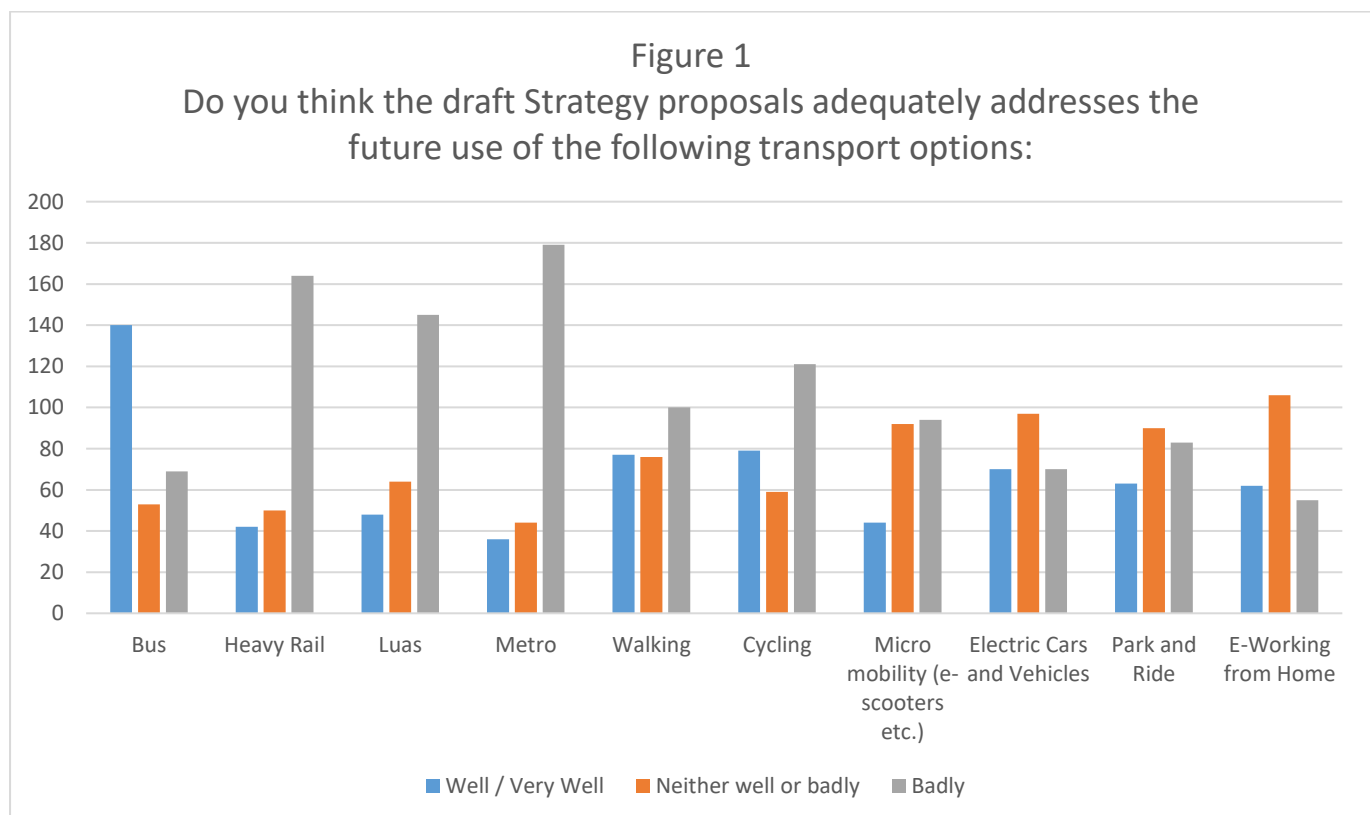
A total of 274 survey responses were received by the NTA via the Online Consultation Portal. Many of those who completed the survey also submitted detailed comments via the public consultation portal, while others chose to leave brief comments in the survey response.

The survey was designed to be completed quickly, and to be easily accessible on mobile phones or other smart devices. For this reason the survey was restricted to three questions and a word restricted (500 words) comment box.

It was noted that, possibly due to the ease of filling out the questionnaire, that a number of recipients selected universal responses to all options presented – for example selected ‘very well’ for all elements, or ‘badly’ for all elements. This, in conjunction with the relatively small sample size, is likely to have skewed the results.

A breakdown of the survey results and an outline of the general issues raised is presented below.

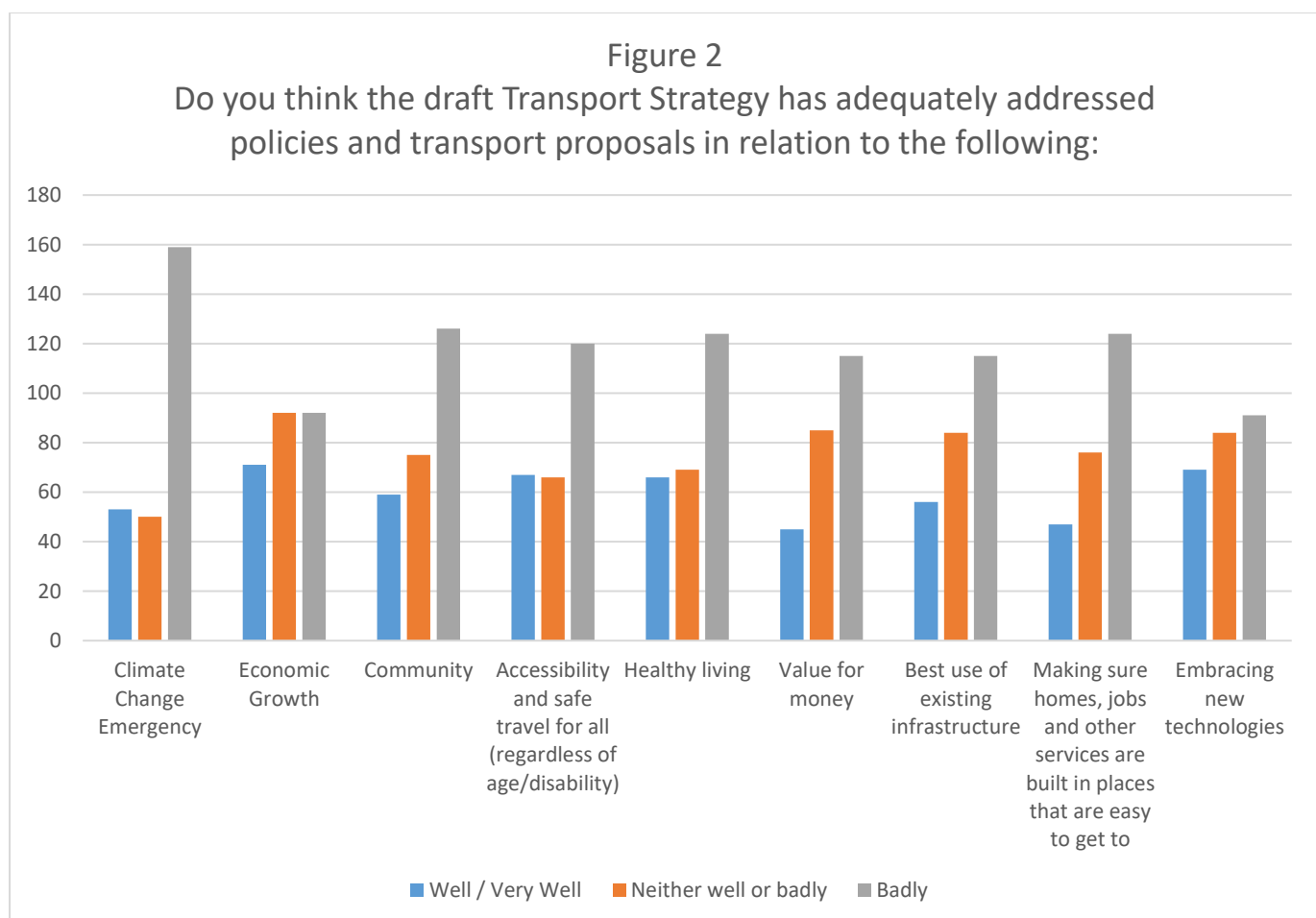
Question 1



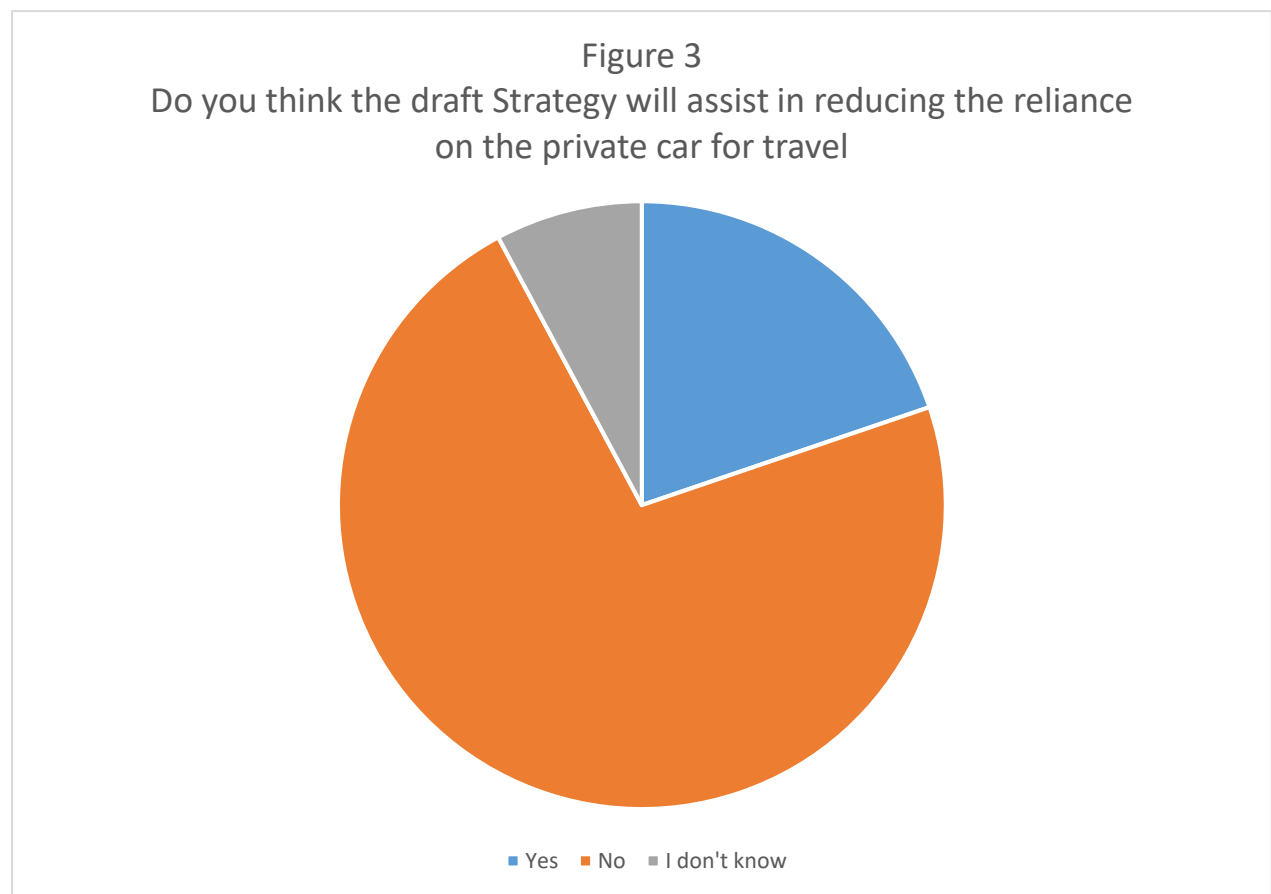
It is clear from Figure 1 that there was a large number of responders who considered that the draft Strategy did not adequately address the future use of Heavy Rail, Luas and Metro. On the contrary, there was a higher proportion of responders who considered the draft Strategy to have adequately addressed the future use of Bus.

Other elements of the Strategy such as Micro Mobility, Electric Cars, Park and Ride and E- Working have more ambiguous results with a high percentage of responders suggesting that the Strategy 'Neither well or badly' addressed their future use. The results for Walking and Cycling were similar, with a slightly higher weighting towards 'Badly'.

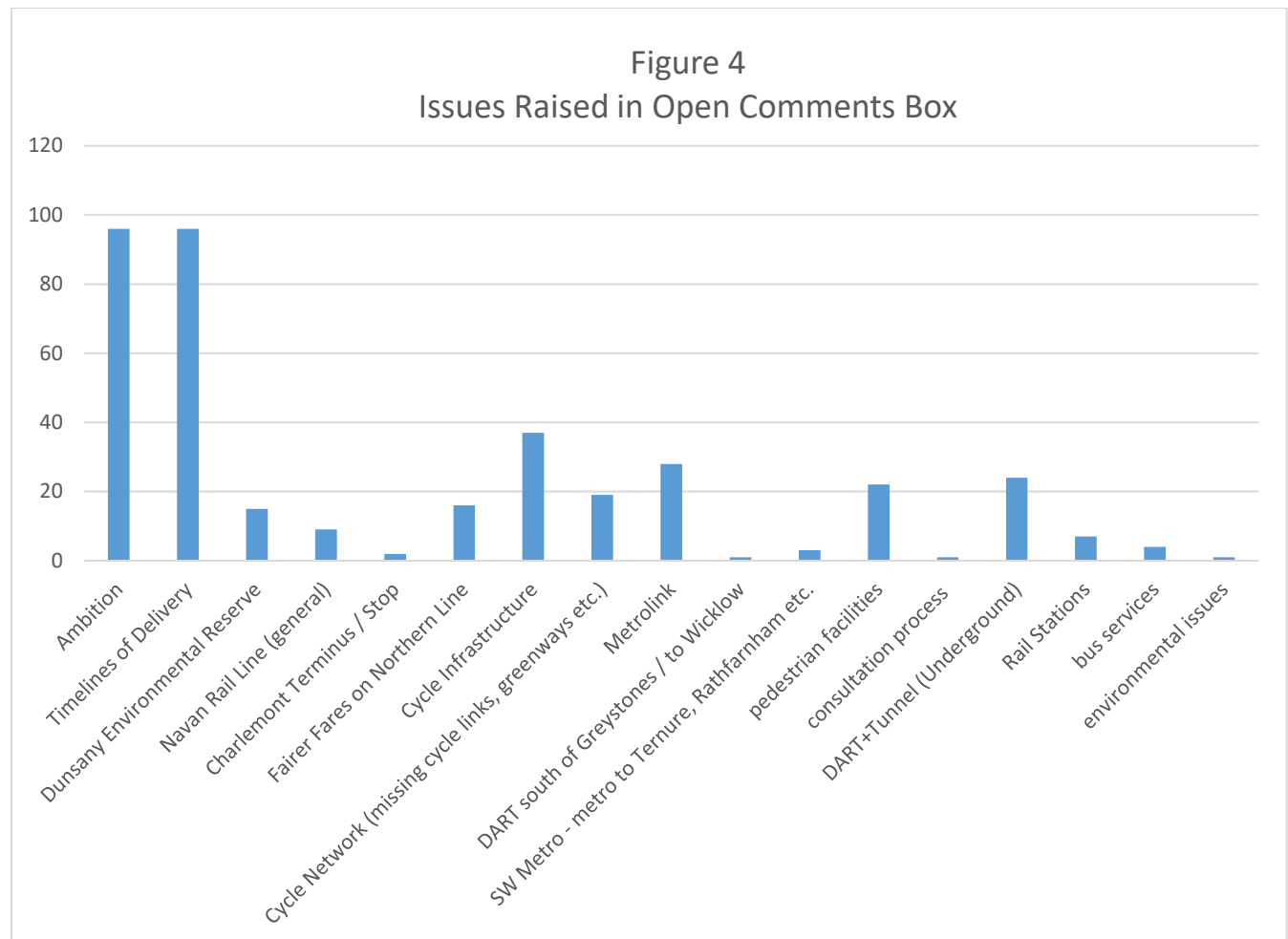
Question 2



Again, it is hard to gauge the overall consensus as to whether the draft Transport Strategy adequately addressed the policies and transport proposals presented in the survey. There was a mix of views, with an inclination towards responders considering the draft Transport Strategy 'Badly' addressed the policies and transport proposal set out in the question. One notable exception was in relation to the Climate Action Emergency, where 60% of responders considered the draft Transport Strategy badly addressed this issue.

Question 3

It is clear from Figure 3, that the majority of responders were not of the view that the draft Transport Strategy would assist in reducing the reliance on the private car for travel.

Question 4

In general, the majority of comments left in the Survey open text comment box were short, and related to a singular issue / topic. This graphic presents a synopsis of issues raised by number of times the specific issue appeared in the comments. While the distribution of issue by count does not reflect the respective volume of comments received in the public consultation portal, the spectrum of issue topics raised is reflected in the detailed submissions submitted by the public and stakeholders.

APPENDIX 4 – Submission Details and NTA Deliberations

Note to Readers

This document is an extract of the key points made by all members of the public and stakeholders who made submissions via the online portal on the Preliminary Draft Transport Strategy, published in November 2021. It is focussed on those parts of submissions which recommended changes to the Transport Strategy report only. It does not seek to summarise contextual material submitted or commentary not pertinent to the role, function and remit of the Transport Strategy.

The column marked “NTA Deliberations” summarises the initial thoughts of the NTA Strategy team members in response to the point made and does not represent the final decision made as to changes to the Transport Strategy. It should also be noted that subsequent to the changes proposed by the NTA Strategy Team, the

Draft Transport Strategy, in accordance with Section 12 of the Dublin Transport Authority Act, was submitted to the Minister for Transport, the Eastern and Midland Regional Assembly, and the Joint Oireachtas Committee for Transport for review and modification, as necessary.

This report is collated according to each chapter of the strategy report. As such, in order for readers to find the NTA’s initial response to their submissions, it is recommended that one searches for the submission reference number which was sent as part of the automatic reply e-mail when the submission was made. If more than one point was made in the submission, the number will feature multiple times across the various chapters the respondent commented on.

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2. Progress Made on the Prior Transport Strategy

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
	2. Progress Made on the Prior Transport Strategy	Forthcoming Schemes	NTA-C5-405	Include Navan Line in Forthcoming Schemes	Specific reference to the Navan Rail project, in Section 2.7 Forthcoming Schemes, is required given its importance to County Meath.	Navan Rail is not at a stage of completion that it can be considered a Forthcoming scheme, in that it does not have a delivery date for work complete which can be published in this section. No change required.

3. Strategy Challenges

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
266	3. Strategy Challenges	Covid-19 Pandemic	NTA-C5-266	Meeting the Alternative Future Scenario	In the strategy's Alternative Future Demand Scenario, the NTA does note that it adjusted downward the likely demand for future travel within the GDA to account for potential increases in working from home and remote learning. Although it is only one of the scenario's predicted, we believe that this scenario can be achieved if the NTA's final GDA strategy includes the appropriate, immediate measures. Actions including but not limited to congestion charges; increases in parking rates; expansion of park and ride facilities, and reallocating road space from private vehicle use to public transport, footpaths, and segregated cycling lanes.	noted. This will be considered as part of the assessment of Demand Management measures as outlined in Climate 1. No change required
405	3. Strategy Challenges	Covid-19 Pandemic	NTA-C5-405	Alternative Future Demand	Detailed research is not yet available in this regard and alternative future demand scenario planning which predicts a reduced travel demand. In the absence of data to back this claim, it is not in the opinion of the Council advisable to predict the outcomes of what is a constantly changing dynamic.	Noted. Best available data has been utilised in the consideration of the alternative future demand scenario planning.
751	3. Strategy Challenges	definition of GDA	NTA-C5-751	limits of GDA	geographical limitation to the draft plan which results in the reality of the commuting pattern to Dublin not been fully reflected in the provisions of the plan. County Louth, which includes the two largest towns in the State, Drogheda, and Dundalk, should be included in the geographical definition of the GDA The exclusion of County Louth from consideration in the draft plan effectively ignores the significance of the M1 Corridor	The GDA is a defined area, and the legislation require the NTA to produce a strategy for the GDA. Counties outside the GDA are considered in terms of modelling and infrastructure, but County Louth is not part of the Transport Strategy study area.

480	3. Strategy Challenges	General Comments	NTA-C5-480	General Comments	<p>3.11 Delivering Transport Scheme Trinity is pleased to see the issue of opposition to change highlighted. Trinity would like to see sufficient funding made available to researchers and engagement specialists to provide a change-management service.</p> <p>3.2 Climate Change: One of the "three main actions" appears poorly worded: "Increasing use of public transport, walking and cycling and a reduction in trips by car." This could read: Increasing use of public transport, walking and cycling and reducing car use. The latter wording is also more consistent with the subsequent statement, "To this end this report sets out the scale and the strategic-level detail of the investment required to facilitate a reduction in the use of the private car in the GDA over the period to 2042."</p> <p>3.6 Transformation of the Urban Environment: We welcome the recognition of the need to transform our urban environment. Given that only 1% of Trinity's community travels by car, the car-centric design of our urban environment is detrimental to our students and staff. "This has a disproportionate adverse impact on persons with disabilities, children, the elderly and the socially disadvantaged" - reference to children needs to be added here</p>	Noted on the funding for research. Also agreed that section 3.2 could be reworded as suggested. Also agreed add ref to Children in section 3.6
366	3. Strategy Challenges	General Comments	NTA-C5-366	general challenges	<p>how this will be implemented in practice, in particular balancing the various aspects of public transport, the road user hierarchy, the sense of place for the various communities affected, and the nature of engagement with the community; insufficient involvement/expertise from an urban design perspective in the project team, while engagement with affected communities</p> <p>Concerns raised in the first consultation appear to have been largely ignored (with minor tweaks that did not address key concerns) and there appears to be insufficient exploration of alternative options beyond the initial preferred options</p> <p>challenge of preparing such a strategy in the context of the uncertainty created by Covid-19.</p> <p>Extensive engagement with stakeholders, local communities and the wider public is essential to properly inform the public about major transport changes and scheme proposals, and in order to highlight and reinforce the benefits of transport schemes is critical</p>	Noted. Extension consultation took place, and all views were fully considered in the strategy development process.
266	3. Strategy Challenges	Health	NTA-C5-266	Health Issues related to Transport	<p>Submission raises:</p> <ul style="list-style-type: none"> - Air Quality and pollution esp. NO2 - Link between air pollution and strokes and cardiovascular disease - Sedentary Lifestyles and obesity <p>Therefore we need to prioritise sustainable active modes of travel, such as walking and cycling; significantly expand the public transport network; and implement financial disincentives to deter the use private motor vehicles in heavily populated urban areas.</p>	noted, and agreed, the strategy aims to deliver increased PT, walking, cycling and reduce car usage.
865	3. Strategy Challenges	no directly elected mayor	NTA-C5-865	need an elected mayor to be accountable for transport proposals in city	need an elected mayor to be accountable for transport proposals in city	noted.

799	3. Strategy Challenges	strategy focus	NTA-C5-799	focus away from Car Use	The focus is clear throughout the document: for example, when it comes to modal shift, it is stated that car use needs to be reduced. This is far from enough - private cars need to be the very last mode of transport facilitated.	noted.
468	3. Strategy Challenges	strategy focus	NTA-C5-468	Geographical Remit of Strategy	One of the problems with the Greater Dublin Area Transport Strategy is that it does not encompass the whole of the Republic. Indeed, the whole of the island of Ireland is a relatively small country and by concentrating on just the Greater Dublin Area the Strategy is in effect and ironically, adding to the bloating of the GDA area itself.	The GDA is a defined area, and the legislation require the NTA to produce a strategy for the GDA. Counties outside the GDA are considered in terms of modelling and infrastructure.
577	3. Strategy Challenges	suggested text addition	NTA-C5-577	Section 3.6 amendment	<p>3.6 Transformation of the Urban Environment: The recognition of the need to transform our urban environment is very welcome. The car-centric design of our urban environment is detrimental to Dublin residents.</p> <p>I am pleased to see that the Strategy state that car-centric urban environments have a disproportionately adverse impact on certain groups. Children should be added to the list of groups adversely affected as per below:</p> <p>"This has a disproportionate adverse impact on persons with disabilities, children, the elderly and the socially disadvantaged". Our urban environment is currently completely hostile to children as well as those with accessibility needs. Children constitute ~20% of Ireland's population and travel to school 5 days per week - they need to be a primary consideration in any Transport Strategy.</p>	Agreed. Suggested changes to text to be added.

4. Policy Review

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
438	4. Policy Review	Inclusion of Policy	NTA-C5-438	Dublin - Belfast economic corridor	Given strategic importance of Dublin - Belfast economic corridor in the NPF and RSES, the Strategy should include reference as appropriate	New measure and supporting text added into Chapter 9 called "Dublin-Belfast Economic Corridor"
438	4. Policy Review	Inclusion of Policy	NTA-C5-438	Alignment with RSES	critical that the Strategy fully supports the regional settlement strategy and hierarchy in section 4.2 of the RSES including the targeted development of the strategic development / employment areas of the MASP and key towns in the core region. There is scope to better align the Strategy's objectives to the Regional Policy Objectives and guiding principles of the RSES and key enabling transport infrastructure identified in Chapter 5. The NTA is advised to consult with EMRA in relation to this.	<p>The NTA have updated Chapter 19 extensively to address the concerns of the EMRA and OPR. This includes reference to Table 5.1 of the RSES; the Dublin MASP; consolidation into key towns; a new figure 19.1 and several text changes.</p> <p>The NTA are satisfied that the level of cross-referencing to the RSES is appropriate for the Transport Strategy document, which has a specific legislative function to set out the framework for transport investment.</p>
405	4. Policy Review	Consistency with Development Plan	NTA-C5-405	Meath Context and Development Plan	The revised Strategy will support the sustainable development of Meath, by improved connectivity, encouraging economic growth, assisting in the fulfilling of environmental objectives and will support health and wellbeing of residents and visitors.	Noted. The strategy presents a number of transport policies and schemes relevant to the sustainable development of the GDA including County Meath. No change required.

405	4. Policy Review	Consistency with Development Plan	NTA-C5-405	Consistency with Meath Development Plan	The policies and objectives of the Meath County Development Plan 2021-2027 align with the principles . The provision of sustainable, accessible, affordable, carbon neutral and efficient means of travel will assist the Council in the implementation of the policies and objectives of the Development Plan. It is critical that capacity assessments of all existing public transport modes are carried out.	Noted. A full assessment of the strategic transport requirements for the GDA were undertaken as part of the strategy development process. No change required.
405	4. Policy Review	Consistency with NPF	NTA-C5-405	Reference Meath Road Schemes under NSOs	Given the contribution that the development of important road schemes such as the Slane Bypass and the N2 Rath to Kilmoon Scheme will make to achieving other NSOs, section 4.3.2 should recognise this under the NSOs listed.	Noted. Given the strategic nature of this document it is not considered appropriate to list out all relevant roads schemes in the GDA in this section of the document. No change required.
366	4. Policy Review	Consistency with NPF	NTA-C5-366	policies of note	<p>National planning framework:</p> <p>NPO 27: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.</p> <p>Regional spatial and economic strategy:</p> <p>RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists; and</p> <p>RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.</p>	These policies have been considered in the development of the GDA Transport Strategy. No change required.
410	4. Policy Review	Inclusion of Policy	NTA-C5-410	National Ports Policy	Section 4.5 should reference National Ports Policy, 2013 the draft strategy could usefully reference DPC's Masterplan 2040.	noted. The strategy should make reference to the National Ports Policy, however the specifics of the Masterplan are not relevant at the strategy level.
438	4. Policy Review	Inclusion of Policy	NTA-C5-438	Dublin - Belfast economic corridor	Given strategic importance of Dublin - Belfast economic corridor in the NPF and RSES, the Strategy should include reference as appropriate	New measure and supporting text added into Chapter 9 called "Dublin-Belfast Economic Corridor"
438	4. Policy Review	Inclusion of Policy	NTA-C5-438	Alignment with RSES	critical that the Strategy fully supports the regional settlement strategy and hierarchy in section 4.2 of the RSES including the targeted development of the strategic development / employment areas of the MASP and key towns in the core region. There is scope to better align the Strategy's objectives to the Regional Policy Objectives and guiding principles of the RSES and key enabling transport infrastructure identified in	<p>The NTA have updated Chapter 19 extensively to address the concerns of the EMRA and OPR. This includes reference to Table 5.1 of the RSES; the Dublin MASP; consolidation into key towns; a new figure 19.1 and several text changes.</p> <p>The NTA are satisfied that the level of cross-referencing to the RSES is appropriate for the Transport Strategy</p>

					Chapter 5. The NTA is advised to consult with EMRA in relation to this.	document, which has a specific legislative function to set out the framework for transport investment.
843	4. Policy Review	Inclusion of Policy	NTA-C5-843	Equality and Inclusivity Policies	<p>While Chapters 5, 8, 9 and 14 make occasional and incidental references to inclusion, Universal Design, and accessibility, nowhere in Chapter 4 are equality and inclusion policies considered.</p> <p>This is a serious omission, and fails to ensure inclusion, equality and human rights are integrated in the overall Strategy, and any design and planning which emanate from it.</p>	<p>noted. An EQIA and an SEA/AA have both been undertaken as part of the Strategy process, these documents both consider the impact on equality and human beings.</p> <p>Following added to Chapter 4</p> <ul style="list-style-type: none"> • United Nations Convention on the Rights of Persons with Disabilities (UN, 2006) • Accessibility and Useability of the Built Environment (CEN, CENELEC, 2021) • Sectoral Plan for the Department of Transport – Transport Access for All (DoT, 2012) • • EN 17478: Transport Services - Customer communications for passenger transport services: A Universal Design approach (NSAI, 2021).
424	4. Policy Review	Study Area Definition	NTA-C5-424	Include Louth	<p>While the GDA plan includes de facto improvements to and investment in infrastructure that will benefit the Drogheda, Dundalk and Louth area more generally, the fact that all of Louth (or at the very least Drogheda and its environs) is not officially included as part of the GDA administrative area for transport planning purposes is problematic from a policymaking point of view. In the interests of sustainable planning and in order to reflect the relationship between Drogheda and South Louth with East Meath, and Drogheda and South Louth with Dublin from a sustainable planning point of view, this matter must once and for all be addressed by senior policy-makers.</p>	REPEAT

481	4. Policy Review	Study Area Definition	NTA-C5-481	inclusion of Drogheda and Dundalk	While the GDA plan includes de facto improvements to and investment in infrastructure that will benefit the Drogheda, Dundalk and Louth area more generally, the fact that all of Louth (or at the very least Drogheda and its environs) is not officially included as part of the GDA administrative area for transport planning purposes is problematic from a policymaking point of view. In the interests of sustainable planning and in order to reflect the relationship between Drogheda and South Louth with East Meath, and Drogheda and South Louth with Dublin from a sustainable planning point of view, this matter must once and for all be addressed by senior policy-makers	The NTA are required by legislation to produce a Transport Strategy for the GDA. The GDA is a defined geographical area. The counties outside the GDA, including Louth, are accounted for the the modelling and analysis used in the Strategy development process. No change required.
743	4. Policy Review	Study Area Definition	NTA-C5-743	Include County Louth	A more consistent approach would be the adoption of the EU Nomenclature of Territorial Units as used by the Central Statistics Office. Areas IE061 (Dublin Region) and IE062 (Mid-East Region) would correspond to the existing NTA definition of Greater Dublin plus Co Louth. Not only would this correspond to actual commuter realities, it would also provide synergies with other national planning strategies	The NTA are required by legislation to produce a Transport Strategy for the GDA. The GDA is a defined geographical area. The counties outside the GDA, including Louth, are accounted for the the modelling and analysis used in the Strategy development process. No change required.

5. Aims and Objectives

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
332	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-332	Support for Aims and Objectives	The Assembly supports the aims and broad objectives of the Draft GDA Transport Strategy 2022-2042 which are considered to be consistent with the RSES.	noted.
313	5. Aims and Objectives	Ambition	NTA-C5-313	Strategy Ambition and car use	Strategy is not ambitious regarding reduction in car use.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
313	5. Aims and Objectives	Ambition	NTA-C5-313	Strategy Ambition and car use	Strategy is not ambitious regarding reduction in car use.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
455	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-455	lack of vision and future proofing	focus is on short to medium, and needs more vision and future proofing, based on a value based analysis	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.

437	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-437	Support for general policies and measures	ESB is supportive of the Transport Strategy's policies and measures that will support the Greater Dublin Area in meeting its potential as a competitive, sustainable city region with a good quality of life for all. In addition, we support the view that reductions in carbon emissions can be achieved by moving trips from private cars to public transport, cycling and walking.	Noted.
433	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-433	prioritisation of 'to develop sustainable communities across Dublin City and region.'	Suggest that the Objective 'to develop sustainable communities across Dublin City and region.' is prioritised	Noted. This is underpinned with the 'Connected Communities and Better Quality of Life' Strategy Objective. No change Required.
428	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-428	objectives	Suggest that this objective is re-worded to give explicit weight to ensuring less carbon intensive modes are prioritised during planning and design.	This is underpinned with the 'An Enhanced Natural and Built Environment' Objective'. The mechanisms to achieve this objective are presented in the Strategy, notably in relation to meeting the Carbon Targets set out in the Carbon Action Plan 2021. No change Required.
885	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-885	More Ambition	The GDA Transport Strategy needs to be more ambitious, urgent, have clear steps on how to get there with timelines.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required.
889	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-889	Necessity to improve quality of life over high capacity radial transport	We also must acknowledge that a connected city requires a network of transport options that move people around as well as to the city. It is a stated objective of the plan that it achieves "Connected Communities and Better Quality of Life - To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling	The Strategy network has been designed to improve accessibility across the GDA, including non radial trips. No change required.
822	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-822	3rd Level	We would welcome strengthening of these sections to reflect the importance of the role of transport in improving the opportunity for people to access education opportunities, particularly at third level. Both sections focus on travelling to work and do not recognise the vital role of improving connectivity to third level institutions such as UCD and the subsequent social and economic benefits that this will deliver to both the Greater Dublin Area and nationally	Noted. Education features prominently throughout the strategy. No change to objective required.
869	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-869	omit economic obj	omit economic obj	This is an important objective in the development of the GDA Strategy. No change Required.
804	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-804	Prioritise Sustainable Modes over Private Car	We need to ensure that this strategy clearly and unapologetically prioritises pedestrians, public transport, commuters and cyclists over private and single-occupant cars	Noted. This is implicit in the 'An Enhanced Natural and Built Environment' Objective. No change required.

468	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-468	contradictions in strategy aims	<p>There is therefore a dangerous contradiction between what are worthwhile aims in your Strategy and the actual intent of what will happen in our community. Community is everything, and not just in the Navan Road. Quality of Life, Economic Progress and Sustainability are what determines a liveable community.</p> <p>These issues must be confronted. They contradict the aspiration in the Strategy of having an enhanced Public Realm;</p>	The NTA do not consider these two GDA Strategy Objectives to be contradictory, but rather complimentary. No change required.
387	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-387	Support Reducing Reliance on Private Car	Reducing the dominance of the private fossil fuel powered car in our transport system has the potential to protect the public from threats to health and well-being through reductions in traffic congestion, road traffic accidents, air and noise pollution and greenhouse gas (GHG) emissions.	Noted. This is implicit in the 'An Enhanced Natural and Built Environment' Objective. No change required.
387	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-387	Support for Public Transport Investment	<p>We welcome the proposed expansion of public transport routes including BusConnects, Metrolink, expansion of the Luas and Dart networks and the Navan Rail line.</p> <p>The focus on accessibility and ease of use including seamless transfer at interchange points is also very welcome. We are also glad to see that the shift of the public transport fleet towards clean energy has begun.</p>	Noted.
332	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-332	Support for Aims and Objectives	The Assembly supports the aims and broad objectives of the Draft GDA Transport Strategy 2022-2042 which are considered to be consistent with the RSES.	Noted.
455	5. Aims and Objectives	Strategy Aim and Objectives	NTA-C5-455	lack of vision and future proofing	focus is on short to medium, and needs more vision and future proofing, based on a value based analysis	noted.

6. Public Consultation

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
345	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-345	No leaflets delivered	respondent wants the NTA to print leaflets for every household in future	<p>Response – It is not feasible to do a leaflet drop to every household and would not represent good value for money. This is a high-level regional Transport Strategy with no local level detail on transport projects, as appropriate.</p> <p>The online portal is the most convenient channel for making submissions from both the user and recipient perspective. The NTA did, however, facilitate postal submissions and direct emails on this occasion. No change required.</p>
455	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-455	timing and volume of documentation	The tight deadline for this submission, extensive document reading required and proximity to Christmas, combined with communities' own challenges in engagement prohibits a comprehensive response to the Strategy	An extensive public advertisement campaign was undertaken, including publications in national newspapers and radio and the NTA were happy to facilitate any special needs or requirements.

405	6. Public Consultation	Level of Public Engagement	NTA-C5-405	Good Engagement in Meath	The Council welcomes the level of engagement by the public which reflects the critical importance of the delivery of the Navan Rail and other strategic projects in the County.	noted
843	6. Public Consultation	Level of Public Engagement	NTA-C5-843	Consider if People have been Excluded	<p>particular consideration should be given to the nature of the consultation processes to date (including the present process), whether or how individuals may have been excluded, and whether the NTA can reach out to proactively include such individuals in the consultation processes.</p> <p>For example, people with disabilities and/or people whose socio-economic status may have meant they were unable to participate in the consultation process due to their lack of ability or access to resources.</p>	An extensive public advertisement campaign was undertaken, including publications in national newspapers and radio and the NTA were happy to facilitate any special needs or requirements.
480	6. Public Consultation	Level of Public Engagement	NTA-C5-480	General Considerations	<p>General points:</p> <ul style="list-style-type: none"> - Engagement: Trinity feels the public is missing from the Plan. Opportunities to reimagine the built environment and be partners in change should be increased. This sort of ongoing capacity building is important for inspiring and sustaining change. - Editing: While a minor thing, the section numbering in the Executive Summary is different from the section numbering within the main Strategy (e.g. Section 7 in the Executive Strategy is actually Section 8 in the Strategy). - The consultation process: The consultation platform restricts submissions to chapters. A facility to give general comments is needed. 	Noted. Comments in relation to editing and the consultation platform will be considered and as appropriate changes will be made.
767	6. Public Consultation	Level of Public Engagement	NTA-C5-767	Engagement and Delays	Delays in delivery of big public transport projects like Bus Connects and MetroLink are regrettable. In developing such projects, consideration should be given to the views of local residents as expressed through their residents' associations and representative groups, so as to ensure that such projects can most effectively be delivered in a way that really meets the transport needs of local communities.	noted
370	6. Public Consultation	PR for Strategy	NTA-C5-370	need for PR	<p>Public Relations</p> <p>Transport Strategy doesn't have explicit plans for running PR campaigns and surveys. It is stated that public transport poll had 96% of positive responses. This doesn't look as a full and valid survey reflecting the real satisfaction of transport users.</p>	noted.
701	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-701	Poor consultation	Overall the impression received through your complete lack of user friendly hard copy brochures and/or clear locally relevant presentations at meetings-in-person to show just how your proposals will affect our daily lives gives the impression that our views as income tax and property taxpayers are being ignored and that you have already made up your mind.	noted. It was not possible to provide public meetings due to the Covid-19 pandemic restrictions.

629	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-629	Individual Consultation with people should take place	Lack of proper consultations for Residents on roads which will be impacted e.g. Rathgar Road, Forfield Road, Clareville Road, Terenure Road West. Tailored written communication should be distributed to effected Residents.	This would be a scheme level consultation requirement and would not be an appropriate approach for the Transport Strategy which covers the entire Greater Dublin Area.
345	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-345	No leaflets delivered	respondent wants the NTA to print leaflets for every household in future	This would be a scheme level consultation requirement and would not be an appropriate approach for the Transport Strategy which covers the entire Greater Dublin Area.
455	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-455	timing and volume of documentation	The tight deadline for this submission, extensive document reading required and proximity to Christmas, combined with communities' own challenges in engagement prohibits a comprehensive response to the Strategy	The deadline was extended to provide additional time for consideration and commentary.
243	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-243	Consultation on Proposals (not part of Strategy)	I would also like to know why information on these proposals was not circulated to all residents by the National Transport Authority, it has been left to residents associations to inform us.	This would be a scheme level consultation requirement and would not be an appropriate approach for the Transport Strategy which covers the entire Greater Dublin Area.
788	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-788	BusConnects consultation	Locations chosen by NTA to hold consultations were not always on a bus route. This is a basic requirement. 8. The Environmental Impact Assessment process – particularly the requirement for a thorough examination of alternatives – requires that the views of the public are addressed comprehensively, rather than collated and presented as statistics.	This would be a scheme level consultation requirement and would not be an appropriate approach for the Transport Strategy which covers the entire Greater Dublin Area.
247	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-247	confusing process	In summary, the proposals are inchoate and may be designed to be confusing and the purported publication of the plans and the invitations to comment are unacceptable in that the publication is limited to those with IT skills and equipment.	An extensive public advertisement campaign was undertaken, including publications in national newspapers and radio. Hard copies of all materials were displayed in the NTA office (and advertised as such) and were made available to be posted to members of the public on request..
744	6. Public Consultation	Unsatisfactory Public Consultation	NTA-C5-744	presentation of document	Also on a separate note some of the presentation in the document is confusing. The map showing public transport development post 2030 and post 2042 is unclear as to whether that date indicates state of construction or start of completion (something reflected in media reports about the metro). This makes it much hard to assess the strategy properly. Secondly with regard to the modal share figures it is unclear whether they are predictions or targets. A clear distinction should be drawn between them and the NTA should set out its aims for each modeshare and elaborate how the strategy will help to achieve them	noted.

7. Strategy Development Process

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
737	7. Strategy Development Process	Drogheda & Dundalk	NTA-C5-737	Drogheda & Dundalk Part of Strategy Process	Louth County Council considers that there is an opportunity for the Strategy to reference the inter-relationship of settlements such as Drogheda and Dundalk with Dublin. It is also considered that Drogheda and Dundalk should be included in the modelling and analysis that will frame future transport investment decisions for Dublin and its wider catchment as this will ensure a more holistic approach is taken to transport investment in the Eastern and Midland Region. This is particularly pertinent given the designation of the settlements as Regional Growth Centres in national and regional policy and the anticipated population, economic, and residential growth that will take place in the settlements in the coming years.	The NTA are required by legislation to produce a Transport Strategy for the GDA. The GDA is a defined geographical area. The counties outside the GDA, including Louth, are accounted for the the modelling and analysis used in the Strategy development process. No change required.
843	7. Strategy Development Process	Sociological Analysis	NTA-C5-843	Need for Sociological Analysis	There does not appear to be any sociological element to the framework of analysis employed by the NTA to date. If so, this is a serious omission, particularly in relation to the inclusion, equality and human rights aspects of transport and the public realm. The NTA must include such analytical approaches in its work.	noted. An EQIA and an SEA/AA have both been undertaken as part of the Stategy process, these documents both consider the impact on equality and human beings. No change required.

8. Planning for Sustainable Transport

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
-24	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-24	Re-use of Derelict Building	Section 8.3 does not once mention the reuse of existing derelict buildings would be the most effective approach to introducing sustainable housing into the market.	REPEAT
298	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-298	Duplicate Submission	Duplicate Submission	REPEAT

438	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-438	endorsement of policy	Support for 16 plan measures set out in Chapter 8	Noted.
792	8. Planning for Sustainable Transport	15 minute city	NTA-C5-792	15 minute city	Further, meaningful consideration of the 15 minute city required, for settlements across the GDA	Section 8.2 outlines the concept of the 15-minute city. The measures contained in Chapter 8 support the principles of this concept and the wider measures in the Strategy will support the realisation of the concept.
836	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-836	Built and Architectural Heritage	<p>It must be a key aim of the Strategy to protect and enhance built and architectural heritage, most notably in the public realm section where placemaking, maintaining and creating townscape and urban character are core aims.</p> <p>All future transport investment in the Greater Dublin Area must involve built heritage and conservation expertise as part of planning and early design phases. This includes mode and route planning, as well as developmental planning of streetscape, historic buildings and wider established/historic character areas. The contribution that built heritage makes to townscape, placemaking and sustaining community identity also requires iteration in the final document.</p>	Noted. The NTA acknowledges the importance of our architectural heritage. It is proposed to amend the wording of planning measures.
869	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-869	Give us a Greater Dublin Transport and Planning Authority!	Give us a Greater Dublin Transport and Planning Authority!	The NTA has a national level responsibility for securing the provision of public passenger land transport services as well as licensing public bus passenger services delivered by private operators. Within the Greater Dublin Area the Authority carries additional responsibility including; strategic planning of transport; development of an integrated, accessible public transport network; promoting walking and cycling; provision of public transport infrastructure; and effective management of traffic and transport demand. This includes the preparation of a Transport Strategy for the Greater Dublin Area. No change required.
843	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-843	Impact of WFH	With the likelihood of continued at home or hybrid arrangements (for work, study and retail), the NTA must plan for increases in local journeys, and allocate accordingly for investment in proper infrastructure for walking and cycling, including reallocation of road space and traffic signal phases and timings.	Noted. Measures such as PLAN16 - The Road User Hierarchy, PLAN14 - Reallocation of Road Space and the measures set put in Chapter 10. Walking, Accessibility and Public Relam and Chapter 11. Cycling and Personal Mobility Vehicles address these issues.

820	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-820	Set out Preferred Land Use Scenario	The strategy should seek to impose greater land use functions than it currently does - it could at least put in "preffered" development scenarios i.e. greater urban densities with development in car dependant towns undesirable and greater emphasis on areas accessible to public transport.	Noted. It is considered that PLAN1 - Housing and PLAN2 - Consolidated Development address this issue. Specific development requirements such as density are matters for the local authority in accordance with national policy to be decided through the Development Plan or Local Area Plan processes. However Chapter 14. Traffic Management and Travel Options includes a number of measures including TM11 - Residential Parking Standards and TM12 - Destination Parking Standards which are relevant in this regard.
384	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-384	School Planning	Such a reduction could become an all-year event by simply changing the school commencement times by an hour (or even less perhaps). The provision of dedicated school buses would immediately cut traffic flows and be very beneficial for all concerned. These two measures in tandem with a move towards cycling (where appropriate) could alleviate congestion and carbon emission.	School opening times are a matter for the Board of Management of schools. The Strategy, through measures INT10 - Green Schools Travel and TM8 - Safe Routes to School facilitates the use of sustainable modes for school travel. Within the Greater Dublin Area covered by the BusConnects Network Redesign, the public bus network provides access to schools. No change required.
788	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-788	Land Use and Orbital PT	Land use under the GDATS Plan does not strive to meet the potential locally. The orbital LUAS network in The Newton Plan opens up wider potential fully facilitating the outer landbank corridor.	Noted. The suite of public transport measures proposed are included in Chapter 12. Public Transport.
789	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-789	Protect Potential Rail Expansion in Planning Process	Steps should be taken in co-operation with the planning authorities to ensure that no developments are allowed to encroach on existing railway corridors within (say) 50 miles of Dublin so as to enable future widening to 4 tracks if and when required. All new overline and underline bridges should anticipate future track widening and therefore allow for at least one and preferably two additional tracks in the future.	Noted. As a prescribed body for planning matters in the GDA, this is covered by the NTA's on-going liaison and cooperation with local authorities.
629	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-629	Census Data	Current Census population data should be incorporated into the strategy.	The Strategy along with the associated modelling utilises the most recent census population data available.

332	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-332	Support for Chapter 8	<p>The measures as outlined in Chapter 8, supporting enhanced permeability, mixed uses and place making for making places attractive and the public realm conducive for public transport and active travel (10 Minute Neighbourhood principles), are therefore supported by EMRA as an effective response to challenges and opportunities of the Covid-19 context.</p> <p>Such measures are consistent with Healthy Placemaking RPOs 9.10 to 9.13 of the RSES which highlight the need for improvements to both physical and social infrastructure including public realm enhancements, sustainable transport, recreation and open space, heritage led regeneration and the provision of community facilities and services to create sustainable inclusive communities. Support for placemaking is embedded in the Economic Strategy of the RSES and linked to enterprise growth.</p> <p>Further, such measures are supported by Section 8.4 of the RSES which sets out Guiding Principles for the Integration of Land Use and Transport in statutory land use plans to support investment in infrastructure and behaviour change, including promotion of the '10 minute' settlement concept, whereby a range of community facilities are accessible by walking, cycling and public transport</p>	Noted.
298	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-298	Duplicate Submission	Duplicate Submission	
438	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-438	endorsement of policy	Support for 16 plan measures set out in Chapter 8	Noted.
428	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-428	land use policy support	<p>more density should be an imperative and this strategy cannot succeed with political leadership (regionally and nationally) on promoting much, much better land management</p> <p>prioritise walking and cycling</p> <p>supports zero car parking for city centre retail</p>	Noted. It is considered that PLAN1 and PLAN2 addresses these concerns. It is considered that PLAN14 - Reallocation of Road Space and PLAN16 - Road User Hierarchy as well as the measures outlined in Chapter 10. Walking, Accessibility and Public Realm and Chapter 11. Cycling and Personal Mobility Vehicles address the issues regarding prioritising walking and cycling. The support for measure TM13 - Dublin City Centre Parking Standards is noted.

405	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-405	Legacy Development Patterns	<p>County Meath experiences very high levels of out bound commuting in tandem with significant gaps in public transport provision. It is essential that the Strategy addresses these issues with constructive proposals at sub-regional, county and individual settlement level.</p> <p>Legacy development patterns on the edges of towns are creating demands for pedestrian connections. A commitment to address these issues would improve connectivity, increase travel options and address safety issues in clusters of residential development scattered throughout the region and on approaches to larger settlements.</p>	Noted. The public transport measures are set out in Chapter 12. Public Transport. Chapter 10. Walking, Accessibility and Public Realm includes a number of measures which seeks to improve the quantity and quality of pedestrian networks.
748	8. Planning for Sustainable Transport	General Topics Related to Land Use Planning	NTA-C5-748	Liveability of Neighbourhoods	Liveability in neighbourhoods must be considered as part of the Transport Strategy including reduction of on-street parking for more useful use of public space with improvements in planting, SUDS, seating, community spaces.	Noted. The Strategy supports the aspirations mentioned, in particular through measures PLAN1 - PLAN6 and PLAN8. It is also addressed in measures PLAN12 - Urban Design in Major Infrastructure Projects and PLAN13 - Urban Design in Walking and Cycling Projects as well as through the measures in Chapter 14 Traffic Management and Travel Options
872	8. Planning for Sustainable Transport	Plan 10	NTA-C5-872	strengthen measure on school design	This measure should be strengthened to actively disincentivise car transportation to school. The location of car parks at the front of the school and exits is not only a safety hazard but only does not support our children experiencing a world without car domination Access, footpaths, car parking (if required) and cycle parking should all be arranged so as to eliminate, as far as practicable, interference and conflict between motorists and pedestrians and cyclists and the realisation as far as possible of a car-free environment within the school compound'.	The principle of providing car parking (if required) at the rear or side of the site, rather than at the front of the site, where there is greater potential for safety hazard as well as the negative impact on the streetscape and school environment is accepted. The measure will be strengthened.

872	8. Planning for Sustainable Transport	PLAN 12	NTA-C5-872	suggested change	<p>Measure PLAN12 – Urban Design in Major Infrastructure Projects. The current language of this measure is weak in 'considering' only how biodiversity could be fostered'. I suggest revising the measure</p> <p>Change from The NTA will incorporate a high standard of urban design and placemaking into the planning and design of all major public transport infrastructure schemes, and will consider how greater biodiversity could be fostered to</p> <p>The NTA will incorporate a high standard of urban design and placemaking into the planning and design of all major public transport infrastructure schemes, and will take measures to ensure biodiversity can be enhanced to the greatest extent possible.</p>	The NTA supports the principle of enhancing biodiversity in the public realm including in our public transport projects. A change is proposed to the wording of the measure.
793	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-793	Additional Text in Plan1	DLR recommends that an additional paragraph be considered for inclusion in Measure PLAN1 – Housing and Transport to help ensure that new housing developments are fully integrated into the walking, cycling and public transport networks and are planned so that walking, cycling and public transport are the principal modes of access.	Noted. It is considered that PLAN1 adequately addresses these requirements.
885	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-885	Joint Agency Approach & Requirement to Travel	We need a joint approach to planning for future sustainable transport with different stakeholders so that we are inclusive from the beginning. We also need to plan to travel less, so having what we need on a daily basis to be close by, to also have sustainable transport that links in with leisure activities.	These comments are noted. The Strategy includes measures to work with other agencies including local authorities to deliver the Strategy objectives. The Strategy includes measures such as PLAN1 - Housing and Transport, PLAN2 - Consolidated and Developemnt, PLAN6 - Mixed Uses which seek to create communities where amenities and facilities are provided in tandem with housing in order to reduce the need to travel and create sustainabel communities. No change required.
153	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-153	North East Wicklow Population & Transport	In general the draft strategy and the Bray-Arklow corridor study fail to recognise that the 2031 target for new housing in Greystones-Delgany will be reached in 2022/23. There is also excess housing under construction in Newtownmountkennedy and Ashford, as well as Wicklow-Rathnew. The need for more public transport in NOW, not in 2031 or 2042.	The NTA will monitor proposed new housing developments in accordance with measure PLAN1 - Housing and Transport. The modelling report accompanying the strategy incorporates housing projections for County Wicklow. Measure RAIL1 - DART+ provides for enhanced services to Greystones. Measure BUS4 - New Dublin Area Bus Service Network provides for improved bus services. Measure BUS2 - Additional Radial Core Bus Corridors provide for additional bus priority on radial corridors. Meausre INT3 - Park & Ride provides for the provision of a network of regional level bus and rail based Park and Ride facilities. No change required.

789	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-789	Development on Rail and Congestion	The policy of developing new residential accommodation on existing transport corridors is clearly desirable but appears to take little account of the limited capacity of the simple twin track railway infrastructure in the GDA and the fact that apart from the route from Dublin (Heuston) towards Kildare & Portlaoise most lines are already congested, particularly the Belfast line, north of Connolly to Howth Junction, Malahide and to a lesser degree to Drogheda. The south eastern line from Connolly to Greystones is likewise congested as is the line to Maynooth and Mullingar.	Noted. This is addressed in measuers RAIL1 - DART+, RAIL2 - DART+ Tunnel and RAIL3- DART Extension
667	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-667	ambition in language	<p>I feel that many of the measures aren't strong enough, such as PLAN1 and PLAN8, which target a "majority" of people using public transport, walking and cycling. This can be achieved with 49% of people still driving for various purposes within the GDA, and so I feel that more ambition is required.</p> <p>measures are not specific, measureable, or time-bound, there is no way to determine implementation or completion of the Strategy. Phrases like "it is the intention of the NTA" "will support", "will continue to support" are used throughout the document, in comparison to measure INT12 where the NTA "ensures" the completion of an action</p>	Noted. The Strategy recognises that the GDA covers both rural and urban areas and different circumstances will apply to different locations. Monitoring is addressed in Section 19.2.4.
480	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-480	Welcome focus on Housing and Transport	: Trinity thanks the NTA for their focus on transport planning with housing, and supports the NTA's prioritisation of walking, cycling and public transport. This is of particular importance to Trinity students who need affordable housing, in liveable areas. We would welcome the allocation of space to walking, cycling and public transport over cars in particular where students live.	Noted. The NTA considers that this is addressed in measure TM1 - Management of Dublin City Centre and in PLAN 16 - The Road User Hierarchy
480	8. Planning for Sustainable Transport	PLAN1 - Housing and Transport	NTA-C5-480	Importance of Following up on Planning Conditions	Too many developments are signed-off by Roads/Transport section of Planning Division in our City without follow-up on full implementation by the developer. We only have to look at recent Trinity major buildings (TBSI, Business School) to know that bike parking, as stipulated in grant of permit, was not implemented.	Noted. This is a matter for the planning authority.

666	8. Planning for Sustainable Transport	PLAN10 – Design of Schools	NTA-C5-666	Better Bicycle Parking at Schools	Schools should provide secure and covered parking for bicycles. Theft from a local school secondary school (Castleknock Community College) is a problem because the bike racks (which are poor quality low toaster racks) is in an unobserved area. Another secondary school (Luttrellstown Community College) is a recent build. While it has covered bike parking, the bike racks are the insecure low toaster racks. too often bicycle rack decisions appear to be made by people that do not know anything about the needs of cyclists. NTA should provide direction.	Noted. It is considered that measures CYC3 - Cycle Parking and TM8 - Safe Routes to School address this issue.
793	8. Planning for Sustainable Transport	PLAN10 – Design of Schools	NTA-C5-793	PLAN10 Design of Schools	There is an increased emphasis in this Strategy on the role of the sustainable planning for schools. DLR welcomes in particular Measure PLAN10 -Design of Schools where the design of both new and expansion of existing schools should maximise the priority for the pedestrian and cyclist	Noted.
-24	8. Planning for Sustainable Transport	PLAN11 – Road Network Serving Schools	NTA-C5-24	Mode Share for School Travel and investment	Section 8.8 mentions the needs to shift our reliance away from private cars and over to sustainable modes of transport. But sustainable transport strategies at the scale described in this document will not meet the needs of schoolchildren. A further shift away from private cars is required, as well as further investment in public transport and cycling/walking routes.	Noted. It is considered that all the measures contained in the Strategy combined and in particular PLAN8 - School Site Selection, PLAN9 - Locations of Schools, PLAN10 - Design of Schools, PLAN11 - Road Network Serving Schools and TM8 - Safe Routes to School all address this specific issue.
807	8. Planning for Sustainable Transport	PLAN11 – Road Network Serving Schools	NTA-C5-807	Parking at Schools	All on street parking around the schools s/St Annes park should be banned	Noted. This is a matter for the planning authority and can be addressed through measure TM8 Safe Routes to School.

804	8. Planning for Sustainable Transport	PLAN11 – Road Network Serving Schools	NTA-C5-804	Greater Emphasis on School Zones	<p>I would like to make a particular appeal for more ambition within this strategy regarding the rollout of the successful School Zone policy by Dublin City Council. While this scheme has been hugely welcome in many areas, there has been less-than-acceptable rollout in school areas on roads that do not have 30km per hour speed limit on their roads. Two prominent examples that come to mind are St Catherine’s on the Ratoath Road and St Joseph’s on East Wall Road, but this is an issue which affects many schools which stand to benefit enormously from a successful implementation of the School Zone policy.</p> <p>It is nothing less than vital that we prioritise the safety of children and the wider school community, and that initiatives are therefore put in place to ensure slower traffic speeds around schools.</p> <p>I would strongly advise that this strategy calls for full implementation of the School Zones policy in these and other areas.</p>	Noted. This is being addressed through measure TM8 Safe Routes to School.
788	8. Planning for Sustainable Transport	PLAN12 – Urban Design in Major Infrastructure Projects	NTA-C5-788	Effect of Bus Termini on Architecture	Sensitivity to the aesthetics is required, including an examination of the effect of the location of bus termini on City architecture, and issues raised by communities in terms of their private property	Noted. This is addressed in measure PLAN 12 - Urban Design in Major Infrastrucure Projects as well as specifically through the design and planning process including environmental assessments for individual projects. Statutory measures are set out to deal with issues related to private property.
689	8. Planning for Sustainable Transport	PLAN12 – Urban Design in Major Infrastructure Projects	NTA-C5-689	Landscaping and Trees Important	Landscaping and trees play an important role in transportation planning.	Noted.
366	8. Planning for Sustainable Transport	PLAN12 – Urban Design in Major Infrastructure Projects	NTA-C5-366	DART+West & Urban Design for Ashtown	In relation to the preferred option for the closure of the level crossing at Ashtown under DART+ West, I have found that the proposals (replacement of pedestrian and cycle access with an isolated underbridge) are not consistent with the strategy outlined by NTA in the current draft, but also previous recommendations. In particular, the current proposals lead to impermeability (through fears for safety via the proposed route) in the community, and it appears there may be insufficient urban design experience or participation in the DART+ West project team. The proposals also do not seem to adhere to the road user hierarchy.	Noted. The DART+ West project has included a public consultation phase and will be subject to a statutory consent process.

786	8. Planning for Sustainable Transport	PLAN12 – Urban Design in Major Infrastructure Projects	NTA-C5-786	Importance of Urban Design & Historic Streetscapes	The phrasing of Measure PLAN12 indicates that urban design and placemaking will be "incorporated". I would suggest this really is the wrong approach. Urban design is not something that can be bolted on afterwards. High quality urban design and placemaking should inform all projects from the outset. In particular I would highlight the need for proper understanding of Historic Streetscapes. Protected Structures and ACAs are mentioned only at the end of this draft document in the very dry "Environmental Assessment" chapter. This section should include stronger language on urban design and include reference the necessity to preserve existing historic buildings, streets, and landscapes of value.	Noted. The NTA acknowledges the importance of our architectural heritage. It is proposed to amend the wording of PLAN12.
793	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-793	Amend PLAN13 - Urban Design in Walking & Cycling Projects	It is noted that reference to biodiversity has not been included in Measure Plan13 – Urban Design in Walking and Cycling Projects. DLR recommends that in line with the Climate Action and Low Carbon Development (Amendment) Act 2021 which establishes the national climate objective which refers specifically to the “transition to a climate resilient, biodiversity rich environmentally sustainable and climate neutral economy” by 2050 that there should be further undertakings in the strategy to enhance biodiversity through the integration of nature based solutions and urban greening measures into transport projects where ever feasible.	Noted. The NTA acknowledges the importance of incorporating opportunities for biodiversity in our projects. It is proposed to amend the wording of PLAN13.
698	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-698	Public realm design	The public realm ought to be beautiful as well as functional, and there needs to be consistency in terms of the materials used across the city. The public realm should be designed to cater for the needs of all ages and abilities, and to be welcoming to all sectors of society rather than actively hostile. Revisit waste collection policy/strategy to improve public realm. Develop public education campaign about protecting our shared public spaces.	Noted. It is considered that PLAN13 and PLAN16 largely address these issues. The suggestion regarding a public education campaign is noted.
480	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-480	Public realm infrastructure	Amenities such as lighting, seating, public restrooms, public water fountains, ground-floor transparency, etc. create an accessible, enjoyable public realm but are not drawn out in the strategy.	Noted. Amenities such as lighting, seating, public restrooms can be incorporated through PLAN12 - Urban Design in Major Infrastructure Projects and PLAN13 - Urban Design in Walking and Cycling Projects and will be considered in the delivery of interchanges and mobility hubs under INT4 and INT5.
188	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-188	Importance of the Public Realm for Walking	Ensure the public realm is designed to encourage pedestrian activity street furniture such as benches, bins as well as landscaping.	Noted. Amenities such as bins and seating can be incorporated through PLAN12 - Urban Design in Major Infrastructure Projects and PLAN13 - Urban Design in Walking and Cycling Projects and will be considered in the delivery of interchanges and mobility hubs under INT4 and INT5.

435	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-435	Landscaping and Street Trees	Emphasise the role of landscaping and street trees in transport planning and urban realm	Noted. The NTA acknowledges the importance of incorporating opportunities for biodiversity in our projects. It is proposed to amend the wording of PLAN13
872	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-872	suggested change to measuer	<p>Measure PLAN13 – Urban Design in Walking and Cycling Projects: In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations.</p> <p>to</p> <p>In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of of high-quality urban design and placemaking improvements.</p>	Noted. It is proposed to amend the wording of PLAN13.
480	8. Planning for Sustainable Transport	PLAN13 – Urban Design in Walking and Cycling Projects	NTA-C5-480	Importance of Placemaking and Biodiversity	The inclusion of placemaking is welcome. Trinity would particularly like to see a focus on placemaking on College Green and on our priority routes from Trinity Hall to College Green, on Pearse Street, on Nassau Street and from College Green to St. James's Hospital. Other routes of importance to Trinity include the College Green to Santry and College Green to Iveagh Grounds. Trinity notes that the NTA has highlighted the importance of biodiversity. Trinity would like to see as much greening of the GDA as possible to respond to the biodiversity crisis. Plans to reduce car speeds to facilitate placemaking is fine but removing private cars from people centred places would be ideal. With Trinity trying to restore biodiversity on its College Green campus, the NTA could compliment these efforts by supporting a public plaza on College Green. College Green has to be as green as possible and not a traffic sewer, even for buses/coaches.	Noted. The NTA will work with Dublin City Council with regard to the College Green Project. It is proposed to amend the wording of PLAN13.
746	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-746	Link between PLAN 14 and PLAN15	<p>The inclusion of Measure PLAN14 - Reallocation of Road Space in combination with PLAN16 - The Road Use Hierarchy - is welcome. It is essential that these two measures are viewed in combination, so that any reallocation of road space is made in the context of the hierarchy.</p> <p>I recommend the amendment of Measure PLAN14 to refer specifically to PLAN16.</p>	Noted. The Road User Hierarchy is a fundamental guiding principle which feeds into all subsequent strategy measures.

873	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-873	one way streets	Measure PLAN14 (Reallocation of Road Space) would benefit from rephrasing to highlight that the introduction of one-way systems is an appropriate measure to achieve the walking and cycling improvements and that it should be given appropriate consideration	Noted. It is considered that this is a specific measure which would be in accordance with Plan14 in specific circumstances.
790	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-790	How to Achieve Reallocation of Road Space	This new document/strategy is all good and well, but it doesn't address the most difficult part: how is it going to resist the opposition to change? How are you going to convince people to go sustainable? It is absolutely unfair, unjust that the people who choose to go sustainable still have to share space with those in-denial.	Noted. The Strategy specifically addresses one aspect of the requirement for the Country to work towards meeting our carbon reduction emission targets. The NTA will work with all Departments and agencies to meet the targets and to deliver the infrastructure which will provide people with sustainable choices. The Strategy includes a suite of measures including traffic management and targeted behaviour change and promotional schemes such as the Safe Routes to School programme, Green Schools Travel and Smarter Travel Workplaces and Campuses.
768	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-768	Widespread Use of Cars in Urban Areas is Unsustainable	I would like to see the strategy document explicitly state that widespread car use in urban areas is unsustainable and that incentives to drive should be removed.	Noted. The Strategy will deliver alternative solutions to private car use in urban areas through the delivery of projects such as the BusConnects Core Bus Corridors, DART+ and MetroLink as well as large scale investment in walking and cycling infrastructure. The Strategy also includes many traffic management measures. The option to use the private car will remain for those that require this mode, but its use will be managed in order that attractive and convenient public transport and active travel options can be provided.

799	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-799	More Biodiversity & Reallocation of Road Space for it	<p>Glad to see the NTA has highlighted the importance of biodiversity. We need as much greening of the GDA as possible to respond to the biodiversity crisis. It is however, completely insufficient. Plans to reduce car speeds to facilitate placemaking is fine but is not close to what is necessary: the city and its urban villages are traffic sewers and if the NTA is serious about urban design and placemaking, it has to reallocate space away from the private car and enable one-way systems all within the canals for trees to be planted, concreted areas to be transformed into green spaces, to prepare the city for floods and soaring temperatures (a tree planted street is on average 4 degrees cooler than a concreted one - within the canals, the tree cover is particularly poor).</p> <p>This is not followed through by the BusConnects project in the Phibsborough and Church street area for example, where the already heavily concreted streets will be made available exclusively to motorised passing traffic, with the removal of the segregated cycle lane and the impossibility to increase footpath width.</p>	Noted. PLAN12 and PLAN13 (as amended) include reference to the inclusion of biodiversity. The comments with regard to BusConnects are noted. The BusConnects project has been subject to public consultation and will go through the statutory consent process.
577	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-577	Support Reallocation of Road Space	The inclusion of placemaking is welcome. I would like to see as much greening of the GDA as possible to respond to the biodiversity crisis. Plans to reduce car speeds to facilitate placemaking are not far reaching enough and removing private cars from people centred places as much as possible should be the target. Filtered permeability and more pedestrianisation are also a critical means to achieve a better public realm.	Noted. It is considered that this is addressed in measures PLAN12, PLAN13 and PLAN14. The Strategy also includes WALK7 - Pedestrianisation which support local authorities in the provision of pedestrianised streets in town centres. Measures TM5 - Low Traffic Neighbourhoods, TM6 - Car Free Zones and TM7 - Home Zones, TM8 - Safe Routes to School, TM9 - Car Sharing and TM10 - Car Free Residential Developments will all address the concerns raised.
480	8. Planning for Sustainable Transport	PLAN14 – Reallocation of Road Space	NTA-C5-480	Support Reallocation of Road Space & Recognition of Dominance of the Car	The reallocation of road space is very important to Trinity. We strongly endorse it. The consequences of our overly car-dependent city-region include: air pollution and associated ill-health poor and dangerous walking and cycling environments. All of the consequences listed act as disincentives to active travel and public transport use, and exacerbate car dependence - a statement to this effect would be welcome.	Noted. No change required.

786	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-786	LTP for Croke Park	Measure PLAN 15 should include a specific line regarding transport plans for major stadia. In particular Croke Park. There should also be reference to working with Croke Park in the Park and Ride section. The north inner city is choked with cars and coaches every match day. Joined-up thinking here would improve the visitor experience for Croke Park, improve the quality of life for north-side inhabitants, and assist in meeting climate change goals. At present there is no infrastructure to cater for match goers at Drumcondra Station, nor any other form of park and ride facility set up.	Noted. Event management and licencing is dealt with by the event organisers and the local authority. The NTA works with local authorities to facilitate the provision of public transport services for match goers. Changes considered for text and measures.
793	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-793	Amend PLAN15 - Local Transport Plans	DLR would welcome a greater level of clarity as to the types of land use plans where these are envisaged by the Strategy as the measure refers to the “statutory plan-making process” rather than local area plans, planning schemes, selected large scale development sites etc.	Noted. It is envisaged that LTPs will be carried out in tandem with Local Area Plans. However they can also be carried out to support masterplans or other types of plans where the integration of land use and transport planning is required. It is proposed to amend PLAN15.
332	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-332	Reference to LTP For Settlements	The strategy should clarify that locations cited are examples only and that LTPs are not limited to these locations. Local Authorities should consider the use of LTPs and ABTA for different settlements as an implementation tool for the RSES and the GDA Transport Strategy	The wording of the text and measure is not exclusive to those listed as examples and the NTA has commenced 35 LTPs nationally including several in the GDA outside those mentioned in the text. No change required.
381	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-381	Transport Requirements of Key Metropolitan Towns	We would respectfully submit that in revising the transport strategy for the GDA, there is a need to specifically examine in detail the transportation requirements for the three Key Metropolitan Towns, and that these should be fully integrated with the land use and spatial policies for the towns so as to identify the necessary enabling infrastructure which would then be included in the accompanying investment plan.	Noted. The supporting documents for the Transport Strategy included a number of specific study areas which included North Kildare, Swords Development Area and Bray and Environs. The NTA have assisted/are assisting the local authorities in the preparation of transport plans for these areas.
-70	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-70	Need for Local Transport Plans	The city also needs plans for each part, not just the entire city. For example Clondalkin should have it's own transport strategy	Noted. The preparation of Local Transport Plans will be done in tandem with the preparation of Local Area Plans or where required by the local authority.
829	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-829	Need for Local Transport Plans	There should be a requirement for local authorities to prepare specific town-level transportation plans to enable the integration of cycling and personal mobility devices to the overall bus and rail network The ideal situation for residents of towns would be for a cycling and personal mobility device (e.g. scooter) rental scheme to be rolled out at a low cost of usage, similar to the existing Dublin Bike scheme. To achieve this, local authorities should prepare a personal transportation scheme network design for each town greater than 1500 resident	Noted. In accordance with PLAN15, the NTA will assist local authorities to develop Local Transport Plans where required.

873	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-873	support for Area Based Studies	need to support development of ABTAs in the Strategy.	Noted. PLAN15 (as amended) supports this.
435	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-435	Emphasis on Road User Hierarchy	More emphasis would be useful	Noted. It is considered that PLAN16 is clear.
748	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-748	Support for Road User Hierarchy	Road User Hierarchy needs to be adhered to through planning, design and delivery of the new transport system for Dublin	Noted. INT1 - Integration of all Modes in Transport Schemes addresses this issue.
745	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-745	Road Space Reallocation	Space should be taken away from private motor cars and given back to cyclists and pedestrians.	Noted. PLAN14 - Reallocation of Road Space addresses this issue.
872	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-872	include children and disabled	Hierarchy of road users: More granularity would be beneficial in the hierarchy of road users, to include children for example and disabled persons. They need additional considerations in the design. If we design for children and accessibility we design better spaces.	Noted. WALK8 - Persons with Disabilities states the NTA will take full account of people with disabilities and pedestrians with mobility impairments when delivering transport schemes. INT15 - Accessible Infrastructure specifically required that public transport infrastructure and facilities in the GDA are made accessible to all users.
803	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-803	Support for Road User Hierarchy	All future road planning should enshrine the modal priorities set out in this document, and where required, and as possible under the constitution, legislation should be introduced to enshrine these modal priorities	Noted. Legislative reform is not within the remit of the NTA.
753	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-753	Prioritise Sustainable Modes	In order for us to effectively tackle the climate emergency that we have created, we need robust, fast, and wide-ranging changes in how we move about. This starts with a complete reprioritisation of public transport and active travel Improve public transport and active travel at all costs and ban all SUVs out of existence.	Noted. The Strategy seeks to improve public transport and active travel. It is not within the remit of the NTA to regulate the private vehicle market.
689	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-689	More Emphasis on Road User Hierarchy	More emphasis should be given to Road Users hierarchy and it's principles.	Noted. It is considered that PLAN16 is sufficiently clear.

577	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-577	Importance of Road User Hierarchy	I welcome the statement: “A high priority must also be given to cyclists, because trips by this mode have a great potential to replace trips by private car, most specifically for short to medium distance trips, but increasingly for longer trips as e-bikes extend the range of this mode.” However the following Action Measure seems to dilute this: MEASURE PLAN16 – The Road User Hierarchy The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy. “Will be guided” is not strong enough as guidance can be easily ignored as is currently the case.	Noted. It is considered that PLAN16 is sufficiently clear.
480	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-480	Stronger Road User Hierarchy Measure	Trinity is delighted to see the NTA’s continued support of the road user hierarchy. Trinity particularly welcomes the statement: “A high priority must also be given to cyclists, because trips by this mode have a great potential to replace trips by private car, most specifically for short to medium distance trips, but increasingly for longer trips as e-bikes extend the range of this mode.” Thank you. Trinity is concerned however that the following Action Measure dilutes this: MEASURE PLAN16 – The Road User Hierarchy The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy. Trinity feels “will be guided” is not strong enough. Guidance can be easily ignored.	Noted. It is considered that PLAN16 is sufficiently clear.
741	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-741	Importance of Road User Hierarchy	The use of a hierarchy for road users with pedestrians at the top and private motor vehicles at the bottom is very welcome. However the strategy is not radical enough to invert the current reality of living in Dublin where the private motorists dominates.	Noted. The Strategy outcomes are outlined in Chapter 17. In Metropolitan Dublin, the mode share for car is forecast to fall from 52.4% to 41.9% for the 24hr period, with public transport forecast to increase to 19.7% and cycling to 14.1%.
577	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-577	Improve wider pedestrian realm	Design of street environment should support the modal hierarchy	Noted. Measures WALK1 - WALK8 and measures ROAD9 and ROAD10 address this issue.
698	8. Planning for Sustainable Transport	PLAN16 – The Road User Hierarchy	NTA-C5-698	Hierarchy support	Support for Road User Hierarchy	Noted.
405	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-405	Consolidated Development	These measures are welcomed however, it is important that a balanced approach is adopted having regard to the legacy development pattern issues	Noted. The Strategy aims to balance the needs of all modes while providing for and encouraging a shift to sustainable modes.

865	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-865	urban sprawl	poor housing policies planning or complete lack of it, we have continued the disastrously failed policy of urban sprawl with workers, students, and residents having to make extremely long journeys. This is one of the reasons people desire faster direct transport rather than current inconvenient extremely long journeys.	Noted. The Strategy supports sustainable patterns of land use as set out in measures PLAN1 - PLAN6 and PLAN8.
856	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-856	liveability & 15 min city concept	Liveability in neighbourhoods must be considered as part of the Transport Strategy in order that people are attracted back to living in city and town centres in the GDA, and adhering to the principle of Avoid-Shift-Improve to avoid long commutes, as well as the concept of the 15 minute city. Liveability needs to be considered when designing and routing public transport and include a focus on removal of on-street parking, additional seating for walkability, and reduction of noise and polluted air from private car traffic and public transport.	Noted. The Strategy supports the aspirations mentioned, in particular through measures PLAN1 - PLAN6 and PLAN8. It is also addressed in measures PLAN12 - Urban Design in Major Infrastructure Projects and PLAN13 - Urban Design in Walking and Cycling Projects as well as through the measures in Chapter 14 Traffic Management and Travel Options.
838	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-838	Importance of Avoid-Shift-Improve and Modal Share Reduction	The Transport Strategy states that implementation of the strategy is forecast to lead to a significant reduction in car mode share for the GDA from 57.7% in 2016 to 48.6% in 2042 for all trip purposes throughout the day. However the modelling report reveals that full implementation of the strategy will result in no significant reduction in private car trips in the GDA and a small rise in car trips over the Eastern region, going against objectives. Avoid-Shift-Improve approach is one in which electrification of private car fleet is very much the last step after the Avoid and Shift stages. Citing growth in urban population as a reason for accompanying high private car modal share, does not seem to take into account that an approach of Avoid-Shift-Improve could actually succeed.	Noted. The GDA includes a vast quantum of existing residential development in rural areas, small towns and villages and in very low-density suburban and peri-urban locations, which are located and designed in a way which provides an extremely challenging environment for public transport to operate in and for walking and cycling to be used for many trips. Additionally, many major suburban low-density office parks and retail centres have been built in recent decades providing a similar challenge. This development legacy will continue to provide the highest proportion of demand for travel into the future and in the absence of draconian measures to compel the use of alternative modes, many people in the GDA will choose to use the car for many trips even where viable alternatives have been provided. It should also be noted that the forecast 24 hour mode share for the built-up area of Dublin is forecast to be 41.9% in 2042. No change required.

737	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-737	Importance of serving Drogheda & Dundalk	The RSES emphasises sustainable development patterns and seeks to focus growth in Regional Growth Centres (RGC's) such as Drogheda and Dundalk and within the footprint of existing urban areas. As the population in Drogheda and Dundalk grows, the demand for travel will change and the public transport offer will evolve to meet the changing demand. It is imperative that the population growth is met with the requisite public transport offer capable of supporting sustainable development and compact growth. A recent analysis of the immediate Drogheda hinterland indicated that there were almost 15,000 people commuting out of the area on a daily basis, with 66% of those commuting to the Dublin region. Whilst Drogheda has historically sat outside the geographical area of the GDA, the influence of the Dublin region on Drogheda and the significant commuting patterns between two has become increasingly evident.	Noted. Measures RAIL1 - DART+ will see the expansion of electrified services to Drogheda. Both Drogheda and Dundalk will also benefit from measure BUS13 - Connecting Ireland as well ongoing improvements to town bus services.
138	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-138	high rise housing	support for high rise development	Noted.
-24	8. Planning for Sustainable Transport	PLAN2 – Consolidated Development	NTA-C5-24	Re-use of Derelict Building	Section 8.3 does not once mention the reuse of existing derelict buildings would be the most effective approach to introducing sustainable housing into the market.	Noted. The NTA recognises that the reuse of derelict buildings, in particular in town centres would be the most sustainable form of development where such locations are centrally located with access to amenities and services. Both PLAN1 and PLAN2 support sustainable development and this would encompass the re-use of derelict buildings.
480	8. Planning for Sustainable Transport	PLAN3 – Retail Development	NTA-C5-480	Support PLAN3 Retail Development	: Trinity welcomes the NTA's position on out of town retail development. Trinity has 1% car use. For many students and staff, cars are not an affordable or accessible means of transport. Climate change is of huge concern to Trinity students and staff. We thank the NTA for taking leadership on this issue.	Noted.
524	8. Planning for Sustainable Transport	PLAN6 - Mixed Uses	NTA-C5-524	Employment Needed at Periphery	There needs to be a greater dispersion of jobs to the periphery of the Metropolitan Region in order to reduce commuting demand. The expansion of the GDA population has mainly taken place on the periphery including Greystones. Yet the jobs ratio (% of local employment to total) in Greystones is the lowest in Leinster. More jobs to support the major population growth is needed for sustainability.	Noted. PLAN6 and PLAN2 support consolidated development and a mixed-use approach to development of a scale suitable to the location.
780	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-780	Permeability of estates	Support for filtered permeability in housing estates	Noted.

405	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-405	Retrofitting Permeability	It is noted that the strategy acknowledges that the retrofitting of these links in existing urban areas can be problematic. The inclusion of a supporting measure/amendment to Plan Measure 7 to address this specific issue would be helpful.	Noted. The Strategy, through measure PLAN7 seeks to support the delivery of filtered permeability schemes in existing neighbourhoods. The NTA works with local authorities through active travel measures grants to support the local authority with the challenges associated with delivering this infrastructure.
806	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-806	Support for Greater Permeability	Simple shortcuts need to be considered with cycling, these often mean opening up of gaps in walls, or keeping sites like IMMA open for longer as they have good cycle routes.	Noted. Measure PLAN7 supports this issue.
768	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-768	Support Filtered Permeability	I look forward to filtered permeability schemes being implemented and releasing the constraints on active travel.	Noted.
666	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-666	Support Filtered Permeability	Each local authority development plan must include aggressive directives to prevent developments introducing deliberate or accidental barriers to future permeability. I plan to ask that the forthcoming Fingal County Development plan direct that no future development have any walls at its boundaries and that subsequent adjacent developments have filtered permeability access between the developments. Local authorities should make legitimate attempts to open existing blockages to enable filtered permeability. While this will inevitably generate wild claims by residents, the improvement to their transport options should be highlighted.	Noted. Measures PLAN7 supports this issue.
786	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-786	Importance of Permeability	As a frequent public transport user I am struck by the number of times the sensible pedestrian route to a shopping centre or housing estate is through a hole in fence or down a muddy path through a hedge. These routes are often made by locals where no sensible path has been provided by developers. This not only makes walking difficult, it makes pedestrians feel like second class citizens. In contrast car drivers are given every facility, and at great expense. How do we expect the average young person, living in suburbia, to make the choice not to buy a car ? There should be a policy to establish a scheme to identify lack of pedestrian connectivity in existing car dependent localities and make provision for it.	Noted. PLAN7 supports this issue. PLAN15 - Local Transport Plans where produced by local authorities will examine all network within the Plan area, including pedestrian networks and identify measures to improve them.
779	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-779	Re-open laneways	A focus on opening up closed laneways and enhancing the public realm to make them more attractive would increase the permeability of the network and encourage people to walk and cycle more.	Noted. Plan7 supports this issue.
768	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-768	Reduce through traffic	reduce traffic volumes through urban areas to enable safe and comfortable walking	Noted. The measures proposed in Chapter 14. Traffic Management and Travel Options address this issue.

577	8. Planning for Sustainable Transport	PLAN7 – Filtered Permeability	NTA-C5-577	Filtered permeability	Support for filtered permeability	Noted.
436	8. Planning for Sustainable Transport	PLAN8 – School Site Selection	NTA-C5-436	Expansion of Existing Schools	Add clause which incorporates the development of new schools at existing schools sites into the definition of "exceptional circumstances"	Noted. Exceptions may be able to cover such circumstances, however, in the first instance the principle should still apply that it should be demonstrated that the majority of students and staff will travel to the school by public transport, walking and cycling.
405	8. Planning for Sustainable Transport	PLAN8 – School Site Selection	NTA-C5-405	Planning for Schools	<p>The implementation of Measure PLAN 8 will be very challenging for Local Authorities. It is unclear if the Department of Education have been consulted in this regard taking account of their role in school provision.</p> <p>Alternatively, will it be for the NTA to be the arbiter of whether this is achieved by a school proposal? In addition, does this measure apply to year of opening and each subsequent year? Will there be monitoring requirements? How will it be enforceable, and who will be carrying out any monitoring processes?</p>	Noted. The NTA have engaged with the Department of Education in this regard. The local authority are the decision makers with regard to the consent process for the development of schools. The NTA, as a statutory consultee will continue to make submissions based on the proposals adherence to the Strategy as a statutory document.
793	8. Planning for Sustainable Transport	PLAN8 – School Site Selection	NTA-C5-793	Amend PLAN 8 - School Site Selection	DLR recommends that PLAN8 be amended, specifically with respect to primary school site selection (for which access by public transport is unlikely to be an option) to allow due consideration for a more dispersed pattern of primary school development to serve local communities, particularly in situations where significant advantages would accrue in terms of accessibility by walking or cycling.	Noted. PLAN8 does not differentiate between primary and secondary school sites, at the primary level children would most likely be accompanied by parents whether attending by public transport or walking or cycling. This measure also refers to staff who may be able to use public transport. Primary schools are more likely to have a smaller catchment than secondary schools and walking and cycling are likely to be the predominant modes.
405	8. Planning for Sustainable Transport	PLAN9 – Location of Schools	NTA-C5-405	Planning for Schools	<p>Measure Plan 9 requires that new sites for schools be accessible for most students by public transport and active travel. Measure Plan 10 requires that in the design of new schools, the design maximises priority for pedestrians and cyclists.</p> <p>This matter requires resolution as Local Authorities will be unable to fill any potential funding deficits</p>	Noted. PLAN8 - PLAN10 require that schools are accessible by walking, cycling and public transport. The NTA recognises that the provision of public transport is not the responsibility of the local authority and will not be available at every location. The intention of these measures is to ensure that schools are located in the most central and accessible locations which are more likely to have access to public transport than those which are peripheral. In all circumstances schools should be fully accessible to walking and cycling to the catchments they serve.
675	8. Planning for Sustainable Transport	PLAN9 – Location of Schools	NTA-C5-675	school considerations	<p>School locations & road safety.</p> <p>The approaches to all schools to be adequately signposted, flashing amber lighting & traffic calming measures [tables, ramps as appropriate] to be installed as the "rule" rather than an afterthought. Particular locations in Meath include Ratoath, Dunshaughlin & Dunsany primary & secondary schools.</p>	Noted. Measure TM8 Safe Routes to School is a programme aimed at making the school environment safer for active modes and is being carried out jointly by An Taisce, the NTA and local authorities.

781	8. Planning for Sustainable Transport	Urban School Bus Service	NTA-C5-781	No safe school transport in Dublin so cars are used	If Dublin had a school bus scheme similar to the rest of Ireland with only schoolchildren carried then parents would be happy to allow their children to travel as it is not safe in Ireland to allow your child to walk cycle or bus on their own so a lot of parents drive short distances to school often between 500meters and 5 km.	Noted. The Dublin area is well served by the public bus network. Measures PLAN7 - PLAN10 aim to ensure that schools are within convenient walking and cycling distance to the majority of their catchment as well as providing a safe street environment so that children can safely walk or cycle to school. TM8 Safe Routes to School is a programme which aims to make the school environment safer to access by sustainable modes and is being carried out jointly by An Taisce, the NTA and local authorities.
-24	8. Planning for Sustainable Transport	PLAN11 – Road Network Serving Schools	NTA-C5-24	Mode Share for School Travel and investment	Section 8.8 mentions the need to shift our reliance away from private cars and over to sustainable modes of transport. But sustainable transport strategies at the scale described in this document will not meet the needs of schoolchildren. A further shift away from private cars is required, as well as further investment in public transport and cycling/walking routes.	Measures PLAN8, PLAN9, PLAN10 and PLAN11 specifically address the requirement to make schools accessible within their communities and provide safe environments so that parents are encouraged to allow children to walk and cycle to school. INT10 - Green School Travel and TM8 - Safe Routes to School are programmes specifically designed to encourage and enable active travel choices. The suite of measures in the Strategy collectively aim to provide safe and inclusive infrastructure which will provide alternative choices to the private car.
381	8. Planning for Sustainable Transport	PLAN15 – Local Transport Plans	NTA-C5-381	Transport Requirements of Key Metropolitan Towns	We would respectfully submit that in revising the transport strategy for the GDA, there is a need to specifically examine in detail the transportation requirements for the three Key Metropolitan Towns, and that these should be fully integrated with the land use and spatial policies for the towns so as to identify the necessary enabling infrastructure which would then be included in the accompanying investment plan.	The Strategy is supported by a number of accompanying documents including Transport Studies for North Kildare, Swords Development Area and Bray and Environs. The Strategy is also supported by a Strategy Development and Modelling Report which details how the East Regional Model (ERM) has been used. The model covers the GDA region plus surrounding counties, and takes full account of travel within, into and out of the GDA area.

9. Integration and Inclusion

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
-60	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-60	Disproportional impact on women and girls	not providing safe infrastructure disproportionately impacts women and girls.	Duplicate
455	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-455	Reference to P&R	no reference whatever to Park & Ride in Figure 19.1 of the document	Inserted into diagram

796	9. Integration and Inclusion	All-Island Transport	NTA-C5-796	Regional Connectivity to NI and Belfast	The GDA Transport Strategy must incorporate plans to support improved regional connectivity to Northern Ireland and Belfast. Efficient transport links between the GDA and Northern Ireland are required to support an all-island economy and the Dublin-Belfast Economic Corridor. The GDA Transport Strategy must support the delivery of road development projects that were incorporated into previous National Development Plans that connect the GDA to Northern Ireland, such as the N2/A5 and N3. The GDA Transport Strategy must also incorporate plans to assist in the delivery of a high-capacity rail service on the Dublin-Belfast line, connecting to Cork and to other urban centres. As Dublin is the capital of Ireland, the GDA Transport Strategy must support inter-regional connectivity across Ireland to underpin national competitiveness.	Noted.
743	9. Integration and Inclusion	All-Island Transport	NTA-C5-743	Integration with NIR	The ticketing and journey planning systems used by Irish Rail and Northern Ireland Railways should be better integrated. This would be quite possible while maintaining commercial independence.	Noted.
332	9. Integration and Inclusion	Behaviour Change	NTA-C5-332	Mobility Management Plans and Travel Plans	Confirmation is needed if the terminology for Mobility Management Plans and Travel Plans, supported under RSES RPO 8.7 as initiatives for behaviour change and more sustainable transport use, are replaced with Smarter Travel Workplaces and Campuses and Residential Travel Planning (Measures INT9-INT11). If Mobility Management Plans and Travel Plans are still supported by the NTA, reference to these tools to assist behaviour change initiatives should also be referenced in the measures for alignment to RPO 8.7.	Noted. Clarity has been provided via a new section 8.12 "Implementation of Measures to Integrate Transport and Land use Planning"
345	9. Integration and Inclusion	Behaviour Change	NTA-C5-345	Free Fares	in favour of free public transport for children and students	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term. The new TFI 90 minute children's fare is €0.80.
873	9. Integration and Inclusion	Behaviour Change	NTA-C5-873	employment campus planning	Allowing the development of future employment campuses based on future public transport services in locations that lack existing facilities on the doorstep is not an appropriate practice.	Noted. PLAN4 - Office Development states that from a transport perspective, large office developments outside the footprints of existing and proposed urban areas served, or proposed to be served, by high quality public transport, should not be permitted. All such developments within the GDA should not be permitted unless they accord with this measure.

822	9. Integration and Inclusion	Behaviour Change	NTA-C5-822	Support for Smarter Travel Workplaces and Campuses	We therefore fully support the NTA's continued expansion of the Smarter Travel Workplaces and Campuses Programme (Measure INT9) in order to directly influence travel behaviour in the GDA and the maximise the use of sustainable travel options to be developed under the Strategy where available to those travelling to UCD.	Noted.
872	9. Integration and Inclusion	Behaviour Change	NTA-C5-872	human centred transport	It would be beneficial for the Strategy to include a measure on human-centered transport design. How a person uses a transport system from start to end, their perspective on their journeys from any point is valuable information for incentivising and designing for the significant modal shift we need to make, to enact this strategy. There is new research in this area driving new approaches to transport strategy development that would be beneficial to include (e.g. Maghraoui et al, 2017). A seamless user experience is important to support behaviour change resulting in the required modal shift.	Noted. The Transport system being proposed by the NTA is designed to attract the maximum number of people possible by providing an efficient and sustainable service and safe and convenient infrastructure. No change required.
862	9. Integration and Inclusion	Behaviour Change	NTA-C5-862	bike share schemes as part of employment / residential travel planning	bike share schemes as part of employment / residential travel planning	Noted. Bike share schemes are now being proposed in some residential and employment development areas. Measure CYC5 - Bike Share Scheme Expansion states that the NTA, in collaboration with the local authorities, will seek the development of a structured network of coordinated bike share schemes, appropriately serving key urban areas and operating on an integrated basis.
835	9. Integration and Inclusion	Behaviour Change	NTA-C5-835	Better Information and Education around Sustainable Transport	Sustainable transport needs to become a part of workforce and school education.	Noted. Measure INT10 - Green Schools Travel supports the continued work of An Taisce in the operation and expansion of the Green-Schools Travel Module.
799	9. Integration and Inclusion	Behaviour Change	NTA-C5-799	Infrastructure rather than Behaviour Change	Campaigns are grand, but behavioural change will come once the reallocation of space has happened. See Covid 19 impact - when the streets are quiet, people cycle. You have the power to make streets quiet - one way streets, filtered permeability, road design. This is what people want from you, not dozens of campaigns. Promoting behaviour change without building infrastructure to support the behaviour desired, is ineffective.	Noted. Measures PLAN 14 - Reallocation of Road Space and PLAN15 - The Road User Hierarchy support the principle of reallocation road space. Chapters 10 and 11 contain the measures to support the development of improved pedestrian and cycle networks.

480	9. Integration and Inclusion	Behaviour Change	NTA-C5-480	Clearer Definition of Behaviour Change & Supporting Infrastructure	: It is not clear if the definition of behavioural change refers to the NTA's practice of behaviour change or of behaviour change theory in general. The Ottawa Charter, the founding document for Health Promotion, was created as a method of changing behaviour that incorporates action under five pillars, one of which is "Creating supportive environments." Promoting behaviour change without building infrastructure to support the behaviour desired, is ineffective. Would the NTA rewrite this paragraph clarifying what definition of behaviour change is referred to and stating that promotion of walking, cycling and public transport will be supported by changes to the environment as mean of achieving success?	Noted. It is the intention of the Strategy to support the delivery of widespread infrastructure improvements. Measures PLAN 14 - Reallocation of Road Space and PLAN15 - The Road User Hierarchy support the principle of reallocation road space. Chapters 10 and 11 contain the measures to support the development of improved pedestrian and cycle networks. No change proposed.
387	9. Integration and Inclusion	Community Engagement	NTA-C5-387	Greater Community Engagement	As transportation affects much of the population on a daily basis it is essential that there is meaningful community engagement when there are changes to the transport system. The individuals or organisations that participate in the traditional consultation process may not be representative of the wider population that will be affected. We suggest that the NTA give consideration to participatory consultative processes such as citizens assemblies. Within these, it is essential that there is appropriate representation of a diverse range of stakeholders and it is of particular importance that, individuals with disabilities are included as they may have specific transport needs that other stakeholders do not. Meaningful community engagement can help to generate ideas enabling a 'bottom-up' approach to policy development and implementation, which can also help with acceptability and long-term uptake of interventions.	The NTA has commenced setting up a Transport Users Advisory Group. The Group is to be made up of regular users of public transport who interact with the various modes including train, tram, bus and taxi services as well as those engaged in active travel including cyclists and pedestrians. This includes three people from organisations representing the interests of persons with disabilities.
332	9. Integration and Inclusion	Dublin-Belfast Economic Corridor	NTA-C5-332	Recommendation for a Specific Measure on Dublin-Belfast	<p>The Draft GDA Transport Strategy does not contain a specific measure or reference to the Dublin-Belfast Economic Corridor as a key enabler for the economic growth of the State and Regions.</p> <p>EMRA's submission to the review of the Transport Strategy 2016-2035 (in January 2021) highlighted the significance of the Dublin-Belfast Economic Corridor for the next Transport Strategy.</p> <p>it is recommended that a specific support in the GDA Transport Strategy for the Dublin- Belfast Economic Corridor as an overarching enabler for the State and Region's Growth, which would justify in turn many transport projects and initiatives for investment and action under the Transport Strategy, is needed.</p>	New measure and supporting text added into Chapter 9 called "Dublin-Belfast Economic Corridor"

748	9. Integration and Inclusion	Health	NTA-C5-748	Include Health as a Parameter	<p>Health needs to be included as a parameter:</p> <p>Improved environment for uptake of sustainable transport needs to see reduced car usage and reduced traffic capacity</p> <p>Specific health aspects need to be addressed: - Physical inactivity and sedentary car dependency, noise pollution and air pollution.</p> <p>Noise Pollution</p> <p>In the modelling report the noise from goods vehicles is projected to increase and the noise from cars is assumed to reduce as electric motors are quieter than internal combustion engines. This ignores that most noise is generated from the tyres/road surface and not the engine. Tyre noise is dominant from 30km/h and at 50km/h there is no difference in noise. The effect of a heavier fleet due to electrification and the trend to SUVs is not accounted for.</p> <p>We need better engagement on the noise issue as part of this strategy to increase liveability.</p>	Noted. The Transport Strategy has incorporated health as a consideration, in particular in relation to pollution and the NTA's on-going campaigns related to active travel, however there are limitations to what can be reasonably and realistically modelled, measured and monitored.
465	9. Integration and Inclusion	INT 8 - Mobility as a Service	NTA-C5-465	MAAS to be integrated with new Modes of Travel	Suggests that MAAS should be considered in a manner which allows for the future integration of new Modes of Travel, as means of future proofing the concept	Noted. Section 9.7 states that Maas will allow for all forms of mobility to be planned, procured and compared. It is not defined or limited to specific types of technology.
865	9. Integration and Inclusion	INT 8 - Mobility as a Service	NTA-C5-865	MAAS will need to be considered sooner rather than later	MAAS will need to be considered sooner rather than later - need to consider robotaxi / etaxi concepts now.	Noted. Measure INT8 - Mobility as a Service states that it is the NTA's intention to investigate the potential for MaaS to play in the transport system.
865	9. Integration and Inclusion	INT 8 - Mobility as a Service	NTA-C5-865	full consideration of CAM vehicles opportunities	full consideration of CAM vehicles opportunities	This is an unproven technology but has been taken into account in TM23
380	9. Integration and Inclusion	INT 8 - Mobility as a Service	NTA-C5-380	MaaS	Dublin Chamber also welcomes the Strategy's commitments to delivery of Next Generation Ticketing in the short term, and to consider integration of MaaS (Mobility as a Service) programmes developed by the private sector where appropriate. ¹	Noted.
691	9. Integration and Inclusion	INT 8 - Mobility as a Service	NTA-C5-691	Support for MaaS	Looking to our situation in Dublin, we believe that if we are to really encourage behavioural change (and by extension modal shift) then a more ambitious, accelerated approach to the implementation of MaaS is needed.	Noted. Measure INT8 - Mobility as a Service states that it is the NTA's intention to investigate the potential for MaaS to play in the transport system.

384	9. Integration and Inclusion	INT1 - Integration of all Modes in Transport Schemes	NTA-C5-384	Consider all modes	more collaborative solutions might be found where possible rather than trying to reorganise/reallocate existing spaces that are difficult to adapt. Any changes to existing road use needs to be done in collaboration with all the road users, including motorists.	Noted. It is the intention of the Strategy to deliver infrastructure improvements in accordance with PLAN16 - The Road User Hierarchy and to deliver improved public transport, walking and cycling networks in order to achieve the GDA transport emissions target for 2030. The majority of projects are subject to statutory consent procedures and include public consultation.
698	9. Integration and Inclusion	INT1 - Integration of all Modes in Transport Schemes	NTA-C5-698	Rail Lines as Greenways	Any new rail or bus infrastructure should also improve the provision of improved connectivity for pedestrians and cyclists. Rail lines could also provide ideal greenways into the city from the surrounding suburbs	Noted. All large scale public transport infrastructure projects are subject to a design process and include public consultation and are subject to statutory consent procedures.
366	9. Integration and Inclusion	INT1 - Integration of all Modes in Transport Schemes	NTA-C5-366	Impact of Closure of Ashtown Railway Crossing	With regard to the proposed closure of Ashtown railway crossing, we have found that the focus has been on getting the rail infrastructure piece done with insufficient consideration of how to integrate it and balance it with the impact on local communities. Everyone is in favour of the upgrade, but want it to be implemented in a way that does not have a significant detrimental effect on the nearby communities. In addition, I believe that the current preferred option for pedestrian and cycle access where Ashtown level crossing is closed is mis-aligned with the following measures: INT1, INT14, INT15.	Noted. This is a local issue and is appropriately addressed through the public consultation and statutory consent procedures associated with the DART+ West project.
497	9. Integration and Inclusion	INT1 - Integration of all Modes in Transport Schemes	NTA-C5-497	Congestion and emissions	Consider impact of changes to road network on emissions levels. Improve road lining for all modes.	Noted. Emissions have been accounted for in the modelling report accompanying the Strategy. Measure ROAD9 - Regional and Local Roads Policy includes for necessary upgrades and improved pedestrian and cycle safety.
578	9. Integration and Inclusion	INT1 - Integration of all Modes in Transport Schemes	NTA-C5-578	Cycle lane Terenure Road West	If this can be provided without undue imposition on residents on Terenure Road West, it would be very welcome. In addition the footpaths on the road are completely unsuitable particularly with the high volume of children walking on them to school. The footpaths are narrow and in some parts slanted making them very unsafe to walk on for able bodied people while for those using wheel chairs I would go as far as to say dangerous given that the paths slant towards the road.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
-62	9. Integration and Inclusion	INT10 - Green Schools Travel	NTA-C5-62	Free Travel for Schoolkids	Bus Transport for Children Monday-Friday should be free to encourage a behavioural change and get kids out of the car	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term. The new TFI 90 minute children's fare is €0.80.

793	9. Integration and Inclusion	INT10 - Green Schools Travel	NTA-C5-793	Support Green Schools	This initiative is commendable and DLRCC is very supportive of the maintenance and expansion of the programme. This together with other initiatives progressing within DLR with respect to Active School Travel is having a real positive impact and the continued investment by the NTA in these initiatives is strongly welcomed.	Noted.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	E charging at taxi ranks	E charging at taxi ranks	Noted. An amendment is proposed to measure INT12.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	taxi ranks at interchange locations	Taxi Ranks with charging points should be placed at all hubs and park and ride stops to supplement bus and train services	Noted. An amendment is proposed to measure INT12.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	Taxi ranks as a condition of planning	We believe Taxi Rank space should be a condition on planning applications	Noted. INT12 includes that the provision of appropriate taxi rank space in towns and village will be supported. The conditions associated with a grant of permission are a matter for the local authority.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	Taxi should use bus lanes and contraflows	Taxi usage of priority lanes is vital to success of business people in major cities. Taxis should have access to contraflow lanes	Noted. The NTA are not currently not pursuing rewording of existng legislation in this regard.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	Taxi Ranks	Taxi shelters need to be installed at busy ranks and controlled at night time.	Noted. INT12 states that the NTA with the cooperation of the local authorities and the taxi industry will support the operation of efficient and effective taxi services. Such suggested infrastructure could be considered at appropriate locations subject to the appropriate statutory planning consents.
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	taxi route to Airport	A taxi specific lane to Dublin Airport from city is needed	Noted. This is not under consideration at present. No change proposed.
-62	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-62	Low Emission Taxi Fleet	Measures not ambitious enough	Noted. An amendment is proposed to measure INT12.
717	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-717	No Taxis in Bus Lanes During Peak	Taxis should not be allowed in bus lanes during peak times.	Noted. The NTA are not currently not pursuing rewording of existng legislation in this regard.
758	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-758	No Taxis in Bus Lanes	Once hired, taxis operate in the same manner as private vehicles. Therefore, I submit that taxis should be excluded from bus lanes etc once hired.	Noted. The NTA are not currently not pursuing rewording of existng legislation in this regard.

257	9. Integration and Inclusion	INT13 - Late Night Transport	NTA-C5-257	late night transport	Night Transport DublinTown has long advocated for increased night-time transport and is pleased to see this committed to in the strategy. We believe that this provision should be across all modes of transport and should be accompanied by enhanced security and re-assurance for passengers. Dublin has experienced unacceptable levels of intimidation and anti-social behaviour across society. This has to be addressed comprehensively and this discussion must include transport providers.	Noted. Measure LRT12 - Improved Security on Light Rail states that enhanced security measures will be implemented where required.
691	9. Integration and Inclusion	INT13 - Late Night Transport	NTA-C5-691	Support for 24/7 Services	High-quality 24/7 bus services are needed to deliver a truly all-day and all-night city.	Noted. Measure INT13 supports 24/7 public transport services. The BusConnects network proposes a number of 24/7 routes.
781	9. Integration and Inclusion	INT13 - Late Night Transport	NTA-C5-781	Public Transport Timetables Should Accommodate Shift Workers	This is a big issue for public transport and needs to be seriously looked at when I worked in Wicklow I did 3 shifts 8 to 4 4to 12 and 12 to 8 7 days a week none of those shifts were possible by bus or rail so I had to drive so the NTA punishes people who work by not providing an alternative to driving. A lot of people work shifts that finish after the last bus and so are forced to drive	Noted. Measure INT13 supports 24/7 public transport services. The BusConnects network proposes a number of 24/7 routes.
405	9. Integration and Inclusion	INT13 - Late Night Transport	NTA-C5-405	Regional Late Night Transport	it is important that measures to support access to public transport for the night time economy are developed for the region and not limited to the city.	Noted. Measure INT13 supports 24/7 public transport services. The BusConnects network proposes a number of 24/7 routes.
796	9. Integration and Inclusion	INT13 - Late Night Transport	NTA-C5-796	Support for 24/7 Transport System	The GDA transport network must support a 24/7 economy, servicing the public as they commute for work or leisure throughout the day and night. The experience and night-time economy would benefit from the extension of service hours and the planned extension of 24-hour services across the transport network. Clear details on the range of services that will move to extended hours is needed. A public transport network that offers services outside of standard hours improves accessibility across the region and can improve the vibrancy of the city centre	Noted. Measure INT13 supports 24/7 public transport services. The BusConnects network proposes a number of 24/7 routes.
188	9. Integration and Inclusion	INT14 - Walking and Cycling at Night	NTA-C5-188	Making Walking at Night Safer	Make walking at night a safer option, especially for women	Noted. It is in the intention of INT14 that personal security and safety for those travelling at night is carefully considred in the design process for new schemes and in retrofitting existing schemes.
885	9. Integration and Inclusion	INT14 - Walking and Cycling at Night	NTA-C5-885	Importance of Lighting and Passive Surveillance for Safety	There needs to be an emphasis on safety through lighting and passive surveillance for people walking on their own.	Noted. It is in the intention of INT14 that personal security and safety for those travelling at night is carefully considred in the design process for new schemes and in retrofitting existing schemes.

188	9. Integration and Inclusion	INT14 - Walking and Cycling at Night	NTA-C5-188	Importance of lighting for security	Lighting/bus stops: when refurbishing any new bus stops, please keep in mind both light pollution and public safety. Whilst small mentions were made of this, I wanted to highlight again that the lack of proper lighting at night makes waiting for public transport feel much more risky to women.	Noted. It is in the intention of INT14 that personal security and safety for those travelling at night is carefully considered in the design process for new schemes and in retrofitting existing schemes.
782	9. Integration and Inclusion	INT14 - Walking and Cycling at Night	NTA-C5-782	Walking Safety for Last Kilometre of PT Trips	Researchers in TU Dublin have a particular interest in addressing gender related barriers to using public transport because of the perceived safety and comfort of the service but also the areas surrounding public transport stops. Such measures are of particular priority to TU Dublin on our Blanchardstown campus, where concerns around safety for the 'last kilometre' of the public transport journey exist (which is effectively a walking element), as indicated in the previous section on public transport.	Noted. It is in the intention of INT14 that personal security and safety for those travelling at night is carefully considered in the design process for new schemes and in retrofitting existing schemes.
374	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-374	Kilbarrack Station Accessibility	Access to Kilbarrack Station is poor for pedestrians, those in wheelchairs and those with buggies	Noted. This is a specific local issue which can be raised and addressed with the local authority and other statutory agencies where required.
374	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-374	Tara Street	Gap between trains and platforms makes it difficult to negotiate with buggies/prams for both height & lateral distance.. A similar issue persists at sections of platforms 5, 6 & 7 at Connolly Station	Noted.
480	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-480	Importance of Lifts at Train Stations	Trinity has some students and staff who are less able from a physical/mental perspective. It is vital that they can depend on station lifts working all the time, being able to get on/off DART trains without Irish Rail staff being present, etc.	Noted. RAIL7 - Station Upgrades states that the NTA in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers.
774	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-774	Public Transport Needs to be Accessible to All	One of the main overarching points from my engagements is the need for any transport strategy for the Greater Dublin Area to be fully disability proof. Each mode of public transportation must be appropriately accessible for people with disabilities.	Noted. INT15 commits that during the period of the Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users.
188	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-188	Public Transport Accessible Toilets	DART/Luas public toilets: it should be a priority to ensure that there is a public & accessible toilet at every other DART station, open for as long as the DART is running.	Noted. RAIL7 - Station Upgrades states that the NTA in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers.
813	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-813	Lifts at Train Stations	Train station lifts need to be in operation at all times, with ramps only as a secondary backup option.	Noted. RAIL7 - Station Upgrades states that the NTA in conjunction with Irish Rail, will upgrade, refurbish and maintain train stations across the GDA to ensure that they are of an appropriate standard and provide a good quality experience for passengers.

803	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-803	Inclusive Design for Cycling	Too often we see planning for cycling assume a fit, younger cyclist, who can navigate obstacles easily. If we are serious about a 15 minute neighbourhood concept, we need to encourage more types of people to cycle, the young, the old, those with mobility issues. Cycling planning should increase its focus on inclusion	Noted. CYC2 - Cycle Infrastructure Design states that It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users. CYC3 - Cycle Parking states that cycle parking should serve the full spectrum of cyclists including users of non-standard cycles.
843	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-843	Universal Design	All aspects of the Strategy must also incorporate Universal Design principles at all times	Under measure INT15 the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users. CYC2 - Cycle Infrastructure Design states that It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users. Under measure INT19 - Equality Assessment the Strategy will be subject to a full Equality Assessment.
843	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-843	Better Access for Disabled People	The practice of requiring disabled people to make travel arrangements in advance, and requiring assistance from another person, must cease immediately. Disabled people must be able to spontaneously travel freely, without being forced to be dependent on others and/or circumstances.	Under measure INT15 the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users
843	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-843	Use of Accessible Bus Stops	In addition, coach and bus drivers must at all times properly pull up flush against accessible kerbs at bus stops, including when the ramp is not needed	Noted.
762	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-762	Support	The commitment to improving accessibility infrastructure under Measure INT15 in the Draft Strategy is strongly supported by Iarnród Éireann.	Noted.
768	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-768	Audit Current Infrastructure	I welcome the commitment to inclusion in the planning of new schemes. I would like to see a commitment to audit current infrastructure, since much of it is far from inclusive. One crucial obstruction to making our streets inclusive is the dominance of motor traffic. Motor traffic dominates streets by occupying space (both legally and illegally through pavement parking), by the size and speed of car, and by the imposition of the necessary infrastructure to support high-volume traffic. Truly inclusive streets cannot co-exist with high-volume traffic.	Under measure INT15 the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users. Measure INT20 - Enforcement of Road Traffic Laws that the NTA will work with local authorities, the Road Safety Authority, TII, Transport Operators and An Garda Síochána to enforce road traffic laws. PLAN14 - Reallocation of Road Space and PLAN16 - The Road User Hierarchy seek the reallocation of road space to prioritise walking, cycling and public transport use.
670	9. Integration and Inclusion	INT15 - Accessible Infrastructure	NTA-C5-670	Lifts at New Rail Stations	New rail stations in the GDA should be provided with lifts and not just ramps as what has happened in the recently opened Pelletstown Station. Disability groups have objected to this.	Under measure INT15 the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users. The design of Pelletstown Station was subject to public consultation and a statutory planning consent procedure.

-21	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-21	Absence of reliable information.	The GTFS data needs to be audited and managed in a way that allows people to use the same tools that serve them well in other cities. Even the various sources of real time information--the signs at bus stops, the Journey Planner app, and the Real Time app--often give three different estimated arrival times for my next bus.	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.
399	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-399	Accessibility Standards on Private Buses	NCBI would like a guarantee that private bus operators contracted are obliged to uphold the same accessibility standards as public transport operators. This means ensuring that audio announcements are in operation to communicate stops and that accessible signage is available.	Noted.
399	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-399	Accessible Information	<p>The National Transport Authority and public transport operators must ensure that all its apps and websites comply with the new EU Web Accessibility Directive, which ensures that all websites and apps are accessible. NCBI can offer advice on accessibility standards as required.</p> <p>NCBI recommends that accessible information can be easily located by commuters with a vision impairment. An app or access guide may be a solution.</p> <p>It is essential that the service includes accessible, large print signage to assist persons who are blind or vision impaired, as well as ensuring live travel information screens are present and in operation.</p>	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.
412	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-412	Information During Disruptions	More information during construction (implementation) of the transport strategy if services are interrupted	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.
822	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-822	Travel Information for Private Operators	We also welcome the provision of accessible and reliable bus passenger information, both online and at stop across the GDA (Measure INT16) and seek clarification if there is potential to extend this measure to private coaches operating within the GDA to provide a seamless passenger experience for both bus and coach users and provide visibility and awareness of coach services to and from UCD.	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.

762	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-762	Customer information Services Strategy Report	As noted earlier in this submission, Iarnród Éireann is developing a Customer Information Services (CIS) Strategy Report to create a strategic implementation framework for the development of enhanced information systems and information flow to our customers, staff, and third parties. The outcomes from the CIS Strategy Report should be supported and included in the final Strategy when it is published in 2022.	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.
743	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-743	Bus Information	A common standard/system should be applied to bus identification and information, in particular: <ul style="list-style-type: none"> • A common system to identify a bus's number and route on the front of the bus. At present it is difficult to identify some privately run buses as they approach a stop. • Inclusion of real-time information for all bus services where electronic information boards are provided and for Smart information systems. At present these seem to be limited to Bus Eireann services. 	Noted. INT16 seeks to ensure that travel information is standardised, up-to-date and universally accessible.
232	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-232	Strategy Disadvantages Terenure over other areas	I don't see how the proposals are inclusive, as they privilege commuters passing through Terenure over those who actually live here.	Noted. The Transport Strategy proposes to improve public transport, walking and cycling networks for the entire GDA region to meet travel demand over the spectrum of distances from local to regional and which will benefit all users, particularly those located near high capacity public transport such as on the Core Bus Corridors and/or the bus spine routes. The supporting documents include a Cycle Network Plan for the GDA which illustrates the improvements to the cycle network proposed for the region, which will benefit current cyclists and those who may be considering cycling as a mode choice. The Strategy also includes several measures to improve the walking environment in the region. The residents of Terenure will benefit equally to those elsewhere through the development of higher quality travel options.
868	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-868	PT should be Accessible	The accesiblity of public transport should be a priority so that all potential users are confident of using the services	Noted. Measure INT15 - Accessible Infrastructure specifically states that during the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users.
843	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-843	Equality and Human Rights Proofing Assessment	All aspects of the GDA Transport Strategy must be subject to an equality- and human rights-proofing impact assessment, and be subject to the Public Sector Duty.	Noted. The NTA has undertaken an Equality Impact Assessment of the Strategy.

843	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-843	Little Substance on Inclusion	Inclusion, accessibility, equality and human rights need to be woven throughout the sections of the Strategy document, and not relegated to a few short paragraphs in part of one section.	Noted. The NTA has committed to undertaking undertaken an Equality Impact Assessment of the Strategy. There are several measures which directly relate to inclusion and accessibility throughout the Strategy including; INT15 - Accessible Infrastructure, INT18 - Equality and Inclusivity, INT19 - Equality Assessment, WALK8 - Persons with Disabilities, CYC3 - Cycle Parking as well as numerous measures which will support a safer walking, cycling and public transport environment which will benefit all users.
856	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-856	EQIA and accessibility for all PT users	Noted that EQIA undertaken. Important that Strategy provides for all users, and not just peak hour commuters.	Noted.
577	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-577	Infrastructure to Support Equality & Inclusivity	I would like to see infrastructure that supports equality and inclusivity, e.g. disability bike parking, safe, segregated cycling.	Noted. Measure WALK8 - Persons with Disabilities seeks to ensure an inclusive pedestrian environment and encourages the enforcement of the Road Traffic Laws. CYC3 - Cycle Parking states that cycle parking serving the full spectrum of cyclists including users of non-standard cycles should be provided. No change required.
577	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-577	Socio Economic Status in relation to Equality & Inclusivity	Socio-economic status should be included too. For many people, private cars are not affordable, as both obtaining a driving licence and a car is costly as is the annual running cost. Reallocation of road space to walking, cycling and public transport would be supportive of the equality ambition. A recent EU Commission decision under its Urban Mobility Framework (UMF) recognises the primary role of cycling and other forms of active transport in moving people in cities/towns and the ECF states in its response to UMF (22 Dec 2021): "We also applaud the Commission's emphasis on mobility as a critical aspect of social inclusion and an important determinant of human wellbeing, especially for disadvantaged groups, and that transport is an essential service in the European Pillar of Social Rights."	Noted. The NTA has recently introduced a 90 minute public transport fare to facilitate travel by this mode. Under the Bus Connects Network Plan the access to employment and third level education was mapped and the current proposals generally provide improved access to these services across the city. The NTA is firmly committed to the improvement of the walking and cycling networks in the city and Chapters 10 and 11 set out the measures to achieve this. The NTA will work closely with other service providers and the local authority to ensure that the city is improved for these modes. No change required
480	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-480	Infrastructure to Support Equality & Inclusivity	Trinity welcomes this initiative and would like to see infrastructure that supports equality and inclusivity too e.g. disability bike parking, safe segregated cycling. Maintenance is a significant barrier to integration and inclusion (e.g. elevators at DART stations) and it notes significant monies have been allocated, but it could be called out as a key opportunity within the Strategy and also within evaluation too. There is no accountability for inaccessibility and that seems odd.	Noted. Measure WALK8 - Persons with Disabilities seeks to ensure an inclusive pedestrian environment and encourages the enforcement of the Road Traffic Laws. CYC3 - Cycle Parking states that cycle parking serving the full spectrum of cyclists including users of non-standard cycles should be provided. PT1 - Steady State Maintenance of Public Transport states that existing public transport infrastructure and fleet will be maintained at a high standard and renewed at the appropriate time.
-60	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-60	Disproportional impact on women and girls	not providing safe infrastructure disproportionately impacts women and girls.	Noted. The Strategy seeks to provide safe public transport, walking and cycling infrastructure.

266	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-266	Sustainability and Equality	Not only will establishing a sustainable transport model help reduce mobility inequalities in our society, but the resulting lower levels of air pollution will also vastly improve the health of our most disadvantaged communitieslxxi. According to the WHO, the root causes of air pollution and its adverse impacts are predominantly socioeconomic in nature, as pollution follows a social gradient, with poorer communities on average experiencing higher concentrations of pollution and therefore higher prevalence of ill health. For example, the top 40 air pollution emission density hotspots in Ireland were found in deprived or very deprived areas	Noted.
748	9. Integration and Inclusion	INT18 - Equality and Inclusivity	NTA-C5-748	Transport Equity	<p>It is necessary to engage with diverse groups early on. There needs to be a clear, equality-focussed strategy implementation plan with ongoing monitoring and evaluation.</p> <p>It is necessary to also consider socio-economic background, in addition to protected characteristics (age, gender, disability, civil status, member of the Traveller community, race, religious belief, family status), to ensure transport equity and to consider intersectionality, given that barriers to transport and mobility can compound people's existing barriers to access of opportunity - to education, to employment, to amenities and to social interaction.</p>	Noted. Chapter 9. Next Steps includes the requirement for monitoring. Under the Bus Connects Network Plan the access to employment and third level education was mapped and the current proposals generally provide improved access to these services across the city. No change required
791	9. Integration and Inclusion	INT19 - Equality Assessment	NTA-C5-791	Support for Equality Assessment	The inclusion of an equality assessment in this draft strategy is very welcome and demonstrates progress towards greater understanding of the existing inequities in transport systems. Women, older people, children, ethnic minorities and people with disabilities tend to experience greater disadvantage in access and safety in the current transport system. As already noted there has been a reduction in the number of women, children and older people cycling since the 1980s, despite an overall increase - so specific targets should be assigned to increasing the modal share of these groups and all interventions gender and age proofed. It is also important that the emphasis is moved away from the minority of journeys which are for the purpose of commuting towards providing sustainable options for shopping, caring, community based and leisure journeys too. This would reflect the change from a transport strategy focused on reducing congestion to one focused on reducing emissions and improving equality.	Noted.
838	9. Integration and Inclusion	INT19 - Equality Assessment	NTA-C5-838	Importance of Equality Assessment	As outlined in the Preliminary Equality Assessment Report, it is necessary to engage with diverse groups early on - there needs to be a clear equality-focused strategy implementation plan with ongoing monitoring and evaluation.	Noted.

838	9. Integration and Inclusion	INT19 - Equality Assessment	NTA-C5-838	Socio Economic Status & Geography as part of Equality	It is necessary to also consider socio-economic background, in addition to protected characteristics (age, gender, disability, civil status, member of the Traveller community, race, religious belief, family status), to ensure transport equity and to consider intersectionality, given that barriers to transport and mobility can compound people's existing barriers to access of opportunity - to education, to employment, to amenities and to social interaction. So too should geographical location be considered when engaging with stakeholders.	Noted. Under the Bus Connects Network Plan the access to employment and third level education was mapped and the current proposals generally provide improved access to these services across the city. The NTA has recently introduced a 90 minute public transport fare to facilitate travel by this mode.
480	9. Integration and Inclusion	INT19 - Equality Assessment	NTA-C5-480	Socio-Economic Status as part of Equality	Trinity welcomes this Assessment and would ask that socio-economic status be included too. For many people, private cars are not affordable. Private cars are therefore very exclusive and many of Trinity's students can't afford to drive one. Trinity believes it is unfair to allocate so much road space to private cars. We would like space reallocated to walking, cycling and public transport, in particular on our four priority routes.	Noted. The NTA has recently introduced a 90 minute public transport fare to facilitate travel by this mode. The NTA is firmly committed to the improvement of the walking and cycling networks in the city and Chapters 10 and 11 set out the measures to achieve this. The NTA will work closely with other service providers and the local authority to ensure that the city is improved for these modes.
796	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-796	Road Capacity at Dublin Airport	The protection and improvement of current road capacity surrounding the airport requires consideration while the delivery of new services under the GDA Transport Strategy are progressed.	Noted. The NTA will continue to work with daa and the local authority in respect to the transport requirements of the Airport.
796	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-796	Interim Bus to Airport pre-MetroLink	The proposed delivery of bus services with higher capacity to service the airport in the long term is welcome, however, the GDA Transport Strategy must provide bus services that cater for regional demand until the MetroLink is operational.	Noted. The Airport is currently served by an extensive network of both local and regional buses. The NTA will continue to work with daa in respect to the transport requirements of the Airport.
743	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-743	Rail/Sail	Rail/Sail should be integrated into the Irish Rail booking system to enable a passenger to book a ticket seamlessly from an Irish rail station to one in the UK.	Noted.
838	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-838	Improve Landside Access by Foot to Dublin Port	The Strategy aims to facilitate access to Dublin airport, despite the environmental damage air travel creates. It makes no reference to facilitating increased use of sea travel, for example by improved landside access for foot passengers at Dublin Port, Rosslare and maybe Dun Laoghaire.	The NTA will continue to work with daa and Dublin Port in respect to the transport requirements for all modes to access the Airport and the Port. The supporting Cycle Network Plan for the GDA includes detail with regard to the proposed cycle network to Dublin Port.
405	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-405	Western Access to Dublin Airport	Consideration of additional access from the western side of the airport should be given more substantial support in the Strategy.	Noted. The NTA will continue to work with daa in respect to the transport requirements of the Airport.
862	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-862	dublin port	To facilitate more ferry passengers better links to Dublin Port for PT and cyclist, including long term parking and bike share schemes should be provided.	Noted. The NTA will continue to work with Dublin Port in respect to the transport requirements for all modes of access to the Port. The supporting Cycle Network Plan for the GDA includes detail with regard to the proposed cycle network to Dublin Port.

835	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-835	Poor Access to Ports and Airports	On access to ports - the withdrawal of the airport 747/748 buses was a huge mistake. The private bus replacement does not accept Leap cards. The Dublin bus options also allowed for accessibility, with wheelchair space. Dublin Port access is terrible at ferry times. A taxi is the only option for door passengers	Noted. BUS1 - Core Bus Corridor Programme provides multiple high quality connections to the Airport. INT18 - Equality and Inclusivity will seek to continue to implement inclusivity campaigns across the GDA's public transport network. The NTA will continue to work with daa and Dublin Port in respect to the transport requirements of the Airport and the Port.
796	9. Integration and Inclusion	INT2 - International Gateways	NTA-C5-796	Specific PT Requirements for Dublin Airport	It is essential that the strategy recognises the unique nature of travel to and from airports, including the provision of very high frequency, high capacity, and direct bus services to the terminals with appropriate facilities for luggage. The airport requires servicing outside of standard operating hours during the night and the early hours of the morning. Direct bus services for local airport staff are also required. The proposed investment in radial and orbital corridors as part of the BusConnects project is welcome	Noted. BUS1 - Core Bus Corridor Programme provides multiple high quality connections to the Airport. The NTA will continue to work with daa in respect to the transport requirements of the Airport.
577	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-577	Car Size & Emissions Stickers	I would also welcome new laws that limit or dis-incentivize the size of vehicles on our roads. I would suggest that cars should be issued with emissions stickers that indicate the size of the engine and the quantity of pollution each car emits. Research by Irish Doctor's for the Environment highlights the detrimental impact of cars to our health. France has just introduced a law requiring car ads to promote alternative modes of transport. The NTA might consider something similar.	Noted. Under measure CLIMATE1 the NTA will undertake a detailed assessment to establish the optimal framework of demand management measures to achieve the GDA transport emissions target for 2030.
666	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-666	Online Portal for Traffic Offences	Encourage the Gardai to create an online portal to upload videos of offences. This will help punish those guilty of the offences listed.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
746	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-746	Taxis in Bus Lanes	Taxis in Bus Lanes - The use of shared Bus/Cycle Lanes by taxis must be examined. Since deregulation, the volume of bus/cycle lane space taken up by taxis has increased dramatically, and they can create significant bottlenecks, as well as creating more hazard for cyclists due to increased traffic volumes, and their necessity to stop frequently at short notice to collect passengers. I recommend that the measure be amended to include a proposal to review the relevant legislation in this area.	Noted. At the current time it is not considered a requirement that the Strategy includes a measure to review the legislation with regard to the use of bus lanes by small public service vehicles.
666	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-666	Bus Dash Cam for Enforcement	Encourage the Government to allow for dash camera footage on buses to be used too.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.

746	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-746	infringement Upload Portal	<p>Infringement upload portal - The use of video/photo upload portals where members of the public can submit visual evidence of alleged infringements is widespread in other countries. The DSPS (Dublin clampers) currently allow for photo upload of reports of obstructions. Also, the development of a video upload platform is a priority action of the Garda Digital Strategy (Connect, Strategic Objective 1 Action 8)</p> <p>I recommend that Measure INT20 be updated to include the provision of a video/photo reporting portal for alleged infringements.</p>	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
480	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-480	Enforcement of Road Traffic Laws	<p>The offenses listed should also include: (1) Motorists speeding - speeding in residential zones and 30/50kmph zones is particularly dangerous for other road users and creates a hostile environment for pedestrians and cyclists; (2) Motorists failing to observe a safe distance when passing cyclists; (3) Bicycle theft</p> <p>"Cyclists travelling on footpaths or pedestrianised streets" should be removed. This typically occurs where there is no cycling infrastructure and/or roads are unsafe and is incomparable with the other offenses listed in terms of severity, threat posed, and frequency of occurrence.</p>	Noted. The text in Section 9.16 will be amended to include speeding in residential zones and reference to safe passing distances. The comments regarding cycling on footpaths is noted and the NTA is working to provide in conjunction with the local authorities safe cycling infrastructure.
745	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-745	Enforcement of Cycle Lanes	Enforcement is a major problem and I constantly encounter cycle lanes blocked by cars -- the only solution is enforcement and bollards/walls	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
480	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-480	Welcome Enforcement & Suggests Emissions Stickers	Trinity is delighted to see plans to enforce traffic laws and strongly supports NTA actions to do so. Trinity would like to see new laws that limit the size of vehicles on our roads. Trinity would like to explore the idea of cars being issued with emissions stickers that indicate the size of the engine and the quantity of pollution each car emits. Trinity notes that France has just introduced a law requiring car ads to promote alternative modes of transport.	Noted. Under measure CLIMATE1 the NTA will undertake a detailed assessment to establish the optimal framework of demand management measures to achieve the GDA transport emissions target for 2030.
202	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-202	Enforcement of Road Traffic Laws	Lack of safety compliance, for example parking on footpaths, affects pedestrians and cyclists proportionately more than other road users.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.

803	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-803	Need to Enforce Rules	If we are to expand the share of the road to include more bikes, we need greater enforcement of rules around dangerous driving, dangerous parking etc	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
758	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-758	Importance of Enforcement	INT20 is not robust enough. There is no evidence that driver education without a link to enforcement has any effect on driver behaviour. What is clear is that enforcement works. Strong emphasis should be placed on using existing measures to enforce driver behaviour as well as on new and contemplated methods (such as citizen reporting, bus mounted cameras and stationery cameras).	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
758	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-758	Differences in Penalties for Stealing a Car Versus Bicycle	It is notable that the offence of taking a vehicle without authority (s112 Road Traffic Act 1961) provides a penalty for taking a motor vehicle of up to €5000 or 12 months prison while the taking of a bicycle attracts only the general penalty of up to €1000 (for a first offence). Bicycles are expensive and are as important as motor vehicles are to their users.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
-21	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-21	Tackle Illegal Parking	There is a need to tackle illegal parking by enforcement of existing road traffic laws. Penalties for illegal parking, especially on pavements and in cycle lanes, should be enforced, and there should be some easy way to report illegal parking. It also helps when cycle lanes are physically protected, completely preventing this.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
835	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-835	CCTV for Traffic Enforcement	Traffic lights should have cctv to catch drivers/cyclists etc breaking red lights.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
758	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-758	Enforcement for Protection of Bicycle Lanes and Footpaths	Bike lanes and footpaths must be kept for sole use by cyclists and pedestrians respectively. They should not be used for car parking or deliveries (whether illegal or time permitted) and this must be promoted by the NTA and enforced.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
807	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-807	Illegal Parking	Parking on footpaths is also a major problem here and there is zero enforcement. All these houses have driveways	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
716	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-716	Parking at junctions	Ensure that parked cars do not endanger cyclists at junctions	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.

169	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-169	Enforcement of Road Traffic Laws	Support for the consistent enforcement of Road Traffic Laws	Noted.
790	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-790	Need for more Enforcement	The question of enforcement needs to be addressed: - Red lights jumping is not enforced. - Illegal parking (footpath, buslanes, cyclelanes, schools dropoff) is not enforced. - Close-pass overtaking (a.k.a punishment pass) is not enforced (we need a portal to upload video footage!)	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
716	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-716	Camera based enforcement	Use cameras to enforce road traffic laws, especially banned turns at junctions	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
-54	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-54	Vehicles Parked in Cycle Lanes	please add some language about enforcing fines or other penalties for when vehicles are parked in bicycle lanes.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
689	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-689	Reduce Illegal Parking & Use of ANPR	A strategy to reduce vehicle parking on footpaths issue would be welcomed. Stronger enforcement - Use of ANPR to deter illegal parking and speeding.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
670	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-670	Camera Enforcement & Online Portal	LAs should be given the power to install and operate various camera enforcement technology to enforce offences such as red light running and illegal use of bus lanes. Members of the public should be allowed to update video footage of dangerous driving to an online portal. This would reduce dangerous behaviors on the roads.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.
497	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-497	Enforcement	Prosecute speeding & mobile use 100% with digital accuracy.	Noted.
384	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-384	An Garda Síochána & Enforcement	With reference to enforcement of road traffic laws, the focus of the transport strategy is on non-compliance by the motorist but An Garda Síochána is the responsible agency and not NTA or DCC. In this regard, it has been consistently difficult over many years to get An Garda to act on two fronts: speeding on the Strand Road and unauthorised use on the road by HGVs between 7am - 7pm.	Noted. The implementation of measure INT20 will require a multi-agency approach and the NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána in this regard.

759	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-759	Illegal parking	Please consider policies to properly enforce or prevent illegal parking on cycle lanes and pedestrian pathways. It appears to be the most common crime against public transport infrastructure, with no consideration for the impact to cyclists, pedestrians, wheelchair users.	Noted. Section 9.16 of the Strategy lists parking on footpaths and cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
-54	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-54	Delivery Vehicles in Cycle Lanes	Please come up with a plan to stop delivery and service vehicles from pulling into bicycle lanes	Noted. Section 9.16 of the Strategy lists parking on cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
384	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-384	Enforcement for Cyclists	An Garda started checking those cyclists breaking traffic lights and cycling at night without lights, it would improve behaviour. Furthermore, cyclists should be registered (at a nominal fee) so that there is some record and accountability in the case of an accident.	Noted.
750	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-750	Car parking in cycle lanes	greater enforcement of illegal parking on cycle lanes is urgently required.	Noted. Section 9.16 of the Strategy lists parking on cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
-62	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-62	ANPR for Enforcement	Consider use of ANPR to prevent cars from accessing bus lanes/ speeding	Noted. The requirement to enforce the correct use of bus lanes is included in Section 9.16. The successful working of the core bus corridors is a critical element for the successful implementation of the BusConnects project. The NTA will work with the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána to implement measure INT20.
799	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-799	Cyclists Don't Pose a Threat on Pedestrianised Streets	People on bikes do not pose any threat, and when offered suitable infrastructure, do not cycle on paths. Moreover, pedestrianised streets should be open to people on bikes, with pedestrians prioritised, like it is done abroad (Seville would be a prime example of mixed streets, with injunctions for cyclists to leave priority to people on foot.	Noted. The comments regarding cycling on footpaths and pedestrianised streets is noted and the NTA is working to provide in conjunction with the local authorities safe cycling infrastructure.
577	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-577	Car parking in cycle lanes	The GDA cycling network plan also lacks language in relation to enforcing fines or other penalties for vehicles parked in bicycle lanes or in relation to specific design measures and strategies intended to prevent this.	Noted. The cycle network plan forms part of the Strategy. However, Section 9.16 of the Strategy lists parking on cycle tracks and cycle lanes as an offence which can have a significant adverse impact on the utility of transport infrastructure.
799	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-799	Bus Lane Enforcement	The NTA also needs to ensure that there will be enforcement on its bus lanes - the entire success of BusConnects depends on it.	Noted. The requirement to enforce the correct use of bus lanes is included in Section 9.16. The successful working of the core bus corridors is a critical element for the successful implementation of the BusConnects project.

435	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-435	Parking on Footpaths	Firmer commitments to enable all local authorities to efficiently work within the legislative framework would be welcome in order to tackle this problem directly	Noted. INT20 will require a coordinated approach between the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána and further detail will then be available.
577	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-577	Enforce Safe Passing & Make Cycling on Footpaths Legal	<p>The offenses listed should also include: (1) Motorists speeding - speeding in residential zones and 30/50kmph zones is particularly dangerous for other road users and creates a hostile environment for pedestrians and cyclists; (2) Motorists failing to observe a safe distance when passing cyclists; (3) Bicycle theft</p> <p>"Cyclists travelling on footpaths or pedestrianised streets" should be removed. This typically occurs where there is no cycling infrastructure and/or roads are unsafe and is incomparable with the other offenses listed in terms of severity, threat posed, and frequency of occurrence. Also, in many countries, children under the age of 12 are allowed to cycle on footpaths.</p>	Noted. The text in Section 9.16 will be amended to include speeding in residential zones and reference to safe passing distances. The comments regarding cycling on footpaths is noted and the NTA is working to provide in conjunction with the local authorities safe cycling infrastructure.
455	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-455	Strategy lacks sufficient essential detail and an implementation plan in relation to enforcement of road traffic laws	<p>Strategy lacks sufficient essential detail and an implementation plan in relation to enforcement of road traffic laws</p> <p>In the context of LUAS, we are concerned that the only reference to improving security on the LUAS network will be 'subject to funding'</p>	Noted. INT20 will require a coordinated approach between the local authorities, the Road Safety Authority, TII, transport operators and An Garda Síochána and further detail will then be available.
661	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-661	Park and Ride in DSW	We note that there are no park and ride facilities planned for our area. This infrastructure is critical to encourage modal shift to public transport and should be provided to reduce the negative impact of traffic throughout our village and suburb.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services. Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the level of service further in.

719	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-719	Free Parking at Train Stations	<p>If driving to a train station, the user must pay a private company to not clamp their car. This money does not go to improving the railway system, it does not go to maintaining the train station. Instead it goes to private investors looking to profit off of those seeking to make use of public transport instead of driving into Dublin city.</p> <p>All Irish Rail/Dart stations should have free parking facilities. A parking space does not cost money to maintain, it doesn't care whether it has a vehicle on it or not. Some options:</p> <ul style="list-style-type: none"> - Free Parking, 24/7 at all train stations - Paid parking, but at an accessible cost and paid to Irish Rail - Parking costs built into the train ticket (example "Park and Ride ticket"). <p>Paying to leave your car at a train station, on top of the train fare itself makes taking the train a discouraging option if you don't live on a bus or train line.</p>	Noted.
-57	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-57	need for better P&R	need for better P&R facilities adequately served by PT	Noted.
541	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-541	Enfield Train Station Parking Versus Park and Ride Proposals	The pricing of the carpark at Enfield train station needs to be looked at as parking is a major problem in the town. We now have a situation where the local authority, Meath County Council, is moving forward with plans for a park and ride while there are a huge number of empty parking places at the railway station.	Noted.
691	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-691	Support for Park & Ride	It is our view, however, that the development could be accelerated (phase 1 of the GDA strategy) to deliver a number of quick wins for the broader public transport eco-system	Noted.
332	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-332	Consistency with P&R in RSES	Measure INT3 P & R is welcomed by EMRA in addition to a commitment for a network of P & R facilities servicing bus and rail and aligned to the Strategic Development and public transport corridors in the DMA. For clarity, there is need to review the design and presentation of Figure 9.1 P& R Strategy Map and the accompanying table to confirm that the P & R locations identified in RSES Table 8.5 are addressed.	Noted. The strategy has reviewed P&R as part of the strategy process, and the revised network reflects and builds on the existing locations. No change required.
829	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-829	Support for N81 Park & Ride	It is an oversight in the GDA Transport Strategy 2022-2042 that there is no Park and Ride proposal highlighted for the N81	Noted. The supporting documentation for the Strategy includes a Park & Ride Strategy document which outlines the methodology used to determine the requirements for the Park & Ride sites, including that this is based on demand analysis. Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility

						would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.
781	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-781	Support for Park & Ride on all National Radial Approaches	Park and ride systems need to be installed on all approach roads to the city. To really make this work we also need a better timed public transport system the Luas needs to run longer then current maybe up to 2am and start at 4 am for shift workers same as bus routes along major arteries they need to run at shift times. The new leap 90 fare will help but those travelling from the surrounding counties do not benefit from it and this needs looking at.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services. Under measure INT6 - Fare Structure, the NTA will revise the fare structure for transport in the GDA in the short term.
381	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-381	Maynooth West and Leixlip Park and Ride	There is a need to progress both sites for parking facilities: - Access to the DART+ West needs to be broadened to maximise the catchment area of the railway service in north Kildare and south Meath - The absence of a DART station at Kilcock will generate demand for access from the west to the terminus of the DART service at Maynooth West.	Noted.
873	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-873	support P&R at Kilcock	support rail based P&R at Kilcock, and bus based P&R at J5 of N4	Noted.
670	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-670	M3 Parkway Park & Ride & Toll	Current users of the Park and Ride at M3 Parkway Station have to pay a toll just before they enter this park and ride facility. The users of the M3 park and ride should not have to pay this toll.	Noted. The toll is part of the contract for the road.
822	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-822	Support for N11 P&R and Need for Engagement	UCD would welcome early engagement with the NTA's Park & Ride office to ensure connectivity of these bus-based Park & Ride sites to the UCD campuses at both Belfield and Blackrock, and to promote these services.	Noted.
822	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-822	Limited Capacity of Park & Ride	While welcoming the provision of enhanced Park & Ride facilities as potential ability to reduce car journeys along key routes, in the context of total commuting journeys these proposed total capacity of the facilities are likely to have marginal impact on the volume of private vehicles traveling to the campuses or any individual employer. UCD would request that the strategy commits to increasing Park and Ride Capacity to have a greater impact on car journeys to end destinations.	Noted. The supporting documentation for the Strategy includes a Park & Ride Strategy document which outlines the methodology used to determine the requirements for the Park & Ride sites, including that this is based on demand analysis. Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.

384	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-384	Park & Ride Fare Structure	Building a reliable network of public transport across the GDA will encourage use however, it must be cost effective. Park & ride facilities must be set at a reasonable rate and could perhaps be included in the proposed revised fare structure.	Noted.
-62	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-62	Cycle Parking at Park and Ride	Include for number of bike spaces in P&R facilities	Noted. This issue is considered in the supporting Park & Ride Strategy document.
869	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-869	park and ride inside the m50 to facilitate linked trips (drop off creche and get bus to city centre)	park and ride inside the m50 to facilitate linked trips (drop off creche and get bus to city centre)	<p>Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.</p>
492	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-492	Support for Park & Ride	Park N Rides are oversubscribed at Dunboyne ANND coolmine. Can a multi story car park be introduced to dunboyne and navan road parkway to increase the amount of parking without taking up extra land? More thought needs to be put into that. Hansfield Train Station was meant to recieve a proper park n ride but it did not. Is there any chance for a park n ride at hansfield?	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.
455	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-455	Support Park and Ride	<p>Support Park and Ride</p> <p>Suggest a site should be located closesr to M50 in SW Dublin (e.g. Spawell)</p> <p>Affordable and appropriately located bus and bike Park & Ride must be urgently provided</p>	<p>Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.</p>
809	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-809	P&R at Clonsilla	- a small Park and Ride facilities should be included at Clonsilla station in the new Kellystown local area plan.	<p>Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road</p>

						network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.
793	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-793	Clarify P&R at Carrickmines & Woodbrook	The NTA are requested to clarify the continued support for a strategic enhanced Park & Ride at Carrickmines in line with the EMRA RSES and the DLR CDP. With respect to proposed Park & Ride facilities at Woodbrook, DLR requests that any such provision should not undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.	Noted. Section 9.4 of the Strategy and Figure 9.1 indicate the Park and Ride locations. The supporting documentation includes a Park and Ride Strategy document. Measure INT3 - Park & Ride seeks to provide facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.
468	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-468	Supply P&R	provide proper Park and Ride facilities at a much further distance from the Greater Dublin Area – otherwise the commuter will continue to stay in the car on the way into the Dublin Region. In addition, the Park and Ride facilities should not be like the Motorway Service Stations which have relatively poor toilet, waiting areas, washing facilities and food choices that are not sustainable and as promoted by the Healthy Ireland programme.	Noted. These concerns are addressed in Section 9.4 of the Strategy. Measure INT3 - Park & Ride seeks to provide facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.
793	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-793	Park & Ride & Potential for Unsustainable Dispersed Development	In general terms, DLRCC recognises the potential that P & R facilities may offer to bring more people onto the public transport network, however, caution is advised as such facilities, if not properly considered, could exacerbate the legacy issue of unsustainable dispersed development patterns by facilitating long distance commuting at a regional level.	Noted. These concerns are addressed in Section 9.4 of the Strategy. Measure INT3 - Park & Ride seeks to provide facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.
455	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-455	Reference to P&R	no reference whatever to Park & Ride in Figure 19.1 of the document	Noted. This Figure will be updated.
823	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-823	Support for Park & Ride in Terenure	We note the absence of park and ride facilities in our area. There is need for such to facilitate a move to public transport reducing traffic congestion within Terenure Village and adjoining suburbs	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services. Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.

257	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-257	support P&R	We have suffered from poor planning decisions which have left us with dispersed residential communities. These communities are overly car dependent. In order to facilitate them we agree that additional park and ride opportunities should be supplied at transport hubs. This is particularly true for people living in neighbouring counties who use the M1, M2, M3, M4, M7 and M11 to access Dublin. There is a strong argument for providing Park & Ride facilities at Luas and Rail points and also at bus connect hubs. This would be especially important for people who are commuting to Dublin for work purposes. In these instances, the cost of P&R facilities should not be prohibitive.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations. Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.
746	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-746	Remote Working Hubs at P&R	The inclusion of Park and Ride facilities could be further improved by the attraction of 'remote working hubs' to share the allocated parking facilities. This would provide a dual purpose of allowing space for remote workers both regular and casual, and also reducing peak/trough usage of the associated public transport services.	Noted. This would be outside the scope of the delivery of the NTA, but may be an appropriate land use consideration for local authorities.
762	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-762	Support for Park & Ride	Iarnród Éireann will continue to engage and with the Authority on its Park and Ride strategy and implementation at rail interchanges.	Noted.
153	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-153	Support for N11 J11 Park and Ride	The proposed park and ride at N11 J11 is good but is needed NOW and there needs to be feeder bus services to it from Gresytones/Delgany/NewtownMK/Ashford for those without cars.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations. This will include identifying the appropriate services to cater for commuters.
743	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-743	Cost of Parking at Rail Stations	A new approach is needed. Possibilities include: <ul style="list-style-type: none"> • Inclusion of low priced parking when purchasing rail tickets (e.g., swipe the Leap Card on parking ticket machines to provide a ticket at €1 linked to follow-on use of the Leap Card for rail travel). • Inclusion of weekly/monthly/yearly parking tickets when purchasing the corresponding rail ticket. • Free parking at weekends and after 10.30 am (after the morning commute). 	Noted.

250	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-250	Support for Park & Ride	the provision of Park and Ride facilities (including underground car parks) needs to be revisited to ensure there is an attractive alternative for private motorists to stop them travelling through suburban neighbourhoods to the detriment of these neighbourhoods.	<p>Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.</p>
742	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-742	Parking at Laytown	Provide additional parking facilities at Laytown Station	<p>Noted. Measure RAIL7 - Station Upgrades states that the NTA will work with Irish Rail to upgrade, refurbish and maintain train stations across the GDA.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.</p>
295	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-295	Provide Park & Ride South Bray	An extension to a park and ride facility south of Bray would also help reduce traffic on the M11/M50. Reducing private car demand by providing alternatives should be prioritised over building increased road capacity, the induced demand will only lead to more cars.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations.
514	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-514	Park & Ride N81	As per our previous submission, we would also like to see the implementation of a Park and Ride facility along the N81, for example at the Spawell Car Park, Templeogue to cater for city-bound M50 traffic and facilitate the introduction of the Core Bus Corridor Route 10 (Tallaght to Terenure).	<p>Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.</p> <p>Additional P&R facilities are not precluded from being brought forward if a case is made that it such a facility would reduce long-distance private car travel; would not adversely affect conditions on the local road network; and that the proposed public transport service is of sufficient capacity to cater for additional trips without adversely impacting on the capacity and level of service offered to those living closer to the city centre.</p>

524	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-524	Support for N11 Park and Ride	Welcome for N11 Park n' Rides. Bus routes to use them are not identified. Direct buses are needed from Greystones/Wicklow to Cherrywood, Sandyford and West Dublin where many people from the area are employed. These should use the Willow Grove junction or possibly the 84x route to the N11 to avoid heavy traffic.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations. This will include identifying the appropriate services to cater for commuters.
740	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-740	Support Park & Ride	Developing our railway network also means providing good park and ride sites at railway stations.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations.
-10	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-10	access by walking and cycling	Appropriate location of P&R sites would allow for access by Walking and Cycling in Hinterland towns and the metropolitan area.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional Park & Ride facilities at appropriate locations.
526	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-526	Support Park & Ride Locations Kildare	<p>The new DART+ West depot between Maynooth and Kilcock provides an excellent location serving a broad hinterland and large commuting population in North Kildare and Meath. A new low-cost mini station on the DART+ line would serve many commuters including those in Kilcock currently not benefiting from the DART+ West expansion. Plans for a new M4 exit between Maynooth and Kilcock would serve this location perfectly bringing commuters from a very broad hinterland.</p> <p>The Celbridge Hazelhatch and Sallins-Naas stations provide a similar opportunity for the expansion of these services with access avoiding the main town centres of Maynooth, Kilcock, Celbridge, Sallins or Naas.</p>	Noted. Measure RAIL3 - DART Extension will extend the DART to deliver electrified rail services to Kilcock and Sallins/Naas.
737	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-737	Support Park & Ride in Louth	The provision of additional park and ride facilities at key commuter locations such as south Louth should also be explored as a means of providing greater connections between the various modes of transport.	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional Park & Ride facilities at appropriate locations.
-10	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-10	park and ride not required	Park and Ride for private car users is a sign of failure, and instead priority should be provided for walking, cycling and public transport	Noted. INT3 is a supplementary measure in addition to the extensive suite of measures outlined in Chapter 10. Walking, Accessibility and Public Realm, Chapter 11. Cycling and Personal Mobility Vehicles and Chapter 12. Public Transport.
541	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-541	Enfield Train Station Parking Versus Park and Ride Proposals	The pricing of the carpark at Enfield train station needs to be looked at as parking is a major problem in the town. We now have a situation where the local authority, Meath County Council, is moving forward with plans for a park and ride while there are a huge number of empty parking places at the railway station.	Noted.

-62	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-62	Interchange Potential at Broombridge	Serious consideration needs to be given to future proof this station in the anticipation of its role as a key transport connection point/ intermodal point for those wishing to interconnect between DART and Luas and further to locations like TU Dublin	Noted. Measure LRT2 - Luas Finglas provides for the extension of the Green Line to Finglas and the design of this station will be subject to public consultation and a statutory planning process. This will be guided by measure INT4 - Major Interchanges and Mobility Hubs which aims to deliver high quality major interchange facilities.
746	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-746	Secure Cycle Parking at Interchanges	The inclusion of cycle parking facilities is welcome, but these areas must be secure.	Noted.
746	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-746	Providing for Sharing Schemes at Interchanges	I recommend the addition of a section providing infrastructure (space, power, data, as required) for cycle/transport sharing schemes.	Noted. Under measure INT4 - Major Interchanges and Mobility Hubs it is the intention to provide a wide range of facilities as appropriate such as cycle parking.
685	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-685	iBus Hubs	The Federation of Transport Operators (FOTO) represents the interests of 1,250 small to medium bus and coach operators across Ireland and on the islands. Our submission details how a national network of bus and coach service can be sustained through a modern network of iBus Hubs (Termini) strategically placed in our villages, towns and cities and connecting to 4 major iBus Hubs in the GDA that will link to the existing bus services in the capital and channel passengers to our airports, ports and other services only available in the capital. These iBus Hubs will also allow the citizens of the GDA access to every corner in Ireland.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed.
726	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-726	George's Dock Basin as an Intermodal Transit Hub	There is a lack of cohesion in terms of the interconnectedness of the privately-operated scheduled bus operators with Dublin's public transport infrastructure. Currently, such inter-city and commuter coach operators pick-up and terminate their journeys at numerous, scattered points throughout the city. Their presence on city streets, particularly along the quays between O'Connell Bridge and Heuston Station, are a source of risk for cyclists along that route and deter less confident cyclists from using the quays. I suggest that a city-centre site be identified to become an intermodal transit hub specifically for the private coach operators. This could/should be a landmark site with ease of access to other established transport-modes. One such potential location could be Georges' Dock Basin, behind IFSC.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed.
674	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-674	Need for a better Bus Terminus in Maynooth	Maynooth is a destination and the largest centre and is also a university town with an additional student population of over 12,000. It therefore needs positive planning for a well sited and serviced bus terminus.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed.

838	9. Integration and Inclusion	INT4 - Major Interchanges and Mobility Hubs	NTA-C5-838	Better Facilities at Transport Hubs	Public transport is a public space which needs to be facilitated and protected. At its simplest this requires properly maintained public toilet facilities at mainline stations and major interchanges; enhanced security on DART and Luas and indeed on buses.	Noted. Under measure INT4 - Major Interchanges and Mobility Hubs it is the intention to provide a wide range of facilities as appropriate. Under LRT12 - Improved Security on Light Rail and RAIL9 - Security of Rail System, the NTA will work with TII and An Garda Síochána to provide, subject to funding, enhanced security measures on the light rail and heavy rail networks.
-62	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-62	Kylemore as an Intercity Rail Station	Kylemore should be upgraded to an intercity train stop given the re-development potential of the area under the City Edge Project, accessibility of the site, and existing population base which has the potential to create an intermodal transport hub opening up west Dublin.	Noted. Under measure RAIL6 - New Rail Stations, the NTA will develop a new station at Kylemore.
405	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-405	M3 Parkway Interchange	it is requested that a greater emphasis is placed on the potential for a public transport interchange at M3 Parkway, similar to that at Spencer Dock, Phibsborough/Glasnevin and Broombridge in Dublin. As outlined in the Dunboyne Transport Study, there is potential for greater interaction with the Number 109 Bus Éireann bus as well as the potential for additional bus services, such as Dublin Bus services to be provided at this location. It is suggested that Irish Rail engage with the NTA and the Council with a view to providing an improved public transport interchange at the M3 Parkway as part of the subject project.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed. Under measure INT3 - Park & Ride, the NTA is developing a network of regional level bus and rail based Park and Ride facilities in the GDA along the radial road corridors.
246	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-246	Interchange Naas	Support the delivery of a new major interchange facility with integrated bus links to and from Naas and Sallins train station.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed.
526	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-526	Bus Terminus for Maynooth Required	In Maynooth often five to six buses are squeezing into a turning space designed for two creating uncomfortable and unsafe situations and blocking traffic. Waiting buses are parking on bike lanes and footpaths creating bad feeling in the community and obstructing traffic, pedestrians and cyclists. A quality bus terminus is proposed similar to those found in small and mid-sized European towns, with multiple bus stopping locations and turning spaces to serve the planned growth in bus transport.	Noted. Under measures INT4 - Major Interchange and Mobility Hubs and INT5 - Interchange improved bus infrastructure is proposed.
868	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-868	Bikes and mobility devices should be more integrated into public transport network	Integration of cycling and personal mobility devices with the public transport options in Dublin should be a key part of the strategy. Public transport vehicles, and also the stations (particularly heavy rail) should be set up to facilitate use of cycles and PMDs - e.g. working lifts, ramps incorporated into stairways, and cycle parking.	Noted. Under measure INT4 - Major Interchanges and Mobility Hubs it is the intention to provide facilities such as cycle parking.

806	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-806	Connections to Rail	Walking / Cycling connections to rail transport are important and represent good opportunities to mode shift from Cars	Noted. Under measure INT4 - Major Interchanges and Mobility Hubs it is the intention to provide facilities such as cycle parking.
843	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-843	Integration of Cycling and PT	Public transport must be integrated with other modes to allow for multi-modal transport, including cycling - both where a passenger brings their own bike, and where bike share schemes are linked to public transport stops.	Noted. Under measure INT4 - Major Interchanges and Mobility Hubs it is the intention to provide facilities such as cycle parking.
835	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-835	Poor interchange	Transfer can look easy on a map, but transport options do not always link obviously. A German style integrated timetable is needed, so you know you only ever have to wait 5-10 minutes max for a transfer during main hours	Noted. Under the BusConnects proposals the buses will be timetabled along routes and where interchange is required.
492	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-492	Hansfield Interchange	regarding hansfield, would it make sense for a proper bus terminus there? Bus connects proposes increased frequencies so where are all these buses lining up? Station road in hansfield makes sense and it is right beside the ongar terminus.	Noted. Under the BusConnects Network Redesign Hansfield Station is not currently proposed as a terminus point.
370	9. Integration and Inclusion	INT5 - Interchange	NTA-C5-370	Increase Opportunity for Interchange	Currently passengers on a lot of DART stations do not have the opportunity to quickly transfer from train to bus or Luas. I believe transport authorities should investigate every possible opportunity to implement intermodality between high-capacity rail system and bus + Luas network.	Noted. It is the intention that the Strategy, under measures INT4 and INT5 deliver improved facilities for interchange as well as through BUS4 - New Dublin Area Bus Service Network which connects many bus routes to train and tram services.
413	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-413 NTA-C5-49 NTA-C5-52 NTA-C5-65 NTA-C5-160 NTA-C5-162 NTA-C5-166 NTA-C5-167 NTA-C5-171 NTA-C5-180 NTA-C5-183 NTA-C5-190 NTA-C5-213 NTA-C5-227 NTA-C5-228 NTA-C5-231 NTA-C5-240 NTA-C5-253 NTA-C5-322 NTA-C5-331 NTA-C5-441 NTA-C5-442 NTA-C5-445 NTA-C5-447 NTA-C5-448 NTA-C5-449 NTA-C5-456 NTA-C5-457	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

			NTA-C5-459 NTA-C5-461 NTA-C5-471 NTA-C5-472 NTA-C5-473 NTA-C5-474 NTA-C5-475 NTA-C5-476 NTA-C5-477 NTA-C5-484 NTA-C5-487 NTA-C5-491 NTA-C5-496 NTA-C5-507 NTA-C5-508 NTA-C5-511 NTA-C5-522 NTA-C5-525 NTA-C5-534 NTA-C5-536 NTA-C5-540 NTA-C5-543 NTA-C5-618 NTA-C5-640 NTA-C5-652 NTA-C5-653 NTA-C5-673 NTA-C5-696 NTA-C5-720 NTA-C5-810			
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
833	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-833 NTA-C5-176 NTA-C5-542 NTA-C5-555 NTA-C5-602 NTA-C5-682 NTA-C5-722 NTA-C5-797 NTA-C5-821	enfield fares	review fare structure to Enfield	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
197	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-197	Northern rail line fares	Fairer fares for Gormanston, Laytown & Drogheda.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
208	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-208	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

330	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-330	Free Public Transport System	<p>The Report on reducing emissions in the transport sector by 51% by 2030, from the Joint Committee on Environment and Climate Action earlier this year recommended;</p> <p>“that a free public transport system be costed as an option for encouraging the uptake of public transport in Ireland.”</p> <p>I would encourage the NTA to undertake an examination of creating a free public transport system here, as a way of making public transport more accessible, helping with the cost of living for people and crucially trying to encourage more people to use public transport to try and reduce our transport emissions.</p>	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
206	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-206	affordability of transport	the current pricing structure is too expensive and need to be reconsidered to get more on PT	
204	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-204	Cash fares	Allow cash fares for short hop trips, not just via Leap Card.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
530	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-530	Northern Rail Line Fares	Cheaper fares for Drogheda. This should not wait until DART is extended out.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
359	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-359	Flexible Tax Saver	Having raised this issue with the NTA, we were encouraged by the confirmation that a new ‘Tax saver’ ticket aimed at commuters who work from home for part of the week and commute to work on a reduced number of days will be available from early 2022. However, we are concerned that the recent application round for Tax saver tickets made no such mention of a flexible scheme. This matter must be clarified in the short term.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
199	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-199	Lower fares on Northern Rail Line	Lower fares on Northern Rail Line- Laytown to Balbriggan.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
531	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-531	Northern Rail Line Fares	Cheaper fares from Laytown are required.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

413	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-413	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
833	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-833	enfield fares	review fare structure to Enfield	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
197	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-197	Northern rail line fares	Fairer fares for Gormanston, Laytown & Drogheda.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
254	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-254	Fairer Fares on Northern Line	Requesting Fairer Fares on Northern Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
206	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-206 NTA-C5-805	affordability of transport	the current pricing structure is too expensive and need to be reconsidered to get more on PT	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
198	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-198	Northern rail line fares	Fairer Fares for Gormanstown, Laytown and Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
541	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-541	Cheaper Fares Enfield	If Naas and Sallins are on the short hop zone, so should Enfield! Enfield is in the greater Dublin area in practical terms as a very large proportion of its residents commute to work in Dublin. The monthly rate for an adult from Enfield to Connolly is €237, whilst a mere ten minutes down the line at Kilcock it is €130.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
244	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-244	Fairer Fares on the Northern Line	Requesting fairer fares on the Northern Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

740	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-740	Fairer Fares on Kildare Line	Make fares fairer on the Kildare Line, extend the Leap Card to wider radius. Introduce a travel card that switches between regional and local buses and trains and incorporate the 90 min rule. Making fares fairer will reduce the traffic commuting to the nearest train station that is on the lower fare (e.g. Sallins) and improve congestion at parking sites at those stations.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
193	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-193	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
353	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-353	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
256	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-256	Fairer Fares on Northern Line	Requesting Fairer Fares on the Northern Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
737	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-737	Greater Fare Flexibility for Louth Commuters	The revised fare structure is noted as set out in Section 9.5 of the Draft Strategy and it is considered that the 90 minute fare structure does not reflect the difficulties that can be encountered when either making connections between the various modes of transport and peak time demand for services that may result in increased waiting time for such services. Given the level of commuting from counties outside the GDA it is considered that greater flexibility in the fare structure time will encourage greater behavioural change towards the use of public transport systems.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
184	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-184	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
198	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-198	Northern rail line fares	Fairer Fares for Gormanstown, Laytown and Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
541	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-541	Cheaper Fares Enfield	If Naas and Sallins are on the short hop zone, so should Enfield! Enfield is in the greater Dublin area in practical terms as a very large proportion of its residents commute to work in Dublin. The monthly rate for an adult from Enfield to Connolly is €237, whilst a mere ten minutes down the line at Kilcock it is €130.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
327	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-327	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

481	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-481	fairer and flexible fares to Louth and East Meath	dissatisfaction includes the availability and affordability of public transport to Louth In short, fairer fares are needed for the people of Louth and East Meath, and there is an urgent need to extend the Short Hop/Leap Card zones to Drogheda and to Laytown train stations. free public transport for children and students Consequently, flexible fare structures will be crucial in supporting the current and future use of public transport as the primary mode of travel for commuters. The first step ought to be the extension of the Leap Card structure which would allow flexibility in switching between public transport (modes) to ensure affordable 'capped' daily and weekly prices. confirmation that a new 'Taxesaver' ticket aimed at commuters who work from home for part of the week and commute to work on a reduced number of days will be available from early 2022. However, we are concerned that the recent application round for Taxesaver tickets made no such mention of a flexible scheme. This matter must be clarified in the short term. We believe the NTA must fully implement flexible Taxesaver tickets in Q1 2022.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
197	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-197	Northern rail line fares	Fairer fares for Gormanston, Laytown & Drogheda.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
156	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-156	Northern Rail Line Fares	Lower fares for commuters from Balbriggan required.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
716	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-716	Bus fares	Change buses to a tag-on/tag-off model for quicker boarding	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
182	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-182	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
314	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-314 NTA-C5-375 NTA-C5-277 NTA-C5-282 NTA-C5-292	Fairer fares for Newbridge & Wexford of Salins	Request for inclusion of Newbridge (outer Kildare) in short hop fare zone.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

795	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-795	Annual Ticket Cost	I ask that the cost of an annual public transport ticket across all modes (bus, Luas and DART) be revised and substantially reduced	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
187	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-187	Northern Rail Line Fares	Laytown rail line tickets cost more than at Gormanstown.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
182	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-182	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
198	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-198	Northern rail line fares	Fairer Fares for Gormanstown, Laytown and Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
886	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-886	Ticket and Fares need to reflect Hybrid Working	The terms and conditions of the annual and monthly tax-saver tickets for commuters using public transport should be updated to better reflect the emerging hybrid model of working life in Ireland	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
314	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-314	Fairer fares for Newbridge & Wexford of Salins	Request for inclusion of Newbridge (outer Kildare) in short hop fare zone.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
767	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-767	Free PT Fares	Support providing public transport free of charge to our children and students would represent a step-change in our approach as a nation, to make it cheaper and easier for families to travel by bus, train, Luas or Dart, on their daily journeys.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
196	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-196	Northern Rail Line fares	Extend the leap card zones to laytown and drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
268	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-268	Kildare Rail Ticket Price	There should be a fairer rail ticket price for those commuting from on Kildare rail line.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
175	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-175	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
877	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-877	city fares	The NTA should explore options to include a top-up discounted "city ticket" as part of the Inter City ticket fare. This type of arrangement is common in other countries, where a public transport pass for the destination city can be added as a small surcharge to the inter city ticket.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
743	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-743	Extend Leap Card Zone	The Leap card payment system allows for reasonable fares as far as Sallins, but the failure to extend the leap zones to the rest of Kildare (namely Newbridge, Kildare,	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

					<p>Monasterevin and Portarlinton) results in unfare and extortionate fares for rail travel from the area. Many commuters from this abandoned belt are driving past train stations to park in Sallins to avail of a fairer rail fee schedule.</p> <p>The Leap card system should be extended to these stations as a simple way to reduce congestion in Sallins and reduce commuter emissions locally.</p>	
229	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-229	fairer fairs for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
842	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-842	Reduce Fares	Luas fares also need to be reduced - public transport in most other European cities average a 2€ return trip - ours is 2.80 one way - we pay high taxes our luas should be free	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fairs for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
743	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-743	Extend Leap Card Zone	<p>The Leap card payment system allows for reasonable fares as far as Sallins, but the failure to extend the leap zones to the rest of Kildare (namely Newbridge, Kildare, Monasterevin and Portarlinton) results in unfare and extortionate fares for rail travel from the area. Many commuters from this abandoned belt are driving past train stations to park in Sallins to avail of a fairer rail fee schedule.</p> <p>The Leap card system should be extended to these stations as a simple way to reduce congestion in Sallins and reduce commuter emissions locally.</p>	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
196	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-196	Northern Rail Line fares	Extend the leap card zones to laytown and drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
246	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-246	Integrated Fares Naas Area	Support the delivery of an integrated fare system on all bus routes in Naas including the TFI 90 minute fare. The NTA should focus on connecting all existing and new bus routes fare systems and defragment the current complex system of having two separate and confusing PSO fare structures with no integration of service, nor are these PSO routes connected to the train fare system. This is on top of multiple separate private operators. Affordability and integration is key to success of public transport in the area.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
403	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-403	Northern Rail Line Fares	Fare structure on Northern Line is wrong. Suggest extending LEAP Card.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
198	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-198	Northern rail line fares	Fairer Fares for Gormanstown, Laytown and Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

873	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-873	fare structure and innovative fares	Fare structures should be set to minimise the cost of public transport as an essential measure to ensure that public transport is an attractive alternative to car dependency. Innovation in the area of ticketing would benefit hugely from the application of Human-Centred Design techniques.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
400	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-400	Student Fares too Expensive	I propose that those in full time education in possession of a student card should continue to be able to access the child rate for travel. Many students are paying high transportation costs because they need to travel further to college than they did to school. Many young people are paying in excess of 50EUR per week for transport. This is prohibitive and causes financial stress and may discourage young people from using public transport in favour of cars.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
743	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-743	Cost of PT Tickets	The basis of all public transport pricing should be that it is no more expensive than driving. There are numerous examples of low cost EU public transport ranging from free public transport throughout the state of Luxembourg to the Austrian Klimaticket which covers all public transport throughout the country for €3 per day. Ireland needs to follow such progressive policies	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
-69	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-69	Extend Leap Fares to Enfield	Better fare structure on Maynooth line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
865	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-865	free PT	If you do the maths on providing a free public transport service it would not be that expensive. In 2019 we had 10m visitors and 5m residents. To provide Free Public Transport nationally it would only cost about €100 per head would be €1.5B we could spend on our free public transport service.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
835	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-835	Revise Fare Structure	Pricing needs to be revised. It is much, much cheaper to get a bus to Maynooth than a train to Kildare town, even though both are close to Dublin. Kindly extend short hop zone to Kildare, Meath and Wicklow counties.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
405	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-405	Parking Costs and Fare Caps	Parking costs should also be factored into the overall cost of fares. The daily and weekly cap on public transport fares should be retained and extended to all parts of the GDA.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
387	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-387	Means Tested Free or Reduced Fare Transport	An additional measure that could be considered as part of this strategy is providing means tested free or reduced fare transport to the socioeconomically disadvantaged. This could reduce health inequalities within the Greater Dublin Area and would encourage more widespread use of public transport.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

178	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-178	fairer fairs for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
-69	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-69	Extend Leap Fares to Enfield	Better fare structure on Maynooth line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fairs for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
403	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-403	Northern Rail Line Fares	Fare structure on Northern Line is wrong. Suggest extending LEAP Card.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
835	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-835	Revise Fare Structure	Pricing needs to be revised. It is much, much cheaper to get a bus to Maynooth than a train to Kildare town, even though both are close to Dublin. Kindly extend short hop zone to Kildare, Meath and Wicklow counties.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
405	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-405	Fares Disincentivise those living in Outlying Areas	The 90-minute fare will not address the concerns set out by the Council in its previous submission as customers in the outlying areas of the GDA, for example Drogheda, Navan Laytown, Gormanstown and Enfield may still be impacted by disproportionately higher costs which acts as a disincentive to public transport usage. It is therefore requested a that the 90 min restriction is reexamined in this context and a more detailed analysis takes place regarding the aforementioned settlements to see if they can be facilitated with improved rail frequency and pricing thus creating, accommodating and enhancing a modal shift from the private car to rail.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
838	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-838	Revise Fare Structure	Some steps towards a more integrated network approach including Orbital Core Bus Corridors and a revised fare structure which will facilitate interchanges.	Noted. The recently introduced 90-minute fare allows interchange between services within 90 minutes without additional cost.
174	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-174	fairer fairs for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
413	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-413	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
854	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-854	PT Fares to Ashbourne	PT Fares to Ashbourne are not in line with other towns of equal distance from Dublin. services from Ashbourne need to be improved.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
159	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-159	Request revised fares on northern line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.

691	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-691	Dynamic Pricing	Encouraging a shift in customer travel patterns can be done by way of dynamic pricing strategies. Dynamic pricing is a pricing strategy where prices are no longer fixed or constant. Instead, they are continuously readjusted according to demand.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
172	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-172	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line (incl use of Leap Card)	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
513	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-513	Northern Rail Line Fares	Fairer fares for Bettystown, Laytown and Mornington.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
848	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-848	free pt	Public transport should be free at weekends, for children and students	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
168	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-168	fairer fares for Northern Rail Line	review fare structure on Northern Rail Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
170	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-170	Fairer Fares on Northern Line	Requesting Fairer Fares on Northern Line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
781	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-781	Public Transport Fare too High	Whilst the transfer90 works great in Dublin once you wish to travel outside the area which a lot of workers do the fares increase dramatically and often running a car is cheaper.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
206	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-206	affordability of transport	the current pricing structure is too expensive and need to be reconsidered to get more on PT	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
515	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-515	Northern Rail Line Fares	Fairer fares for Laytown required.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
413	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-413	Fairer Fares on Northern Line	Request revised fares on northern line	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
833	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-833	enfield fares	review fare structure to Enfield	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
197	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-197	Northern rail line fares	Fairer fares for Gormanston, Laytown & Drogheda.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
480	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-480	Student Fares	Trinity would like to see an emphasis on free public transport for all people under the age of 17 as an ambitious strategy to cultivate appropriate behaviours for life and make progress in modal shift, with ongoing reductions for students.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
516	9. Integration and Inclusion	INT6 - Fare Structure	NTA-C5-516	Northern Rail Line Fares	Rail fares are excessively high beyond Balbriggan. Gormanston, Laytown and Drogheda all suffer from very high fares relative to commuter stations in Dublin and relative to online fares for Inter City travel.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
-41	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-41	Use of Debit Cards for PT Payment	Advancement in ticketing required	Noted. Under measure INT7 - Next Generation Ticketing, it is the intention of the NTA to deliver this in the short-term.

-48	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-48	Contactless Payment	Also, please introduce contactless payments on buses at 2.5 euro asap	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
400	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-400	Student Leap Cards	Why cant the child leap card be extended to age 18 - they are legally children after all until age 18.	
188	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-188	Keep cash fares	Cashless public transport: a minor point, but this will probably exclude the elderly, people with disabilities and/or developmental disorders, and the homeless from taking public transport. Making sure that public transport remains accessible to all is key, and having multiple ways to pay is a part of this	Noted.
691	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-691	Account Based Ticketing	The near ubiquitous levels of smartphone and contactless credit/debit cards adoption means the transition to account-based system should be expedited and actioned in phase 1 (pre-view) of the GDA Transport Strategy.	Noted. Under measure INT7 - Next Generation Ticketing, it is the intention of the NTA to deliver this in the short-term.
659	9. Integration and Inclusion	INT7 - Next Generation Ticketing	NTA-C5-659	10 journey ticket	A 10 journey rail ticket option should be available.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
480	9. Integration and Inclusion	INT9 - Smarter Travel Workplaces and Campuses	NTA-C5-480	Support Smarter Travel but need Infrastructure	This programme has been a wholly positive experience for Trinity. Thank you to the NTA for offering it. Trinity has 1% car use because we have so little parking and we are served by almost all public transport, with the exception of segregated cycling. Whilst promotional activities are positive and engaging, our students and staff do not feel safe cycling in Dublin. Trinity would like to see safe segregated cycling on our four priority routes: From Trinity Hall to College Green, on Pearse Street, on Nassau Street and from College Green to St. James's Hospital.	Noted. This issue is covered in measure CYC1 - GDA Cycle Network and in the supporting GDA Cycle Network Plan.
782	9. Integration and Inclusion	INT9 - Smarter Travel Workplaces and Campuses	NTA-C5-782	Smarter Travel Programme	TU Dublin campuses demonstrate consolidation of compact urban form and wish to explore the delivery of SMART mobility hubs on each campus. We will continue to work with the Smarter Travel Programme and any expansion of the programme is very welcome.	Noted.
185	9. Integration and Inclusion	Northern Rail Line Fares	NTA-C5-185	Fares on Northern Line	review fare structure on Northern Rail Line - extend the short hop fare to all stations up to Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
185	9. Integration and Inclusion	Northern Rail Line Fares	NTA-C5-185	Fares on Northern Line	review fare structure on Northern Rail Line - extend the short hop fare to all stations up to Drogheda	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
400	9. Integration and Inclusion	Ticketing Penalties	NTA-C5-400	Penalties for wrong PT Ticket	public transport users are being punished compared to those who use cars.	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term.
480	9. Integration and Inclusion	Whole-of-govt integrated delivery	NTA-C5-480	Cross-departmental approach	Support for application of the Healthy Ireland Framework to the transport strategy, i.e. an all of government initiative that sets goals across all departments.	

203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	Taxi Ranks	Taxi shelters need to be installed at busy ranks and controlled at night time.	REPEAT
203	9. Integration and Inclusion	INT12 - Small Public Service Vehicles	NTA-C5-203	taxi route to Airport	A taxi specific lane to Dublin Airport from city is needed	REPEAT
399	9. Integration and Inclusion	INT16 - Travel Information	NTA-C5-399	Accessible Information	<p>The National Transport Authority and public transport operators must ensure that all its apps and websites comply with the new EU Web Accessibility Directive, which ensures that all websites and apps are accessible. NCBI can offer advice on accessibility standards as required.</p> <p>NCBI recommends that accessible information can be easily located by commuters with a vision impairment. An app or access guide may be a solution.</p> <p>It is essential that the service includes accessible, large print signage to assist persons who are blind or vision impaired, as well as ensuring live travel information screens are present and in operation.</p>	REPEAT
332	9. Integration and Inclusion	Dublin-Belfast Economic Corridor	NTA-C5-332	Recommendation for a Specific Measure on Dublin-Belfast	<p>The Draft GDA Transport Strategy does not contain a specific measure or reference to the Dublin-Belfast Economic Corridor as a key enabler for the economic growth of the State and Regions.</p> <p>EMRA's submission to the review of the Transport Strategy 2016-2035 (in January 2021) highlighted the significance of the Dublin-Belfast Economic Corridor for the next Transport Strategy.</p> <p>it is recommended that a specific support in the GDA Transport Strategy for the Dublin- Belfast Economic Corridor as an overarching enabler for the State and Region's Growth, which would justify in turn many transport projects and initiatives for investment and action under the Transport Strategy, is needed.</p>	REPEAT
-54	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-54	Vehicles Parked in Cycle Lanes	please add some language about enforcing fines or other penalties for when vehicles are parked in bicycle lanes.	Section 9.16 includes a list of offences that can have a significant adverse impact on the utility of transport infrastructure and this includes parking on cycle tracks and cycle lanes. INT20 commits to working with other agencies to ensure enforcement of road traffic laws.
455	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-455	Support Park and Ride	<p>Support Park and Ride</p> <p>Suggest a site should be located closer to M50 in SW Dublin (e.g. Spawell)</p> <p>Affordable and appropriately located bus and bike Park & Ride must be urgently provided</p>	Noted. Under measure INT3 - Park & Ride, the NTA will secure the development of a network of regional level bus and rail based Park & Ride facilities at appropriate locations where the national road network meets, or is in close proximity to, high capacity bus and rail services.

345	9. Integration and Inclusion	Behaviour Change	NTA-C5-345	Free Fares	in favour of free public transport for children and students	Noted. Under measure INT6 - Fare Structure, it is the intention of the NTA to revise the fare structure in the short-term. The new TFI 90 minute children's fare is €0.80.
381	9. Integration and Inclusion	INT3 - Park & Ride	NTA-C5-381	Maynooth West and Leixlip Park and Ride	There is a need to progress both sites for parking facilities: - Access to the DART+ West needs to be broadened to maximise the catchment area of the railway service in north Kildare and south Meath - The absence of a DART station at Kilcock will generate demand for access from the west to the terminus of the DART service at Maynooth West.	REPEAT
455	9. Integration and Inclusion	INT20 - Enforcement of Road Traffic Laws	NTA-C5-455	Strategy lacks sufficient essential detail and an implementation plan in relation to enforcement of road traffic laws	Strategy lacks sufficient essential detail and an implementation plan in relation to enforcement of road traffic laws In the context of LUAS, we are concerned that the only reference to improving security on the LUAS network will be 'subject to funding'	REPEAT

10. Walking, Accessibility and Public Realm

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
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266	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-266	Recommendations for Walking Policies	<p>This submissions supports the following strategy measures or suggests as new:</p> <ul style="list-style-type: none"> - Allocate 10% of the NTA GDA transport budget to walking infrastructure - Reallocate road space in the city centre, towns, and villages to footpaths - Promote permanent pedestrian first villages such as Blackrock village - Introduce a congestion charge in Dublin to promote walking and deter private vehicle use - Provide all GDA areas, but particularly the city centre, towns, and villages with wider and properly lit footpaths of quality materials and ensure regular maintenance to facilitate all age demographics and wheelchair users - Provide separate, physically segregated footpaths between cycling and walking. Cyclists and walkers do not mix well, and paint is not infrastructure. <p>Provide more zebra crossings to prioritize walking and introduce new regulations to reduce the waiting time to a maximum of 30 seconds for pedestrian signal times to ensure that pedestrians of all ages have adequate time to cross the road</p> <ul style="list-style-type: none"> - Create a 'safe routes to school' programme to make it safer for children to make their own way to school and implement school clean air zones that will restrict car access. This will help to embed a culture of walking and active travel among children from early on. - Expand the Green-Schools Programme, the environmental and awards initiative that promotes sustainable travel, to all schools in the state - Accelerate the development of walking greenway routes in rural areas of GDA for commuters between towns and villages but also to boost tourism - Create large traffic-free areas in urban areas of GDA 	<p>Funding of transport schemes is a matter for the Department of Transport.</p> <p>Road Space Reallocation is addressed by Measure PLAN14.</p> <p>Pedestrianisation is addressed by Measure WALK7.</p> <p>Congestion charge has been considered in the Strategy preparation but not advanced at the current time. It will be dealt with as part of the preparation and implementation of the Demand Management study.</p> <p>High quality pedestrian environment is provided for by Measures WALK1, WALK2, WALK3, WALK4, WALK5 and WALK7.</p> <p>Maintenance is addressed by Measure WALK1.</p> <p>The National Cycle Manual (Measure CYC2) includes guidance on separation of pedestrians and cyclists.</p> <p>Consider including reference to Zebra crossings in Measure WALK5?</p>
661	10. Walking, Accessibility and Public Realm	General Walking	NTAC5-661	Terenure Pedestrian Environment	Pedestrian Traffic should be a priority in Terenure Village	Noted. This is a local matter.
399	10. Walking, Accessibility and Public Realm	WALK6 - Wayfinding	NTA-C5-399	Accessibility to Wayfinding Information	We will like a commitment that the signage in operation will be in large print so people with a vision impairment can better read them. We would like a commitment to equitable access to information for people who are blind or vision impaired across the built environment. This is inclusive of maps and alternate formats	Noted. Transport for Ireland has produced a guidance document, 'Design Guidelines for the Creation of Public Transport Information', that addresses the need for all information to be accessible to all users regardless of sensory impairments or limitations. No change required.
455	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-455	Urban Design and Placemaking	urban realm design including for the sensitive integration of transport related infrastructure and furnishings in many historic villages and roadways should reflect and celebrate heritage and identity	Covered under Chapter 8 measures.
455	10. Walking, Accessibility and Public Realm	filtered permeability	NTA-C5-455	support filtered permeability	Supports the concept of filtered permeability through neighbourhoods, to increase social interactions, and facilitate more activity in our public realm (parks, amenities) and maximise the potential for walking and	Noted.

					cycling notably emphasis needed on retrofitting existing areas	
339	10. Walking, Accessibility and Public Realm	filtered permeability	NTA-C5-339	Filtered permeability (LTNs)	Concern at rat-running through estates caused by traffic congestion on main routes.	Rat-running can be addressed through traffic management as reflected in Measures PLAN7 Filtered Permeability, ROAD10 Urban Roads & Streets, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, and TM7 Home Zones. No change required.
799	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-799	Priority for pedestrians	Private cars need to be deprioritised and inconvenienced. People on foot need to have priority.	A range of Traffic Management and Pedestrian measures have been proposed, including PLAN7 Filtered Permeability, PLAN 16 Road User Hierarchy, WALK2 Improved Footpaths, WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points, WALK7 Pedestrianisation, ROAD10 Urban Roads & Streets, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, and TM7 Home Zones. No change required.
792	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-792	Road user hierarchy	Pedestrians must be prioritised, not cars	A range of Traffic Management and Pedestrian measures have been proposed, including PLAN7 Filtered Permeability, PLAN 16 Road User Hierarchy, WALK2 Improved Footpaths, WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points, WALK7 Pedestrianisation, ROAD10 Urban Roads & Streets, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, and TM7 Home Zones. No change required.
792	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-792	Walking network	Address pedestrian provision at the network level, not just the scheme level	While the suite of Walking Measures in the Draft Strategy proposes a broad range of pedestrian improvements, the Draft Strategy does not contain a Walking measure similar to CYC1 GDA Cycle Network for Cycling. Recommend consideration of a new Walking Measure related to the identification of a Strategic Pedestrian Network for the Dublin Metropolitan Area.
577	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-577	Clarify text	Revise text of section 10.6 Pedestrian Crossings: "As such, the time spent waiting for the pedestrian phase may also need to be reduced." The word MAY should be removed so that the end of the sentence reads "needs to be reduced."	Consideration of the need to reduce pedestrian waiting times would be informed by a range of factors, rather than just prioritisation of pedestrians in all locations, e.g. where a road forms part of the bus network or the strategic traffic network. As such, a wholesale Measure to reduce pedestrian waiting times would not be appropriate. No change required.

266	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-266	Recommendations for Walking Policies	<p>This submissions supports the following strategy measures or suggests as new:</p> <ul style="list-style-type: none"> - Allocate 10% of the NTA GDA transport budget to walking infrastructure - Reallocate road space in the city centre, towns, and villages to footpaths - Promote permanent pedestrian first villages such as Blackrock village - Introduce a congestion charge in Dublin to promote walking and deter private vehicle use - Provide all GDA areas, but particularly the city centre, towns, and villages with wider and properly lit footpaths of quality materials and ensure regular maintenance to facilitate all age demographics and wheelchair users - Provide separate, physically segregated footpaths between cycling and walking. Cyclists and walkers do not mix well, and paint is not infrastructure. <p>Provide more zebra crossings to prioritize walking and introduce new regulations to reduce the waiting time to a maximum of 30 seconds for pedestrian signal times to ensure that pedestrians of all ages have adequate time to cross the road</p> <ul style="list-style-type: none"> - Create a 'safe routes to school' programme to make it safer for children to make their own way to school and implement school clean air zones that will restrict car access. This will help to embed a culture of walking and active travel among children from early on. - Expand the Green-Schools Programme, the environmental and awards initiative that promotes sustainable travel, to all schools in the state - Accelerate the development of walking greenway routes in rural areas of GDA for commuters between towns and villages but also to boost tourism - Create large traffic-free areas in urban areas of GDA 	Repeat
869	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-869	need for facilities - benches and toilets	need for facilities - benches and toilets	Consider Measure related to necessary street furniture and ancillary fixtures.
865	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-865	free up streets by putting cars underground	We should seriously consider putting as much traffic underground in underground vehicle tunnels and keep the surface free for pedestrians, cyclists, and new E-mobility and E-bikes in our city center and beyond now that tunnel costs have been reduced by a factor of 10	The Draft Strategy sets out to support a shift to active and sustainable transport modes. It includes a range of measures that prioritise these modes, which would result in lower private car use, as opposed to a network of underground tunnels which would provide for the continuation of unsustainable levels of private car use. The Benefit-to-Cost Ratio for such a proposal is unlikely to support such a proposal. No change required.

855	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-855	upgrade for Pedestrian network	upport the urgent need for improvements to footpaths and pedestrian infrastructure. Pedestrians are the most vulnerable out of the transport hierarchy but currently, in many respects, are lacking a lot of infastructure and priority of movement to make them protected. need to stop illegal parking on pavements make footpaths bigger, and improve junctions increase ped crossing times, (notably in wet conditions) also make ped sequence standard - rather than beg button. need for additional crossings. pedestrianisation is welcomed (notably in Navan) need for consistent design to aid Accessibility for all.	Noted. The following Measures in the Draft Strategy address these points: PLAN16 Road User Hierarchy; WALK2 Improved Footpaths; WALK3 Improved Junctions; WALK4 Crossing Times; WALK5 Crossing Points; WALK7 Pedestrianisation; TM5 Low Traffic Neighbourhoods; TM6 Car Free Zones; TM7 Home Zones; INT15 Accessible Infrastructure; and INT20 Enforcement of Road Traffic Laws. No change required.
468	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-468	walking issues	For the pedestrian, those walking with prams and children and the old and disabled there are problematic infrastructure problems and including inadequate footpath width, sinkage on paths that have not been constructed properly, unrepaired damage by tree roots and inadequate space for tree planting that leads to the tree root damage in the first place. The Canal side picture in page 21 of the short document proves the point very well indeed.	Noted. Measures WALK1 Steady State Maintenance of Footpaths and WALK2 Improved Footpaths address this comment. No change required.
823	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-823	Terenure Pedestrian Environment	Pedestrian Traffic should be a priority in Terenure Village	Noted. No change required.
377	10. Walking, Accessibility and Public Realm	General Walking	NTA-C5-377	issue in coolock lane roundabout -specific	Since the construction of Coolock Lane -Roundabout (R104) numerous accidents have occurred at this location involving pedestrians. Pedestrians use this route coming and going to the local schools and to the Omni and Northside shopping centers. I submit in the interest of safety, Traffic Lights/Pedestrian Crossings/Footbridge what is best in the interest of safety should be provided in the Busconnect development	As noted in the comment, this is being considered in the CBC design development. CBC Works have been guided by relevant statutory documents such as DMURS and will accord with the relevant provision of the Transport Strategy, e.g. WALK2 Improved Footpaths, WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points. No change required.
786	10. Walking, Accessibility and Public Realm	Green infrastructure	NTA-C5-786	Biodiversity and green infrastructure	There should be default policies in terms of tree and shrub planting alongside new transport infrastructure, and for treatment and presevation of growth along existing corridors.	Noted. Measure PLAN13 Urban Design in Walking and Cycling Projects does refer to incorporating urban design and placemaking considrations in walking and cycling projects, but there's no reference to greening. Consider amending PLAN13 or adding a new Measure.
786	10. Walking, Accessibility and Public Realm	Green infrastructure	NTA-C5-786	Street lighting technology	There should be policies to restrict the colour temperature of new lighting that does not affect wildlife. Daylight colour temperatures are proven to have a devastating effect on many kinds of bird, insect and mammal, with bat species particularly affected.	Noted. This relates to scheme level planning, design and implementation and is beyond the scope of the Transport Strategy. No change required.

480	10. Walking, Accessibility and Public Realm	Maintenance	NTA-C5-480	Maintenance of public realm	There should also be a focus on the importance of quality maintenance: utilites infrastructure placement; drainage; resurfacing; planting; storm damage; training of staff.	Measures WALK1 Steady State Maintenance of Footpaths, PLAN12 Urban Design in Major Infrastructure Projects and PLAN13 Urban Design in Walking and Cycling Projects address these recommendations. No change required.
738	10. Walking, Accessibility and Public Realm	Proposal for new ped-cycle link	NTA-C5-738	New links	Support for renovation of Farmleigh Bridge ('Silver bridge'). Proposal that pedestrian and cycle bridge west of the M50 be included in the walking network.	Support for Silver Bridge noted. Consider adding new bridge west of M50 to GDA Cycle Network.
455	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-455	Urban Design and Placemaking	urban realm design including for the sensitive integration of transport related infrastructure and furnishings in many historic villages and roadways should reflect and celebrate heritage and identity	Measures PLAN12 Urban Design in Major Infrastructure Projects and PLAN13 Urban Design in Walking and Cycling Projects address these recommendations. 'Placemaking' includes acknowledgement of local characteristics. No change required.
455	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-455	support for improved Public Realm	Improved Public Realm greatly facilitates the future viability of local communities, climate action goals and support the health and well-being of citizens with the reduction of air pollution and road speeds	Support noted. No change required.
428	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-428	Support for policies	Urge the use of the Dutch Woonerf street concept for residential streets - existing and new. Lower speeds, fewer rat runs, quieter city streets are all a good thing https://en.wikipedia.org/wiki/Woonerf	Measure TM7 Home Zones (and Measures TM5 Low Traffic Neighbourhoods and TM6 Car Free Zones) address this recommendation. No change required.
889	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-889	busconnects and College Green Plaza	The City Centre Bus Network Redesign needs to be accelerated to facilitate the pedestrianisation of College Green and other key pedestrianisation projects in the City Centre that are critical to public realm improvements,	Noted. Bus Network implementation is underway according to an ambitious implementation schedule. No change required.
889	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-889	streets as places	We must take this opportunity to allocate the maximum space possible to people; to design our public spaces inclusively and with The Hierarchy of the Street in mind; and to pave the way for a future where our streets and urban villages are not dominated by cars. To that end, any reallocation of space should also make space for seating areas and parklets, enhanced by biodiverse planting schemes, and public transport hubs should be age-, gender- and disability-proofed; they should provide seating, they should be well lit, welcoming and safe, and in the case of bus shelters they should not impede access to footpaths, and they should face the direction of oncoming buses.	Measures PLAN12 Urban Design in Major Infrastructure Projects and PLAN13 Urban Design in Walking and Cycling Projects address these recommendations, and Measure WALK2 Improved Footpaths includes an objective to address footpath clutter. Biodiversity included in measures.

887	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-887	Street clutter and consistency in urban design	Unnecessary, obsolete signage should be removed when possible, especially in the city centre, in the interests of visual amenity and the heritage of the built environment. Maybe if single poles were used for multiple uses, ie. signage, traffic cameras, lighting all on the same pole it would reduce the visual impact a little. The same goes for other street furniture that clutter the streets such as bollards, the new telephone booths and electric utility boxes . COnsistency in URban Design	Measure WALK2 Improved Footpaths includes an objective to address footpath clutter. No change required.
803	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-803	Street Furniture	Street furniture is out of control all over Dublin. We need to plan for its removal and consolidation as part of any improvement in the public realm to improve conditions for pedestrians	Measure WALK2 Improved Footpaths includes an objective to address footpath clutter. No change required.
862	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-862	cycle parking	any new urban design, particularly pedestrainisation, needs to fully consider cycle parking to reduce clutter and uncontroled cycle parking (lamp posts etc) consideration for Cargo bikes also required. noted that clutter is a particular issue for obstructing people with disabilities.	Cycle parking is addressed under Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies, and Measure WALK2 Improved Footpaths includes an objective to address footpath clutter. No change required.
838	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-838	liveability in neighbourhoods	Liveability in neighbourhoods must be considered as part of the Transport Strategy including reduction of on-street parking for more useful use of public space with improvements in planting, SUDS, seating, community spaces.	Measures PLAN14 Reallocation of Road Space, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, TM7 Home Zones, TM10 Car Free Residential Developments and TM11 Residential Parking Standards address this recommendation. No change required.
370	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-370	Pedestrian infrastructure and street furniture	Make the public realm more pedestrian-friendly, with e.g. benches, toilets, playgrounds, bins	Consider Measure related to necessary street furniture and ancillary fixtures.
791	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-791	Street clutter	Support for objective to reduce footpath clutter, but recommendation that this should be expanded to include state/semi-state bodies, e.g. placement of street furniture, signal control boxes, etc.	Measure WALK2 Improved Footpaths includes an objective to address footpath clutter, and Measures PLAN12 Urban Design in Major Infrastructure Projects and PLAN13 Urban Design in Walking and Cycling Projects address these recommendations. No change required.

675	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-675	suggestions for Dunboyne, Dunshaughlin and Ratoath	<p>Dunboyne & Dunshaughlin, Co. Meath. Both towns have been by-passed by the M3. The resulting surrounding link roads are now very popular walking routes for families & individuals. Public lighting & clear delineation of the walking routes is required as a matter of urgency, to ensure the safety of walkers, cyclists & indeed, motorists.</p> <p>2. Ratoath Main street- pedestrian & cycleway project.</p> <p>Meath County Council is preparing Part 8 documentation to improve the safety of & facilities for residents of Ratoath, Co. Meath. It has grown rapidly from a village to a town without commensurate investment in pedestrian & cyclist infrastrucutre. I trust that this project can be funded by the National Transport Authority. It will dramatically improve sustainable & inclusive transport options for residents, visitors & local workforce.</p>	<p>Measure WALK2 Improved Footpaths addresses footpath delineation and lighting.</p> <p>Scheme-specific comments can be considered in the public consultation process on those schemes rather than through a Transport Strategy.</p> <p>No change required.</p>
-21	10. Walking, Accessibility and Public Realm	WALK1 – Steady State Maintenance of Footpaths	NTA-C5-21	Footpath Maintenance	Footpaths should be required to be maintained to a high standard.	<p>Measure WALK1 Steady State Maintenace of Footpaths addresses this.</p> <p>No change required.</p>
716	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-716	Footpath clutter	Minimise signage on footpaths and improve positioning	<p>Measure WALK2 Improved Footpaths includes an objective to address footpath clutter.</p> <p>No change required.</p>
497	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-497	Separate footpaths	Build footpaths (and cycle tracks) away from roads, not alongside	<p>The Strategy supports both carriageway-adjacent and remote footpaths.</p> <p>Consider new Measure re Pedestrian Network, similar to CYC1 Cycle Network?</p>
145	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-145	Improving Footpaths Should Be Prioritised	The quality of footpaths is a critical issue for public transport users and in particular for the elderly and those with disabilities.	<p>Measure WALK1 Steady State Maintenace of Footpaths addresses this.</p> <p>No change required.</p>
577	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-577	Clarity of measure	Expand Measure WALK2 to state minimum dimension for 'sufficient' footpath widths	For consideration?
266	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-266	Safer Pedestrian Infrastructure	It is critical the 2022-2042 GDA transport strategy make the development and accessibility of safe, connected active travel links such as walking paths and segregated cycling lanes in the GDA region mandatory. Safe, widened footpaths for pedestrians and safe, segregated cycling lanes for cyclists. Pedestrians and cyclists do not mix well so should be allocated separate paths completely segregated from road traffic	<p>The National Cycle Manual (Measure CYC2) includes guidance on separation of pedestrians and cyclists. The Strategy supports the development of accessible, safe, connected walking and cycling routes.</p> <p>No change required.</p>
698	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-698	Reduce clutter	Need for significant reduction in the number & variety of signs on our streets. Visual pollution & confusing for all.	<p>Measure WALK1 Steady State Maintenace of Footpaths addresses this.</p> <p>No change required.</p>

885	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-885	Improve Pedestrian Facilities & Include Biodiversity	The bulk of funding should go on making walking safe and enjoyable because we all walk for all or some of our journeys. They need to be designed so it is a pleasure with increase biodiversity, more trees where SUDS are incorporated in order to reduce the amount of rain entering our storm drains due to increase paths and widths.	Measure PLAN2 Road User Hierarchy addresses the prioritisation of pedestrians. Biodiversity included in measures.
860	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-860	Support for Safe Walking Infrastructure	Cycling and walking infrastructure needs to be made safe, easy and pleasant to use for all, not just the hardcore few	Noted. Addressed by Measures CYC2 Cycle Infrastructure Design, PLAN 16 Road User Hierarchy, WALK2 Improved Footpaths, WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points and WALK7 Pedestrianisation. No change required.
872	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-872	child's view of streets	Strategy would benefit from taking a child's view of active travel transport routes. Where transport routes and options in an area are safe and accessibility for children as well as parents with infants and disabled persons it is likely to be successful for the community in general.	Measure INT19 Equality Assessment obliges the Strategy to assess the needs of all users of transport infrastructure. No change required.
843	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-843	Detailed Recommendations for Footpath Design	<p>In particular, footpaths must at all times be continuous and level. Examples include:</p> <p>Footpaths must not undulate; Footpaths must not be cambered, where there is a lateral angle: it must be fully level when proceeding forward; Footpaths must be continuous and level across any side road with attendant design of the surrounding roadway, including the carriageway; and Footpaths must be in good repair at all times, with no cracks, breaks, missing parts, or loose elements - in order to ensure this is the case, a zero tolerance approach to parking on footpaths must be implemented immediately, with complete and constructive co-operation between An Garda Síochána and local authorities.</p> <p>Dropped kerbs, to allow access for motor traffic (at junctions across continuous footways, and at entrances/exits to driveways), must take the form of “a sharp ramp from the road surface, to the height of the footway”</p>	These matters are addressed in the Design Manual for Urban Roads and Streets (DMURS) and the NTA's National Cycle Manual, and reflected in a range of Walking, Accessibility and the Public Realm Measures. No change required.
843	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-843	Street Clutter	Street clutter must be removed to the absolute bare minimum. Aside from aesthetic considerations, more importantly street clutter amounts to exclusion and discrimination against disabled pedestrians.	Measure WALK2 Improved Footpaths includes an objective to address footpath clutter. No change required.

820	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-820	Wider Footpaths	Increased minimum footpath widths above the DMURS 2m should be mandated in urban areas, the current 1.8m-2m minimum everywhere is not appropriate, shopping streets in Dublin city centre and rural arterial roads have different needs for pedestrians.	Measures PLAN16 Hierarchy of Road Users and WALK2 Improved Footpaths address this requirement. Consider Measure for Strategic Walking Network, similar to Measure CYC1 Cycle Network?
792	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-792	Shared facilities	Opposed to shared pedestrian and cycle facilities	Noted. The National Cycle Manual (Measure CYC2) includes guidance on separation of pedestrians and cyclists. No change required.
791	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-791	Improved footpaths	Support for range of measures proposed	Noted.
781	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-781	Footpath quality	minimum footpath width of 2.5 meters on all streets	Measures PLAN16 Hierarchy of Road Users and WALK2 Improved Footpaths address this requirement. Footpath dimensions will be determined at scheme stage. No change required.
774	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-774	Importance of Investment in Walking Infrastructure	Every town and village in the Greater Dublin Area needs investment in walking infrastructure. The Greater Dublin Area Strategy should focus heavily on active travel and ensuring our paths and walkways are accessible by all people regardless of disability and should provide safe and active travel between transportation hubs. A wider walking infrastructure review be carried out regarding the condition and appropriateness of the infrastructure.	Noted. Measures PLAN16 Hierarchy of Road Users and WALK2 Improved Footpaths address this requirement. Consider Measure for Strategic Walking Network, similar to Measure CYC1 Cycle Network?
782	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-782	Improve Walking Infrastructure	An increased investment in infrastructures which support safe walking for all should prioritise investment in existing walking routes within the greater Dublin area, with supporting infrastructure plans for safe actively surveyed public realms that offer Filtered Permeability so that people can move about more easily than by car and reduce anti-social behaviours.	Noted. Measures PLAN7 Filtered Permeability, PLAN16 Hierarchy of Road Users, and WALK2 Improved Footpaths address this requirement. Consider Measure for Strategic Walking Network, similar to Measure CYC1 Cycle Network?
767	10. Walking, Accessibility and Public Realm	WALK2 – Improved Footpaths	NTA-C5-767	Improved Pedestrian Infrastructure Dublin Bay South	In Dublin Bay South, there is an urgent need for greater provision for pedestrians, particularly in areas with high footfall around Terenure, Ranelagh, Sandymount, Kimmage and other 'village' centres. In particular, work needs to be done urgently to improve footpaths and pedestrian access routes around the Rathmines area. While very welcome widening of footpaths on the East side of Rathmines Road Lower has taken place, there remains a busy and hazardous narrow footpath on the West side of Rathmines Road Lower at the junction of Rathmines Road Lower and Castlewood Avenue.	Measures PLAN14 Reallocation of Road Space, PLAN16 Road User Hierarchy, WALK2 Improved Footpaths and TM2 Management of Urban Centres address this recommendation. No change required.

-21	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-21	Every junction should have a crossing on every arm	Traffic management in the city centre includes pedestrian movement. The NTA should encourage the simplest possible step to improve pedestrian experience in Dublin city centre and throughout Dublin: every junction should have a crosswalk at every leg. Currently many if not most city centre junctions are missing at least one crosswalk, requiring pedestrians to cross (and wait) at least three times to cross any major roadway. Please make a policy priority to ensure that there are four crosswalks at every four-way junction between the canals.	Measures WALK3 Improved Junctions, WALK4 Crossing Times and WALK5 Crossing Points address this recommendation. No change required.
746	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-746	Pedestrian Priority at Junctions	Pedestrian priority should be provided at all junctions, in line with the road hierarchy set out in measure PLAN16.	Noted. Measures WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points and PLAN16 Road User Hierarchy address this recommendation. No change required.
519	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-519	Improve Junctions in Terenure	Pedestrian crossings need to be addressed in many areas in Terenure - particularly Terenure village crossings and KCR crossings.	Measures WALK3 Improved Junctions, WALK4 Crossing Times and WALK5 Crossing Points address this recommendation. No change required.
879	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-879	Support for Zebra Crossings	Every junction in an urban or suburban environment should have a pedestrian priority crossing, together with multiple crossings on major thoroughfares. This can be done with introduction of 'simple' zebra crossings, i.e. absent belisha beacons, similar to every continental European country.	Measures WALK3 Improved Junctions, WALK4 Crossing Times and WALK5 Crossing Points address this recommendation. No change required.

843	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-843	Detailed Recommendations on Junctions	<p>Turning radii must be absolutely minimal (1-3 metres), requiring drivers to turn at a sharp 90 degree turn (or sharper), to ensure moderation of speed and increase safety of other road users, particularly for pedestrians - smooth turning curves must be prohibited;</p> <p>Slip roads for motor vehicles must be eliminated immediately, except on motorways;</p> <p>Filter lanes for left-turning vehicles must be eliminated immediately;</p> <p>Road space should be allocated to maximise space for pedestrians, followed by allocation of space to cycling; Junction design must prioritise the safety of pedestrians and cyclists;</p> <p>Signalised junctions must include lights for pedestrians and lights for cyclists;</p> <p>Traffic signals must, by default, be green for pedestrians; followed by green for cyclists; with green lights for motor traffic activated as last priority;</p> <p>Traffic signals for pedestrian green must, at a minimum, remain green for a minimum of 30 seconds throughout the GDA, and must go green on all sides of the junction ('wrap-around' green);</p> <p>Green lights for motorists must be activated only after phases for pedestrians and cyclists have been completed, and must not last more than 3 minutes.</p>	Measures WALK3 Improved Junctions, WALK4 Crossing Times, WALK5 Crossing Points, and PLAN16 Road User Hierarchy address these recommendations. Geometric design considerations are addressed in DMURS and the NTA's National Cycle Manual. No change required.
781	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-781	Clutter	advertising boards and election posters should either be banned from footpath areas or else placed at least 3 meters of the ground to prevent injury to visually impaired pedestrians. there should be a complete ban on parking on footpaths by any vehicle	Noted. Measure INT20 Enforcement of Road Traffic Laws addresses illegal parking. Posters/boards enforcement is beyond the scope of the Transport Strategy, although Measure WALK2 Improved Footpaths does address street clutter. No change required.
779	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-779	Reduce crossing times	junctions which require the operation of multiple traffic signal phases for a pedestrian to fully complete a crossing should be addressed	Measure WALK3 Improved Junctions addresses this recommendation. No change required.

767	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-767	Junction Improvements Required Dublin Bay South	Greater prioritisation should also be given to the speedy installation of pedestrian crossings where clear road and pedestrian safety issues arise. While the plan from Dublin City Council to deliver a pedestrian crossing at Chelmsford Road in Ranelagh in Dublin 6 is very welcome, there have been long delays on this and works have not yet commenced, despite a clamour for it from local residents. Similarly, despite numerous calls over many years for the installation of a new pedestrian crossing on Camden Street at the junction with Montague Street in Dublin 8, no commitment has been made to deliver on this. Indeed, I have been informed by Dublin City Council that ‘due to proposed future works as per the BusConnects Scheme they will not be approving any future works at this junction.’	Measure WALK5 Crossing Points addresses this recommendatrion. No change required.
750	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-750	Improve junctions for pedestrians	The large width of some junctions makes crossings more dangerous for pedestrians as it encourages some drivers to take turns a speed. Identifying and reducing the width of these junctions would be a big improvement.	Measure WALK3 Improved Junctions addresses this recommendation. No change required.
384	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-384	Signal design	Improve pedestrian crossing to include pedestrian detectors (Puffin crossings) to minimise dead time in signal cycle.	Measures WALK4 Crossing Times and WALK5 Crossing Points address this, but consider amending WALK4 to include reference to Puffin crossings?
666	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-666	Support	Support for Measure WALK3	Noted.
783	10. Walking, Accessibility and Public Realm	WALK3 – Improved Junctions	NTA-C5-783	Pedestrian- and cycle-friendly junctions	We welcome the commitment to remove slip lanes, and to narrow junctions, and would like to see these commitments moved on rapidly within a specified time frame. Together with these suggested changes we would like to see a gradual program of improvement in side road junction design to benefit both pedestrians and cyclists, by also including raised ‘at-level’ crossings for pedestrians, clearly indicating priority for pedestrians and for private vehicles to give way.	Noted. Consider amending Measure WALK3 Improved Junctions or Measure WALK5 Crossing Points to include reference to carrying footpaths (and cycle tracks) across side road junctions at grade? It would reflect the guidance in Section 5.4.1 of the NCM.
412	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-412	Better Pedestrian Priority at Crossings	Traffic signal setting for pedestrians priority, in busy junctions, but mainly in winter time, this will save waiting times and unintended and dangerous crossings, with poor visibility in winter there is a high risk of accidents. Measure WALK3 and 4 are not approached from the perspective of a traffic signal setting for pedestrian priority of the way it works in many cases for public transport	Measures WALK3 Improved Junctions, WALK4 Crossing Times and WALK5 Crossing Points address this recommendation. No change required.

889	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-889	busconnects and junction design	BusConnects plans should propose wider footpaths, where possible, with crossings and timings designed to ensure that people of all ages and abilities can safely cross the road; and crossings that prioritise pedestrian movement over other forms of transport	Noted. This is a matter for scheme design and is being considered in the CBC programme under BusConnects. No change required.
872	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-872	smart crossing	Measure WALK4 – Crossing Times. It would be beneficial to implement smart junction lights at all locations where appropriate to provide greater prioritisation to pedestrians and cyclists, facilitate efficiencies in movement and reduced emissions.	Noted. Consider amending Measure WALK4 Crossing Times?
835	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-835	Pedestrian Crossings	traffic light set ups impede safe walking.	Noted.
793	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-793	Importance of Shorter Wait Times	More important than longer crossing times is shorter waiting times. In summary, rewording the second paragraph to refer to better signal timings for pedestrians or shorter waiting times for pedestrians is recommended, though the wording in Measure WALK4 as proposed is fine.	Noted. No change required to Measure WALK4, but consider re-wording body text as mentioned.
666	10. Walking, Accessibility and Public Realm	WALK4 – Crossing Times	NTA-C5-666	Responsive signals	Pedestrian signals should be responsive to demand, not programmed in a standard cycle	Measure WALK4 Crossing Times addresses this recommendation. No change required.
758	10. Walking, Accessibility and Public Realm	WALK5 – Crossing Points	NTA-C5-758	Importance of Pedestrian Crossing Points	It is unacceptable to have no provision for pedestrian crossings at junctions and any plan for the GDA should ensure safe pedestrian crossings at any location where such facilities are provided for motor vehicles.	Measures WALK3 Improved Junctions and WALK5 Crossing Points address this recommendation. No change required.
666	10. Walking, Accessibility and Public Realm	WALK5 – Crossing Points	NTA-C5-666	Crossing design	The installation of full toucan crossings is expensive and seems to be a very slow process (e.g. multiple months for an installation by FCC on Diswellstown Road). In European cities zebra crossings do not have lights. Legislation should be changed to remove the requirement for flashing orange lights. Furthermore, it is worth considering copying the California law where each junction has an implied zebra crossing where drivers must yield.	Noted. Consider including reference to Zebra crossings in Measure WALK5?
399	10. Walking, Accessibility and Public Realm	WALK6 - Wayfinding	NTA-C5-399	Accessibility to Wayfinding Information	We will like a commitment that the signage in operation will be in large print so people with a vision impairment can better read them. We would like a commitment to equitable access to information for people who are blind or vision impaired across the built environment. This is inclusive of maps and alternate formats	Measure INT16 Travel Information addresses the requirement for information to be universally accessible. No change required.
412	10. Walking, Accessibility and Public Realm	WALK6 - Wayfinding	NTA-C5-412	Wayfinding Signs at More Locations	including signs not only at the stops but also along the walkable routes between stops, as well as in places where many people gather, such as shopping centres, parks, among others	Measure WALK6 Wayfinding addresses this recommendation. No change required.

848	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-848	pedestrianisation in city centre	The city centre should be free of cars at weekends and its pedestrianisation should be incentivised at weekends. Intergenerational pedestrian planning needs to be included in the proposal.	This is a policy matter for Dublin City Council. No change required.
398	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-398	Pedestrianise around Charlemont	Dartmouth Road should be pedestrianised as should the top of Northbrook Road and Cambridge Terrace.	Measure WALK7 Pedestrianisation addresses this recommendation. Specific locations can be considered by the relevant local authorities and statutory agencies. No change required.
750	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-750	Pedestrianisation	Support for pedestrianisation in city centre, suburbs and commuter towns.	Noted. Measure WALK7 Pedestrianisation addresses this. No change required.
729	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-729	Design of pedestrian schemes	Pedestrianisation schemes should be carefully designed not to exclude cyclists and should take account of the needs of people with mobility issues.	Cycling is permitted in pedestrianised areas where dedicated cycle tracks have been provided (see SI 332/2012). No change required.
698	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-698	Pedestrianisation	Support for pedestrianisation as a means to improve public health through facilitating walking and cycling	Measures WALK7 Pedestrianisation, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, and TM7 Home Zones address this recommendation. No change required.
746	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-746	Support for Pedestrianisation	<p>This measure should be strengthened. A comprehensive review of streets where pedestrianisation should occur should take place, rather than simply supporting efforts by local authorities.</p> <p>This review should take place particularly in the context of the provision of Mobility Hubs, where a pedestrianised/reduced traffic area would greatly improve the safety, usability and amenity of the area.</p>	Noted. Consider this recommendation in the context of a Strategic Walking Network, similar to CYC1 Cycle Network?
872	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-872	proposed additional measure	<p>dditional measure similar to that for WALK7 that accommodates change of street use to cycling and walking:</p> <p>Propose:</p> <p>The NTA will support local authorities in the removal of private car traffic from streets and change of use to a walking and cycling route where there are benefits to transport and/or the local environment and/or the local economy.</p>	Measures PLAN7 Filtered Permeability, PLAN16 Road User Hierarchy, WALK7 Pedestrianisation, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones, TM7 Home Zones and TM10 Car Free Residential Developments suffice in this regard, particularly as Pedestrianised streets can accommodate cycling where a marked cycle track has been provided. No change required (unless amendment to WALK7 could be considered?)
803	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-803	Support for Pedestrianisation	Pedestrianising more streets, especially in urban centres, should be a priority.	Noted. Ref. Measure WALK7 Pedestrianisation. No change required.

843	10. Walking, Accessibility and Public Realm	WALK7 - Pedestrianisation	NTA-C5-843	Support for Pedestrianisation	The NTA must maximise to the fullest extent possible traffic-free streets and pedestrianisation in urban areas and neighbourhoods, particularly within the Canals of Dublin city centre. This must be subject to ensuring that private car access for disabled drivers is maintained, and that all disabled parking spaces are mapped and GPS co-ordinates published.	Noted. Consider this recommendation in the context of a Strategic Walking Network, similar to CYC1 Cycle Network?
399	10. Walking, Accessibility and Public Realm	WALK8 – Persons with Disabilities	NTA-C5-399	Accessibility to Greenways	it is essential that the access points to greenway cycle infrastructure is inclusive and can be availed of by people who are blind or vision impaired. It is wrong to assume people have access to cars or can receive a lift to their desired destination, and as such walkways like these should be accessible from towns or served via reliable public transport. Adequate accessible signage for access points and landmarks along the greenway is imperative.	Measures WALK8 Persons with Disabilities and INT15 Accessible Infrastructure address this recommendation. No change required.
366	10. Walking, Accessibility and Public Realm	WALK8 – Persons with Disabilities	NTA-C5-366	Ashtown Level Crossing and people with disabilities	The current preferred option for pedestrian and cycle access where Ashtown level crossing is closed does not align with Measure WALK8 - support for pedestrians with disabilities	Noted. This is a matter related to scheme design rather than to the Transport Strategy.
716	10. Walking, Accessibility and Public Realm	WALK8 – Persons with Disabilities	NTA-C5-716	Accessible footpaths	Ensure all footpaths accommodate wheelchair users and people with buggies	Measure WALK8 Persons with Disabilities addresses this recommendation. No change required.
774	10. Walking, Accessibility and Public Realm	Walking Trails	NTA-C5-774	Importance of Walking Trails	Walking and heritage trails should be included in the Greater Dublin Area Transport Strategy 2022-2042 so people can go for cross country walks that aren't necessary on busy roads and these objectives must form and be delivered in the lifetime of this strategy.	Consider Measure related to leisure walking routes?
455	10. Walking, Accessibility and Public Realm	Urban Design and Placemaking	NTA-C5-455	support for improved Public Realm	Improved Public Realm greatly facilitates the future viability of local communities, climate action goals and support the health and well-being of citizens with the reduction of air pollution and road speeds	Support noted.
455	10. Walking, Accessibility and Public Realm	filtered permeability	NTA-C5-455	support filtered permeability	Supports the concept of filtered permeability through neighbourhoods, to increase social interactions, and facilitate more activity in our public realm (parks, amenities) and maximise the potential for walking and cycling notably emphasis needed on retrofitting existing areas	Support noted.

11. Cycling and Personal Mobility Devices

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
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-60	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-60	Detail of Cycle Network Plan	Queries whether the Cycle Network Plan will provide segregated facilities.	There is no link between route categorisation and infrastructure type. The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
443	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	This submission reiterates a number of the suggestions presented by the Fingal Active Travel..	See Detailed response to this submission below (NTA-C5-444)
435	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-435	Categories of Routes	<p>The use of different classes of routes in the Cycle Network may not be appropriate for such a high level strategic plan and the benefits of including this distinction are unclear</p> <p>FCC would welcome further engagement on the Cycle Network plan</p>	Primary routes are intended to carry the highest volume of cycle traffic throughout the day. Route categorisation will assist in determining prioritisation for funding purposes. However, there is no link between route categorisation and infrastructure type. No change required.
455	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-455	e mobility devices	The provision in communities of public micro-mobility schemes should meet whole-of-neighbourhood needs, Cohort specific mobility devices and access schemes need to be designed and made available within and proximate to areas designated as Bus Corridors, based on needs, Cohort based mobility need studies would be helpful, particularly for older communities	Noted. The coverage and number of vehicles in shared mobility schemes will be determined at planning and design stage. No change required.

399	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-399	Design of Cycle Tracks Greenways	The continued practice of providing cycle lanes which are only delineated from walking paths with a white line significantly risks the safety of pedestrians with access needs and particularly those who are blind or vision impaired. The two must be segregated. Additional signage and tactile measures should be implemented to warn pedestrians where the two intersect. It is not always clear what direction cyclists are travelling in.	The design of cycle infrastructure is addressed in the National Cycle Manual, which is currently under review. This issue will be considered in the review. No change required.
399	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-399	Provision of Cycle Parking	Adequate and safely sited cycle parking facilities should also be provided wherever needed, so that cyclists do not attach their bikes to poles, trees, fences or on the handrail of ramps as this can cause an obstruction for someone who is blind or vision impaired.	Noted. The Strategy includes Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies that address this proposal. No change required.
266	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-266	Support for E-Bikes	Potential significant role that e-bikes may have is shifting users away from private motor vehicles. In that regard, it is encouraging that the GDA draft strategy notes that it will include measures to facilitate the transition to zero-emission delivery vehicles such as cargo bikes. We believe this is vital to take private vehicles off the road and must get higher urgency as online shopping and delivery becomes more popular.	Support noted.
661	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTAC5-661	Terenure Road West Cycle Lane	Concerns re proposal for new cycle lanes on Terenure Road West and impact on traffic flows, traffic direction and pedestrians. I note the suggestion of a cycle lane on Terenure Road West as indicated in the Dublin South West Report. If this can be provided without undue imposition on residents on Terenure Road West, it would be an improvement.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.

345	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-345	Opposition to Cycling Infrastructure in Terenure	<p>Respondent is referring to the DSW Area Study and not the Strategy report here:</p> <p>Elsewhere, at page 49 of the report, there is a proposal to put a primary cycle route along Terenure Road West. This is a narrow, single lane roadway in either direction, and there is no room for such a cycle route, unless it is planned either to make the road one-way (which is not apparently mentioned) or to create a cycleway by appropriating land from the front gardens of houses along Terenure Road West. While this may be welcomed by cyclists, what is in it for the residents of Terenure Road West?</p>	<p>Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.</p>
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266	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-266	Recommendations for Cycling Policies	<p>This submissions supports the following strategy measures or suggests as new:</p> <p>Allocate 10% of the NTA GDA transport budget to cycling infrastructure</p> <ul style="list-style-type: none"> - Reallocate road space in the city centre, towns, and villages to cycling lanes - Promote active travel first villages such as Blackrock village <p>Introduce a congestion charge in Dublin to promote walking and deter private vehicle use</p> <ul style="list-style-type: none"> - Ensure that all future and existing cycling paths are physically segregated from roads and pedestrian paths, sign posted, maintained to a high standard and well lit - Provide safe cycling routes to all primary and secondary schools and third level colleges. Carry out an audit of every school/routes leading to the school from residential areas - Expand the Green-Schools Programme, the environmental and awards initiative that promotes sustainable travel, to all schools in the state - Implement the cycle bus initiative, which has been working with and adopted by several local country councils, nationwide. A cycle bus is a system whereby a group of parents and schoolchildren cycle to school together, the children on the inside, the parents forming a barrier all around them, protecting them from vehicles on the road. <p>Carry out a road audit within the GDA to identify the most dangerous junctions and roads for cyclists. Accordingly, retrofit all dangerous junctions and roads to the standards set out in the National Transport Authority's National Cycle Manual and the Department of Transport's 'Design Manual for Urban Roads and Streets' at a minimum</p> <ul style="list-style-type: none"> - Ensure that all road upgrades and new roads include provision for cycling built with Dutch style cycling infrastructure - Ensure all new roundabouts are built to the Dutch-style roundabout design while retrofitting existing roundabouts 	<p>Comments noted.</p> <p>Budgetary allocations are a matter for the Department of Transport/Central Govt.</p> <p>Road space reallocation is addressed by Measure PLAN14 Reallocation of Road Space.</p> <p>Congestion Charge would be a policy matter and is the responsibility of Department of Transport/Central Govt.</p> <p>Segregation of cycle infrastructure is determined in accordance with the provisions of the National Cycle Manual.</p> <p>Cycle routes to schools are addressed by the Green Schools programme and the NTA's Safe Routes to School programme.</p> <p>The remit of the Green Schools programme is a matter for the Department of Transport.</p> <p>Cycle bus added to text.</p> <p>The Strategy includes Measures related to junction improvements (not just for pedestrians), including WALK3 Improved Junctions, WALK4 Crossing Times and WALK5 Crossing Points.</p> <p>Cycle infrastructure (new roads, road upgrades, roundabouts and contra-flow on one-way streets) will be designed in accordance with the National Cycle Manual, and in consultation with the Department of Transport.</p> <p>The Strategy includes Measures CYC3 Cycle Parking, CYC4 Cycle Parking Strategies and INT4 Major Interchanges and Mobility Hubs that address cycle parking.</p> <p>Measure CYC8 Bikes on Public Transport addresses provision for carriage of cycles on trains.</p> <p>Driver training is beyond the scope of a Transport Strategy.</p>
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					<ul style="list-style-type: none"> - Provide safe, secure, and well-lit bicycle parking in towns and cities; DART, train, and bus stations; and all park and ride facilities - Introduce bike transport facilities on all Irish Rail trains -Promote cycling using “soft interventions” such as public awareness campaigns, bike week and information targeting certain users Ensure that cycle safety becomes a core part of the driving test, particularly for HGV and LPSV drivers - Allow contra-flow cycling in one-way streets on specifically signed roads with low volumes of traffic 	
-55	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-55	Segregated Cycle Lanes	<p>many more people would cycle if the cycle lane was segregated</p> <p>Secondly the best way to support cycling is to make people feel safer and to improve the no. of lanes. This can only be done by seperating bus lanes from cycle lanes or putting the car park between ongoing traffic and the cycle lane.</p>	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
129	11. Cycling and Personal Mobility Vehicles	Timelines	NTA-C5-129	Delivery of Cycle Lanes	Plan does not set out how we can implement cycle lanes etc. in the context of opposition from car-centric people	Noted. No change required.

889	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-889	cycle network	Cycling Infrastructure has to be safe, connected, 24 hour, and not leave people facing difficult junctions or trying to plan their routes around avoiding challenging areas or infrastructural black holes.	The purpose of the GDA Cycle Network Plan is to facilitate the delivery of such a network, with the aim of providing a network that is Safe, Coherent, Direct, Attractive and Comfortable. No change required.
799	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Improve Cycle Network Plan	<p>There are no clear measures and objectives in place for this entire section, despite cycling being one of the main tools we have in cities to decarbonise transport.</p> <p>There is no commitment anywhere in the document to safe, fully segregated, fully connected cycling infrastructure in Dublin and no number attached to it.</p> <p>Not clear where the mode share figures come from or how they relate to the DCC Dev Plan target of 20% cycling.</p>	<p>The Strategy is committed to the delivery of a cycle network that meets the Five Needs of Cyclists, i.e. one that is Safe, Coherent, Direct, Attractive and Comfortable.</p> <p>The mode share targets relate to the Greater Dublin Area.</p>

560	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-560 NTA-C5-569 NTA-C5-572	Better Cycling Facilities in South and East Drogheda Required	<p>The proposed cycleway in East Meath from Donacarney to Mornington ignores the large population that live in South Drogheda. Large estates like Grange Rath with thousands of occupants have families that want to cycle and walk safely to Donacerny and onwards to Mornington and the beaches at Bettsyttown etc. At Colp there are 3 schools - Educate Together Secodary School, An Bradan Feasa Primary School & further down the Mill Road - The Drogheda Grammar School. All these children need to be able to cycle & walk safely from South Drogheda and from Donacarney where all the new houses have been built.</p> <p>It is required to provide:</p> <p>1. A temporary rocky surface has already been provided from the end of Grange Rath estate on the Colpe Road to the Mill Road corner. This surface now needs to be made permanent so that children may cycle, scoot & walk safely to school. The rocky surface is not suitable for cycling & scooting.</p> <p>2. A new cyleway from the colpe road / mill road cross needs to be provided to Donacarney. This will link up with the new cycleway & walkway from Donacanery to Bettystown that is out for planning permission.</p>	Recommendation accepted. Include routes as per the 2013 Network.
706	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-706	Network delivery	Sceptical about delivery of GDA Cycle Network	Noted.
734	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-734 NTA-C5-538 NTA-C5-579 NTA-C5-586 NTA-C5-589 NTA-C5-591 NTA-C5-593 NTA-C5-616 NTA-C5-770 NTA-C5-878 NTA-C5-478 NTA-C5-580 NTA-C5-583 NTA-C5-587 NTA-C5-588 NTA-C5-590 NTA-C5-592 NTA-C5-601 NTA-C5-605 NTA-C5-614 NTA-C5-645	Support for Liffey Valley Greenway	The potential of the Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be realised in the Plan as a renewed starting point for its future development.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.

			NTA-C5-814 NTA-C5-815 NTA-C5-479			
717	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-717	Camden Street - Dame Street should be Primary	In the updated map for the GDA public transport network, Camden Street to Dame Street is listed as a secondary route. This is simply not the case. It is a heavily trafficked cycle route into the core of the city and should be upgraded to safely accommodate the existing bike traffic + future increases.	Route has been re-classified as Primary.
851	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-851	Liffey Greenway	Fully support Liffey Greenway. utilise the Silver Bridge	Support noted. Silver Bridge included.
535	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-535	Support for Liffey Valley Greenway	Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be included in the Plan	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
799	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	List of specific queries and proposals for the GDA cycle network	See text on 11.3 - send to Cycle Network Plan team for review.	Addressed in detail below.

560	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-560	Better Cycling Facilities in South and East Drogheda Required	<p>The proposed cycleway in East Meath from Donacarney to Mornington ignores the large population that live in South Drogheda. Large estates like Grange Rath with thousands of occupants have families that want to cycle and walk safely to Donacerny and onwards to Mornington and the beaches at Bettsytown etc. At Colp there are 3 schools - Educate Together Secodary School, An Bradan Feasa Primary School & further down the Mill Road - The Drogheda Grammar School. All these children need to be able to cycle & walk safely from South Drogheda and from Donacarney where all the new houses have been built.</p> <p>It is required to provide:</p> <ol style="list-style-type: none"> 1. A temporary rocky surface has already been provided from the end of Grange Rath estate on the Colpe Road to the Mill Road corner. This surface now needs to be made permanent so that children may cycle, scoot & walk safely to school. The rocky surface is not suitable for cycling & scooting. 2. A new cyleway from the colpe road / mill road cross needs to be provided to Donacarney. This will link up with the new cycleway & walkway from Donacanery to Bettystown that is out for planning permission. 	Recommendation accepted. Include routes as per the 2013 Network.
698	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-698	Connectivity	Cycle routes should be meaningfully connected and integrated, i.e. should form a coherent network.	The purpose of the GDA Cycle Network Plan is to facilitate the delivery of such a network, with the aim of providing a network that is Safe, Coherent, Direct, Attractive and Comfortable. No change required.
774	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-774	Expand Cycle Infrastructure	Cyclists are willing to cycle distances such as Swords to Dublin City Centre provided the appropriate and safe cycling infrastructure is in place. As Dublin's urban hubs have expanded, our cycling infrastructure has been very slow to follow. The Greater Dublin Area Strategy should also focus on the development on Cycling Greenways for coastal and other appropriate areas.	Noted. The Cycle Network includes both Leisure and Utility Greenways, as well as longer distance routes connecting settlements at all scales. No change required.

848	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-848	support greenways	Make cycling the most appealing option for people by supporting segregated cycle lanes, easier access to public transport with bicycles and the expansion of connected greenways.	Noted. All recommendations have been included. No change required.
345	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-345	Opposition to Cycling Infrastructure in Terenure	<p>Respondent is referring to the DSW Area Study and not the Strategy report here:</p> <p>Elsewhere, at page 49 of the report, there is a proposal to put a primary cycle route along Terenure Road West. This is a narrow, single lane roadway in either direction, and there is no room for such a cycle route, unless it is planned either to make the road one-way (which is not apparently mentioned) or to create a cycleway by appropriating land from the front gardens of houses along Terenure Road West. While this may be welcomed by cyclists, what is in it for the residents of Terenure Road West?</p>	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
781	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-781	Cycle only greenways	Develop a network of cycle-only greenways (i.e. precluding pedestrians) alongside main roads	Greenways are generally not provided along road corridors. Cycle-only infrastructure will be provided in accordance with the Cycle Network Plan and designed according to the guidance in the National Cycle Manual. No change required.

666	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-666	Scheme support	Support for the following routes: Primary Radial route from the Phoenix Park along White's Road, Carpenterstown Road and Coolmine Road; Primary Radial route between Phoenix Park/Castleknock Road/Main Street Blanchardstown; Castleknock Way/Park Avenue M50 crossing point, which will make for a safe route between Carpenterstown/Laurel Lodge and Castleknock village; and Other proposed M50 and Liffey crossing points.	Support noted.
782	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-782	Cycle Network & E-Scooters	The bill currently going through the Oireachtas will likely direct e-bikes and e-scooters to share cycle lanes. This will lead to increased demand and use of cycle infrastructure, increasing the need to deliver these elements of the plan.	Cycle infrastructure will be designed in accordance with the guidance in the National Cycle Manual, and will take account of the forecast volumes of users, including micro-mobility (subject to legislation) and e-bikes. No change required.
595	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-595	Safe cycling and walking paths to Grammar School And ETNS,Le Cheile.	Safe cycling and walking paths to Grammar School And ETNS,Le Cheile. [Drogheda – Meath side]	Will be served by greenway on Boyne river bank and secondary routes on Mill road and Church Road
-51	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-51	Cycle Proposal in Blackrock	How has it been decided to have a u shaped greenway (350m) around a singular housing estate located off a primary orbital route to reappear back on the same orbital route 250m away. Area is Pine Lawn off Newtownpark Ave.	Cycle Network mapping notes 'Strategic Network Only - Lower Classifications not included'. The lower classifications include routes that connect to the greenway illustrated. Recommendation: Re-classify this greenway loop as a Feeder route. Was this done
780	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Comments re Swords and Donabate	Specific comments for the attention of the Network Plan team	Addressed in detail below.

822	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-822	Changes needed to Cycle Network Plan around UCD	<p>we note that the Roebuck Road route is now removed from GDA Cycle Network. We would question the rationale for this given its proximity to the Campus and its previous inclusion in the Network Plan</p> <p>We also note the inclusion of the North Avenue Construction Traffic Entrance as a “Greenway– Utility” route and question the immediate inclusion of this route and its suitability given its current usage profile of facilitating high volumes of construction traffic to active sites on campus, and the strategic value to the campus that this dedicated construction entrance provides</p> <p>Additionally, the suitability and viability of the “Greenway – Utility” route noted via the “central axis” or main concourse as a potential throughway for non UCD related cycle traffic requires examination in more detail given the high volumes of UCD pedestrian activity on the concourse at peak times</p>	<p>Recommendation: Plan amended to include Roebuck Road as a Secondary route.</p> <p>The North Avenue entrance is a longer term proposal following completion of the construction work being served by this access point. This will be assessed in the context of the Eastern Bypass Corridor review.</p> <p>The cross-campus route is indicative and subject to review and refinement through the planning and design stages of its implementation, in consultation with UCD.</p>
577	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-577	Implementation	<p>Throughout this section, "Cycle Network" is entirely vague - especially since it is considered to be in existence already. This section should spell out what a cycling network is, i.e., fully connected and catering for all ages and abilities.</p> <p>The updated network plan needs to be implemented urgently to allow a greater update of cycling.</p>	<p>The Cycle Network is defined in the National Cycle Manual (section 3.1). The preparation of the current GDA Cycle Network has been guided by this definition. No change required.</p>
885	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-885	Support for cycle network	<p>Providing a network of cycle lanes which connect is vital.</p>	<p>Noted. The purpose of the GDA Cycle Network Plan is to facilitate the delivery of such a network, with the aim of providing a network that is Safe, Coherent, Direct, Attractive and Comfortable.</p> <p>No change required.</p>

782	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-782	Protect Cycle Lanes	<p>We ask that particular consideration is given to a segregated network of cycling routes with safe and coherent junctions. Within many urban centres cycling offers the quickest and most flexible route options which is particularly important for students and staff who have caring duties alongside their studies and work at TU Dublin. Universities do not keep traditional 9am to 5pm working hours so we request that cycle routes are protected all day and on weekends and not just city bound in the AM Peak hour and outbound in the PM peak hour. The current tax incentives for the purchase of bicycles and e-bikes exclude students and this can be a prohibitive factor in facilitating sustainable transportation decisions and behaviours at a critical time in lifetime travel habit formation.</p>	<p>The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). Measure WALK3 Improved Junctions provides for junction upgrades to serve both Walking and Cycling. Hours of Operation are a matter for the Department of Transport. New measure CYC3 added. Tax incentives are a matter for the Department of Finance.</p>
606	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-606	suggestions on cycle network in mcc	<p>A temporary surface has already been provided between Grange Rath estate on the Colpe Road and the top of the Mill Road, Mornington in East Meath. This surface now needs to be made permanent so that local children can safely walk and cycle to school.</p> <p>2) A new walkway/cycleway needs to be provided from the top of the Mill Road, Mornington down to Donacarney. This will enable linkage to the Boyne Greenway.</p>	<p>Recommendation accepted. Include routes as per the 2013 Network.</p>

435	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-435	Categories of Routes	<p>The use of different classes of routes in the Cycle Network may not be appropriate for such a high level strategic plan and the benefits of including this distinction are unclear</p> <p>FCC would welcome further engagement on the Cycle Network plan</p>	DUPLICATE ENTRY
535	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-535	Support for Liffey Valley Greenway	Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be included in the Plan	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
779	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-779	Support for network	<p>General support for the revised cycle network and request for urgent implementation</p> <p>See submission for comments for the attention of the GDA Cycle Network team</p>	<p>Support noted.</p> <p>Comments addressed in detail below.</p>

872	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-872	Cellbridge Issues	<p>Shackleton Road in Celbridge which was lined with mature trees. These provided a high level of amenity and sense of safety for the community in traveling to the schools along this route. With the development of the very welcome cycle infrastructure, these trees were felled as the design required the cycle path to be dropped to the road. This has created a situation where</p> <p>Many parents do not feel safe to allow their children to cycle alone to the primary school as the cycle lane feels so close to the road</p> <p>We now have to implement pencil bollards at most of the cycle lane improvements to stop cars parking there. The design seems to invite cars to park outside the school on the cycle lane.</p> <p>We now have a wide hard surface on the Shackleton Road with no landscaping or scope for reinstating any landscape along a long straight road. With the expected increase in heating, urban heating will be a major problem and green infrastructure is essential for shade. The design is not consistent with climate adaptation needs particularly for our urban areas. In the Netherlands many cycle lanes on roads of of similar (and narrower width) are divided from the road by lines of trees. This is both a pleasure to cycle as well as safe.</p>	This scheme on Shackleton Road has been delivered. Biodiversity is included in urban design measures PLAN14 and 15
188	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-188	More Segregated Cycle Paths	<p>More segregated cycle paths are required all across the city that cars and buses cannot enter. Using bioswales to separate the roads and cycle paths is good for the environment, people's mental health and physically protects them.</p>	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). Biodiversity is included in urban design measures PLAN14 and 15
577	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-577	Clarity on route classification and infrastructure	<p>There is no information what the design features of a primary, secondary or greenway are. All primary, secondary and greenways included in the cycle network plan need to be fully segregated from all vehicular traffic 24/7.</p>	There is no link between route categorisation and infrastructure type. The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.

746	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-746	Lack of Clarity in Cycle Network Plan	there are very few concrete measures proposed. The 2021 Draft GDA Cycle Network Plan does not appear to offer specific design guidance for the proposed network, particularly in regard to Primary high-volume lanes, while CYC2 notes that the National Cycle Manual is being reviewed.	There is no link between route categorisation and infrastructure type. The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
782	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-782	Grangegorman Cycle Network	<p>The recent traffic calming and introduction of filtered permeability on Grangegorman Lower is a welcome example of prioritising pedestrians and cycling. TU Dublin would urge that consideration be given as to how Grangegorman Upper/Lower fits into the broader network. The previous version of the plan envisioned a greenway through Cabra along the former rail route, now the line of the extended LUAS Broadstone to Broombridge. The new version preserves the crossing at Shandon Park and a route through/by Mount Bernard Park. However, the greenway route now simply terminates at this point without connectivity beyond. We would suggest consideration be given to extending the route on-street via Dowth Road and Charleville Road to connect with Upper Grangegorman and onwards south to the city centre as a primary route. This can then connect and continue along the proposed primary route on Queen Street and southwards along Bridgefort Street, creating a strategic north-south primary cycle route. We would also urge more consideration be given to the potential to use Royal Canal Bank as a segregated safe radial primary route from the Greenway, linking to the new public plaza at Broadstone Gate, the Grangegorman campus and onwards into the city centre. The current proposal appears to favour delivering primary connectivity through Phibsborough in tandem with the BusConnects E Spine. While there seems to be a general policy to deliver cycling infrastructure in tandem with</p>	<p>Recommended route from Cabra to Grangegorman will be included in revised Network as a Secondary route.</p> <p>Royal Canal Bank is already included in the revised Cycle Network Plan.</p>

					<p>Bus, it should be recognised that this is not necessarily the safest and optimal option for user uptake here. We would suggest that a dedicated parallel route along Royal Canal Bank would offer a more attractive and safer primary route to cyclists.</p>	
796	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-796	Support for Cycle Network Plan	<p>Progressing the roll out of the GDA Cycle Network Plan over the next two decades is critical to supporting active and sustainable travel, while also helping to reduce congestion across the region.</p>	Noted.

636	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-636	The proposed cycleway in East Meath from Donacarney to Mornington	<p>The proposed cycleway in East Meath from Donacarney to Mornington ignores the large population that live in South Drogheda. Large estates like Grange Rath with thousands of occupants have families that want to cycle and walk safely to Donacerny and onwards to Mornington and the beaches at Bettsytown etc. In the attached photo from google maps you can see the large population of houses on the left. And I have highlighted in red where the cycleway & walkway is needed a 1km+ distance. You can also see at Colp there are 3 schools - Educate Together Secondary School, An Bradan Feasa Primary School & further down the Mill Road - The Drogheda Grammar School. All these children need to be able to cycle & walk safely from South Drogheda and from Donacarney where all the new houses have been built.</p> <p>This is a priority for the safety of the children to get to and from school on a daily basis. These roads are very dangerous due to the large population now living in East Meath. If safe cycleways are not provided urgently there is a very strong danger that a child will be seriously injured or sadly die on this road.</p> <p>To clarify exactly what is needed:</p> <ol style="list-style-type: none"> 1. A temporary rocky surface has already been provided from the end of Grange Rath estate on the Colpe Road to the Mill Road corner. This surface now needs to be made permanent so that children may cycle, scoot & walk safely to school. The rocky surface is not suitable for cycling & scooting. 2. A new cycleway from the colpe road / mill road cross needs to be provided to Donacarney. This will link up with the new cycleway & walkway from Donacanery to Bettystown that is out for planning permission. This will also link up with the proposed cycleway from Donacarney to the proposed Greenway at Mornington. Thus the greenway will now be connected to South Drogheda as Grange Rath connects all the way to Drogheda 	Recommendation accepted. Include routes as per the 2013 Network.
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					town. Louth County Council also have planned this year to create a cycleway & walkway from the Meath border just after Grange rath to the train station. Thus the greenway and Donacanery and the beaches will now be linked to the train station and to the train network across Ireland and Northern Ireland.	
757	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-757	Rural cycling in Skerries and Lusk	Comment for the attention of the Cycle Network team re route quality and need for upgrade in rural Fingal	Addressed in detail below
817	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-817	Recommendations for Cycle Network Plan	Include orbital routes and reinsert routes from previous network (Maps attached to submission)	Route proposal has been included in network, but was not shown on draft maps. Route now shown. No change required.
205	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-205	Provision of Cycle Network	Importance of planning procedures to cycle network delivery.	Noted. No change required.
577	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-577	Support for new bridges	The inclusion of dedicated bicycle bridges over the Grand Canal away from the main car-centric bridges is very welcome.	Support noted.
745	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-745	New Legislation Needed for Cycling Schemes	The government should introduce legislation to prevent small numbers of people stopping schemes	Noted.

782	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-782	Blanchardstown Cycle Network	<p>TU Dublin intends to consolidate and grow provision on its Blanchardstown campus. Along with the nearby Sport Ireland Campus and Connolly Hospital these are three significant travel destinations. Based on CSO and travel survey data, the major catchment areas are to the south of the N3 in the Blanchardstown, Ongar, and Clonee areas. Therefore, to support and consolidate existing areas, we would urge that more consideration be given to connecting the three major destinations more simply and directly to Blanchardstown centre and the locus of population. The proposed primary route along Damastown Avenue and Ballycoolin Road appears to be driven by available road space rather than connecting to populations or destinations. In addition, the proposed new crossing of the N3 at Ongar (Maxol stn) is welcome but consideration should be given to extending the greenway network through Tolka Valley Park with a spur through Warrenstown Park to the TU Dublin campus. This greenway could be continued parallel to the N3 to serve the Sport Ireland Campus and on to Connolly Hospital, offering a safe and secure cycling route between these major destinations and the major population areas south of the N3. Further supporting the need for Filtered Permeability through active and public transport means.</p>	<p>Recommendation accepted. Castlecurragh will become Primary and Damastown will become Secondary.</p>
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782	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-782	Tallaght Cycle Network	<p>TU Dublin also intends to consolidate and develop its intensity of provision on its Tallaght campus. With a large population within a 5km cycling radius there is a significant opportunity to improve sustainable transport options through active transport networks. The draft plan identifies a greenway along the line of the Whitestown Stream. Providing a segregated safe and secure crossing of the N81 at the Old Bawn Road intersection would allow the greenway to continue to the campus and connect onwards with the greenway extending east through Bancroft Park and Tymon Park. In an area where private car usage is necessary, safe active sustainable transport investment must be prioritised alongside other sustainable alternative solutions.</p>	This proposal is included in the revised Cycle Network Plan.
702	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-702	lack of ambition and monitoring	<p>The new GDA Cycle Network Plan is less ambitious than the one published in 2013 and not that much of what was published back then has been implemented. High quality, segregated cycle lanes (two-way where possible) need to be installed across the city.</p> <p>encourage the NTA to support adding cycle counters to new and old cycle routes so we can gather and study data on their usage.</p>	<p>The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2).</p> <p>The NTA and local authorities will continue to install cycle counters as part of the roll-out of the cycle network.</p>

458	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-458	Liffey Valley Greenway	the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
724	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-724	Route proposal - Hamilton Greenway	Proposal for consideration by GDA Cycle Network team - see attachment	Recommendation accepted. Network amended to include this route.
444	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Fingal Cycle Campaign Input into GDA Cycle Network	This submission outlines a number of detailed considerations for the design of the GDA cycle network. This information will be passed onto the Cycle Network team for consideration in the finalisation of the GDA Cycle Network.	Addressed in detail below.
813	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-813	Cycle Network Plan Omissions	The removal of Green Lane in Leixlip from the GDA Cycle Network as a feeder/secondary route does not make sense. There are three schools, a large GAA club and other amenities along this road, as well as a mostly segregated cycle track already in place. It's ideal for a safe route to school where many students live in deep residential estates where it can take 10-15 minutes just to walk out of the estate.	Recommendation: Green Lane to be re-categorised as a Secondary route. Accommodation Road added as a Secondary route.
-57	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-57	parallel corridors	adding parallel cycling and walking corridors would be better	Noted.
577	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-577	Timeframe for delivery	It is important to include a clear and ambitious timeframe for the delivery of the Cycle Network.	Noted.

232	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-232	Opposed to Cycle Lanes on Terenure Road West	I cannot see how two wide cycling lanes that are proposed can be accommodated on Terenure Road West along with buses and other traffic	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. No change required
752	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-752	Dublin South Central & Cycling Network	In the Dublin South Central area a cycle and pedestrian network should be developed along the main throughfares, such as Cork St up the Crumlin Road, Long Mile road, along the Canal like the Royal Canal cycleway, connecting the villages along SCR and beyond such Inchicore towards Ballyfermot/Chapelizod .	All roads identified have been included in the revised network. The principle of connecting urban villages was a key consideration in the preparation of the revised network. No change required.
787	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-787	Cycle Network Naas	<p>The main point id like to make is the previous cycle network plan for Naas was actually a reasonable connected network. The Naas Greenway group has built upon this plan and made it more connected. The new cycle network plan is very disappointing and I am concerned it has been stripped down to the bare bones of a network. In the new plan it is just the main routes that are in it.</p> <p>Will the main routes be connected as per the old plan?</p> <p>The Naas and Sallins Transport strategy incorporated many more routes and this was formalised by the Naas Local area Plan. Why is this not been followed by the GDATS. Q2:Why are all these routes and crossing been removed. There are many crossings and bridges in the Naas and Sallins transport strategy.</p> <p>At very least follow the Naas and Sallins transport Strategy and the Naas LAP.</p>	The Consultation maps showed the Strategic Cycle Network only and omitted lower order routes for legibility. The full Naas cycle network does include a range of local Feeder routes that will connect the strategic routes illustrated. No change required.

458	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-458	Liffey Valley Greenway	the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
535	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-535	Support for Liffey Valley Greenway	Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be included in the Plan	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
688	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Comments for team	Comprehensive review of revised GDA Cycle Network Plan - comments for the attention of the project team.	Addressed in detail below.
443	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	This submission reiterates a number of the suggestions presented by the Fingal Cycle Campaign. This suggestions will be passed on the the GDA Cycle Network team for cosideration in the finalisation of the GDA Cycle Network.	Addressed in detail below.

760	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-760	Cycle Network Meath	<p>Plans for the Greater Dublin Area cycle network need to be significantly advanced in order to sufficiently address climate change reductions. Of all transport modes, cycling is the one that can be most quickly and cost-effectively built. Since the 2013 version, there has been notably little advancement to complete the plans outside of Dublin. For example, in Co Meath and Co Kildare there was a total of 0km of cycling infrastructure built in 2019 (source: 2019 NTA Annual Report). There needs to be a greater impetus from local councils in the GDA region and a stronger message from government officials to fast-track and complete these GDA plans.</p> <p>Greenways are a vital way of encouraging more people to cycle and can act as key pieces of infrastructure for sustainable modes of transport. It is crucial that access to greenways in our cities, towns and rural areas is made accessible and safe for all modes of transport, by providing safe cycling infrastructure in those areas around the greenways. In the Greenways Table (table 8.2) on P53-54 of the draft Cycle Network Plan, there is no mention of the Boyne Greenway, Drogheda-Oldbridge section (4km), or the Oldbridge-Navan section, which is at Public Consultation stage. There is also no mention of the Boyne Valley to Lakelands Country Greenway, which runs from Navan to Kingscourt.</p>	The Boyne Greenway is included in the Cycle Network. No change required.
803	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-803	Cycle Network Errors	The Updated GDA Cycle Network contains a number of inexplicable changes from the previous plan, notably several downgrades from primary to secondary in the city centre, e.g. Dame Street Dublin 2. I feel that this needs to be revisited as a matter of urgency, with a separate consultation	Further Consultation is not planned on the Cycle Network. Dame Street reclassified to Primary.
138	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-138	Linking Kildare and Dublin	Better cycle links between Kildare and Dublin.	Noted. A number of options have been included in the revised network. No change required.

752	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-752	Connect Urban Villages in Cycle Network	A integrated strategy needs to be developed to connect each urban village in the Dublin South Central area with safe segregated cycling works and a connected network for pedestrians particularly at key junctions such as Con Colbert road, Herberton Bridge, and Sally's Bridge.	The principle of connecting urban villages was a key consideration in the preparation of the revised network. Segregation of cycle tracks will be informed by the Integration/Segregation guidance in the National Cycle Manual. No change required.
771	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-771	network in swords	In the Swords area the cycling provision is not joined up with the proposed Metrolink stations, particularly Swords Central. The plan also fails to include the cycling provision which will be provided for on the R132 as part of Connectivity project being brought forward by Fingal County Council.	R132 will be categorised as Primary. Links have been provided to connect to the R132/MetroLink alignment., including a Primary route to serve the future Swords Central station. Swords Main Street re-classified as Secondary.
869	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-869	design and support for consultation and dodder greenway	concerns over the design details of Serpentine Avenue and Tritonville road, designated as secondary. consultation needs to be completed on Strand Road. Support for Dodder Greenway	These matters will be addressed at the scheme level. No change required.
-28	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-28	insufficient level of information provided in 2021 Gda cycle network documents	level of detail is not sufficient to allow for appropriate assessment of GDA Cycle Network	Noted.
339	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-339	Terenure Road West cycle lane	Concerns re proposal for new cycle lanes on Terenure Road West and impact on traffic flows, traffic direction and pedestrians.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. No change required

752	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-752	Liffey Network & Greenway Cycle Network	<p>There is an opportunity to create a Liffey Greenway from Hueston Station to Islandbridge and beyond creating a unique urban Greenway that would serve hundreds of thousands of Dubliners by upgrading the Greenway on the southside of the river through Chapelizod as far as Waterstown Park and restoring the magnificent Silver Bridge across the Liffey to link up with Farmleigh.</p> <p>There is currently no bridge other than the M50 across the Liffey between Chapelizod and Lucan. In other words, there is no way for someone on foot, bike or public transport to cross the Liffey for a distance of about 9 kilometers. This could be addressed by restoring the Silver Bridge and providing a pedestrian entrance to the Farmleigh Estate. Combined with the planned upgrade of walking and cycling routes in the Phoenix Park, this would create a unique urban Greenway in the heart of the city stretching from Heuston through Chapelizod to Parmerston, across to Farmleigh and back through the park to Cabra, Stoneybatter and Grangeegorman.</p>	This proposal is included in the revised Cycle Network Plan.
458	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-458	Liffey Valley Greenway	the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
866	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-866	Cycle Route on R132 at Balrothery	Can the cycleway along the R132 @ Balrothery and the cycleway on School Lane in Balrothery be carried over from the 2013 Transport Strategy into the 2022-2042 Transport Strategy for the Greater Dublin Area. (See Appendix 'A' for map)	School Lane is included as a Secondary route in the revised network. R132 at Balrothery is an Inter-urban route. It is included in the network but was not included in the maps at Consultation stage. No change required.

688	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Comments for team	Comprehensive review of revised GDA Cycle Network Plan - comments for the attention of the project team.	Addressed in detail below
433	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-433	concerns over cycle network proposals	Suggestion to leave Strand Road as is, put a cycle lane off-road, bring the buses now on Park Avenue back to Strand Road, and remove the Beach road-Park Avenue cycle path proposal.	Noted. This will be dealt with at the scheme level rather than in the high-level Cycle Network Plan. No change required.
754	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-754	Support for Cycle Lane on Fortfield Road	Fortfield Road is a primary artery to Terenure College, Our Ladies School, Pius Primary. It has never had a cycle lane despite having the width to facilitate one. When can one be implemented?	Implementation is a matter for the local authority and the NTA Section responsible for funding of cycling schemes. No change required.
843	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-843	Support for Cycle Investment	Massive investment in safe and segregated cycling infrastructure is required, along with re-allocation of road space, .	Noted. Measure PLAN14 Reallocation of Road Space addresses the latter point. Significant investment has been allocated for cycle network implementation through NTA funding streams. No change required.
201	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-201	Cycle Network Plan Detail	More detail is required with regard to the Cycle Network Plan in relation to the affects on residents, traffic flow and parking.	These matters will be addressed at the scheme level. No change required.
742	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-742	Boyne Greenway	the Boyne Greenway (Mornington to Navan) is included as a leisure greenway this should be altered to a Utility Greenway. It would also facilitate connections from Laytown, Bettystown and Mornington to Drogheda train station.	Greenway will remain Leisure beyond settlement boundaries. Within settlements, will be Utility. Drogheda is beyond the GDA boundary, but this issue will be addressed through the preparation of a Local Transport Plan that is currently underway.
232	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-232	Opposed to Cycle Lanes on Terenure Road West	I cannot see how two wide cycling lanes that are proposed can be accommodated on Terenure Road West along with buses and other traffic	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road

						or Cypress Grove Road. No change required
767	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-767	Dublin Bay South Cycle Network	In Dublin Bay South, for example, the cycle lane infrastructure around the St Stephen's Green and South Inner City area should be upgraded and improved. Currently cyclists circuiting St Stephen's Green are left to face oncoming traffic with an abrupt end to the cycle lane running for a short distance along the West side of the Green. Consistency in planning of safe, segregated cycle routes is vital, in order to encourage greater numbers of commuters, schoolchildren and others to cycle.	General comment noted. St Stephen's Green is identified as a Primary Route in the revised network. No change required.
866	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-866	Suggested additions to Cycle Network in Fingal	It is respectfully suggested that the NTA be more ambitious with regards to the potential to deliver cycleways in the North Fingal Area. Examples provided	This has been addressed under NTA-C5-866 towards the end of the Cycling section below in detail.
430	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-430	Liffey Valley Greenway	observed that Liffey Valley Greenway has been dropped from the Cycle Network Plan	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.

689	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-689	Specific Issues with GDA Cycle Network Plan Crumlin	<p>Insufficient information provided on the GDA cycle network to make a reasonable submission.</p> <p>The Ballymount Harold Cross cycling route should be reconsidered to incorporate Clogher Road, Sundrive Park, Clonmacnoise Road,, Armagh Road, St Agnes Park, St Bernadettes Church, Balfe Road East onto Bunting Road to Ballymount. This could also be extended to link to the new Camac Route.</p> <p>It would be excellent to see if some of the previously shelved active travel routes like the South Dublin Quietway could be reconsidered as part of the cycling network.</p> <p>Crumlin will be effectively sandwiched between two bus corridors once Bus Connects is implemented. Vehicle and heavy good traffic will be diverted through what is primarily a residential neighbourhood which is not suitable for high volumes of traffic. There is practically no safe active travel infrastructure in this area despite there being there being 7 schools and 3 colleges.</p>	<p>The Network Plan is a high level strategic plan and does not include scheme level detail.</p> <p>Ballymount Harold's Cross route added as a Secondary route – short section west of St Agnes Road requires further study to determine appropriate link.</p> <p>South Dublin Quietway route reviewed and elements now incorporated.</p> <p>The Strategy includes measures intended to address rat-running through residential areas, including PLAN7 Filtered Permeability, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones and TM7 Home Zones.</p>
807	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-807	Recommendations for Artane - Raheny	<p>A cycle lane is required on Gracefield Road, Brookwood Avenue, Sybil Hill Road. There are multiple schools in this area yet there is no room at any junction for cyclists as the council insists on providing two lanes at traffic lights when there is only room for one lane</p>	<p>Brookwood Avenue and Sybil Hill Road are designated as Secondary Routes. Gracefield Road is designated as a Feeder route and was therefore not included in the Strategic Network maps, but will now be shown. Additional measures such as PLAN7 Filtered Permeability, TM5 Low Traffic Neighbourhoods, TM6 Car Free Zones and TM7 Home Zones will address through traffic in residential areas. No change required.</p>
169	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-169	Junction Design	<p>The inclusion of reference to the importance of junction design would be welcome.</p>	<p>Measure WALK3 Improved Junctions also relates to cycling. No change required.</p>

480	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-480	Network definition	This section says nothing about a commitment specifically to safe, fully segregated, fully connected cycling infrastructure, despite highlighting the fact that the overwhelming majority want this and say it would help them to cycle more! Strategy should define what a Cycle Network is- fully connected and catering for all ages and abilities.	The purpose of the GDA Cycle Network Plan is to facilitate the delivery of such a network, with the aim of providing a network that is Safe, Coherent, Direct, Attractive and Comfortable. The Cycle Network is defined in the National Cycle Manual (section 3.1). The preparation of the current GDA Cycle Network has been guided by this definition. No change required.
269	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-269	Cycling Network Suggestion - Lorcan Road & Shanrath Road	Opposed to using Lorcan Road and Shanrath Road as a quiet street/road.	Noted. This comment relates to the Swords Core Bus Corridor proposal and has been addressed in the consultation on that scheme. No change required.
251	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-251	Objection to Strand Road Cycle Route & Sandymount Feeder Route	Objection to both the Strand Road Cycle Route and the Sandymount Feeder Cycle Route proposed as part of the GDA Cycle Network Plan.	Objection noted. This comment relates to a planned scheme and is best addressed at that level. No change required.
767	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-767	Cycle Lanes Around Grand Canal	There has been an unfortunate delay in building upon the success of the cycle lanes along the Grand Canal and it is imperative that safe cycle lanes be provided along roads fanning out from the Canal route; such as along the Merrion Road in Donnybrook and along routes in Ballsbridge.	All roads identified are included in the Network Plan. The Plan includes all key radial routes that intersect with the Grand Canal route. No change required.

840	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-840	Proposals for Cycling in Enfield	<p>Improve the existing cycle way along the Main St.</p> <ul style="list-style-type: none"> - Create specialised dual-lane cycle route to go alongside wide-walking path on the orbital Ring road - Create a segregated cycleway along the Johnstown Rd. - Create a cycling lane along the New Rd. <p>(details attached in submission)</p>	<p>Main Street is included as a Secondary route.</p> <p>A two-way track is planned for delivery as part of the residential development north of the R148 ring road.</p> <p>Accept recommendation to include Johnstown Road in revised network.</p> <p>New permeability links are planned in the residential development north of the R148 ring road, connecting to Newcastle Woods estate. New Road will not be included in the revised network.</p>
405	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-405	Engagement with MCC	The Council notes the changes that have been made to the Cycle Network Plan and request that the NTA engage with them prior to the finalization of the strategy to ensure alignment with the Council’s proposals for improving cycling infrastructure.	Noted.
387	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-387	Importance of Cycle Infrastructure	We would like to commend the recent improvements to the cycle network in Dublin. We strongly advocate for continued expansion of protected, contiguous cycle lanes that enable people of varying levels of ability, including school children, to safely cycle around the Greater Dublin Area.	Support noted.
804	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-804	Support for Cycle Investment	it is critical that we ensure a dramatically increased rollout of segregated cycleways across Dublin over the next two decades encompassed by this strategy.	Noted.

155	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-155	Support for Segregated Cycle Infrastructure	Support expressed for the delivery of more segregated cycle infrastructure for example in Blackrock Village. However, concern expressed regarding implications of the design for pedestrians at night time.	Support noted. Segregation of cycle tracks is informed by the Integration/Segregation guidance in the National Cycle Manual. Concern re pedestrians noted, but scheme level details are not appropriate for consideration in a strategic cycle network. No change required.
783	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-783	2013 network vs 2021 network	<p>Cyclist.ie welcomes the new classification of cycle routes on the network. But, we note the reduction in overall network kms between 2013 and the latest 2021 draft proposal. And, on examination of the individual mapping sections posted we note there are a number of omitted routes from the 2013 draft network in some areas, and the non-inclusion of some actual existing facilities, and some facilities in active planning?</p> <p>We note that no clear figure for kilometres of the 2013 network completed to standard, has been posted in Chapter 2.2. This would show clearly the low level of progress since 2013.</p>	Reduction in overall network kms is due to the maps only showing the strategic network and omitting lower order routes in the interests of map legibility.

501	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-501	Secondary Cycle Network	<p>It is worrying to see that a lot of cycling routes in Dublin which were initially designated as primary cycling routes in the first set of maps have now been downgraded to secondary routes. 'Secondary' by your definition means 'moderate traffic' - yet another opportunity for motorists to bully their way into primacy on our roads.. One of the biggest issues blocking more people from cycling in Dublin is safety. This is systematically reinforced by the existence of too many 'shared' roads and citywide shoddy infrastructure (painted and narrow 'lanes', lack of connection, kissing gates, 2-second long 'priority' lights, on-street parking exposing cyclists to even more hazards) and a stunning lack of awareness on the part of motorists. There is no discussion in your documentation on how to best facilitate cyclist priority on secondary roads - e.g., by making it mandatory for motorists to slow down and give way once a cyclist indicates right, by enabling cyclists to proceed on red at all safe junctions (as in Paris), by facilitating easier reporting of and strongly penalising every instance of close and/or fast overtaking, by bringing in easier reporting and more stringent parking fines for motorists (including taxi drivers) who park on footpaths and cycle lanes, by ensuring that all contraflow lanes are visible and protected, by ensuring that all on-street parking is designed to protect cyclists and pedestrians. Filtering (using bollards) is the cheapest and most effective way to make a road safe but it is impossible from the documentation to see where precisely your strategy is recommending this.</p>	<p>There is no link between route categorisation and infrastructure type. The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). The Strategy includes a range of other Measures to address the points raised, including PLAN7 Filtered Permeability and INT20 Enforcement of Road Traffic Laws.</p> <p>No change required.</p>
767	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-767	Importance of GDA Cycle Network	<p>Overall, priority must be given in transport planning to the rollout of the Greater Dublin Area Cycle Network Plan.</p>	<p>Noted.</p>

458	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-458	Liffey Valley Greenway	the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
824	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-824	Cabinteely Park Greenway	I've browsed the cycle network maps and have noticed an omission in my neighbourhood. The Cabinteely Park Greenway is not featured on the Dublin South East Map. I presume this omission is an honest mistake since this project received a grant from the NTA within the last year. It was project DLRCC/21/0013 under the Sustainable Transport Measure Grants.	Omitted in error. Route has been added to the Cycle Network.
671	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-671	Strand Road, Sandymount	Concern re the design of the proposed Strand Road Cycle Route (East Coast Trail) - comments for the attention of the Cycle Network Plan team and Transport Development Section (DCC Projects)	Scheme level detail will be addressed through the planning and design process for the individual schemes. No change required.

406	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-406	Routes in Balbriggan and Skerries	<p>I would request that all the cycle network classification are included on the GDA cycle network plan maps. It will make it much clearer as to what the cycling infrastructure is in each area</p> <p>I would like to request that the classification of the R132 from Balbriggan to Swords is reconsidered from an inter urban route to a secondary. in reality this is a very highly trafficked road by Cyclists used continuously by these commuting into Dublin City Centre, Swords, Lusk and Rush etc;</p> <p>I would like to highlight that one of the proposed secondary routes appears to go through Ardgillan Park and tie into the greenway on the Balbriggan to Skerries rd. I cannot see how this was established as a cycling route if based on existing cycle patterns.</p>	<p>A full network map including all route types will be prepared.</p> <p>R132 will remain Inter-urban rather than Secondary. Reclassification not warranted.</p> <p>Revise Secondary: Balrothery to Skerries via Baltrasna.</p>
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293	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-293	suggestions for Network for Grangegorman	<p>The GDA welcomes the expansion of the cycle network, both to encourage sustainable commuting and also active lifestyles. Saint Brendan’s Way in Grangegorman is designated a “Primary Orbital” route linking the campus with Prussia Street (Primary Arterial route) on the western boundary. This area constitutes a western gateway into the Campus and it is recommended that the details of this cycle route should be worked out in collaboration with the GDA.</p> <p>The Prussia Street Gateway is an important piece in the Planning Scheme for Grangegorman with emphasis on a high quality and prominent access to the campus from Prussia Street. The Planning Scheme states that the gateways offer “front doors” to the SDZ from the surrounding streets and the design language in this area should reflect the gateway status, making use of existing historic features, creating welcoming spaces and providing contemporary landmark features.</p> <p>The GDA therefore recommends that design for this section of Prussia Street, should reflect the design thresholds and principles of the Grangegorman Planning Scheme. In relation to supporting requirements such as bicycle parking, GDA looks forward to working with the National Transport Authority to optimise the design and location of these. The Agency will also support new community-level initiatives aimed at increasing the mode share cycling and walking.</p> <p>The GDA welcomes the on-going delivery of the Royal Canal Greenway as an orbital route. The agency urges the NTA to give more consideration to the potential to use Royal Canal Bank as a segregated safe radial primary route from the Greenway, linking to the new public plaza at Broadstone Gate, the Grangegorman campus and onwards into the city centre.</p>	<p>St Brendan's Way- scheme level detail will be finalised at the planning and design stage in consultation with relevant stakeholders.</p> <p>Prussia Street Gateway- scheme level detail will be finalised at the planning and design stage in consultation with relevant stakeholders.</p> <p>Royal Canal Bank: included in the BusConnects Core Bus Corridor proposals for the area.</p> <p>No change required.</p>
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804	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-804	Roll-out of Cycling outside BusConnects	<p>One area in which I have a particular concern is in some of our major non-BusConnects routes which appear to have been neglected; in particular, I am referring to the Cabra Road and the North Circular Road, both of which are significant thoroughfares with enormous and largely still-untapped potential for segregated cycling facilities.</p> <p>I believe we need to see specific, ambitious proposals for these roads and others like them, as part of this current strategy, to ensure the growing numbers of cyclists in our city are not further endangered or crowded off the road by car traffic.</p>	<p>North Circular Road is Secondary from Portland Row to Drumalee, then Primary to Infirmary Road. Old Cabra Road is Primary. Cabra Road is Secondary. No change required.</p>
-60	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-60	Detail of Cycle Network Plan	<p>Queries whether the Cycle Network Plan will provide segregated facilities.</p>	<p>There is no link between route categorisation and infrastructure type. The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.</p>
506	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-506	Support for Emphasis on Cycling	<p>I think the emphasis being put on buses and bicycles in the immediate and medium-term future is correct in order to create a sustainable form of public transport that can meet the needs of most of the population of Dublin and help us tackle climate change.</p>	<p>Support noted.</p>

793	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-793	Severance Caused by M50 and M11 & Cycle Network	The issue of severance caused by the M50 and M11 is significant problem in DLR and the NTA submission to the Draft County Development Plan recognises that addressing this problem will be critical in enabling sustainable transport use and reducing reliance on the private car. A measure which would support the provision of pedestrian and cycle overbridges to overcome severance would be welcomed by DLR. How this issue is to be addressed in the GDA Cycle Network will be critical for the promotion of Active Travel within the county. In addition, while DLR is broadly satisfied with how the GDA Cycle Network design is progressing, there are a few aspects of the emerging design, which we request discussion with the NTA on over the coming months to address our concerns.	Specific concerns can be addressed at the scheme planning and design stage.
832	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-832	Support for Silver Bridge Link	Thank you for adding a greenway link using the Silver bridge as a connection between Waterstown park and the Phoenix park	Support noted.
638	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-638	Holy Cross / Clonliffe Road cycle route	Request to reinstate the north-south primary cycle route via the proposed Holy Cross / Clonliffe Road site off Clonliffe Road in Drumcondra, Dublin 9, as contained in the 2013 GDA Cycle Network Plan.	Elements have been retained, but were not shown in draft maps for legibility reasons. Now included. Current proposal includes detour to east, via Distillery Road, due to redevelopment of college lands.

469	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-469	Santry Greenway	greater connectivity between Santry Village and the proposed Santry River Walkway should be considered as part of the cycle network design, including interactions with teh CBC cycle routes	The Primary route on Santry Main Street will connect the village to the Greenway. No change required.
725	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-725	support strand road cycle scheme	strongly in favour of removing one lane of traffic on the Strand Road and increasing bus services in the area.	Noted. These are recommendations for a specific scheme rather than the Cycle Network in general. No change required.
856	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-856	design expertise (and missing elements in cycle network in draft)	Strategy should set out how the necessary expertise will be transferred, developed and applied in the GDA, including the oversight measures to ensure high quality walking and cycling provision in all redesigned and new infrastructure. It should set out a prioritisation system for the redesign of infrastructure. In this context it is surprising to see some of the routes identified in the last GDA Cycle Network Plan have been omitted from the new draft, for reasons which are not in any way specific.	Knowledge transfer is beyond the scope of a Cycle Network Plan, but the point is noted. Prioritisation will be considered following adoption of the network. Routes were omitted in the interests of map legibility, but they have been included in the network and will be shown on the final maps.

509	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-509	Liffey Valley Greenway	<p>Within the new Greater Dublin Area Cycle Network Plan, the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway. The 2013 Greenway connected cycle routes on both sides of the Liffey Valley from St Catherine's Park in Lucan all the way to the Memorial Gardens in Islandbridge taking in Fingal County, South Dublin County and Dublin City Councils. In the new plan there are several different cycle routes of varying status along the Liffey with two potential crossovers. Although this would still be a positive step forward, collectively the routes aren't designated as part of a specific Greenway and the routes are more limited. I believe a Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be included in the Plan.</p>	<p>A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.</p>
793	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-793	'Planning for Watercourses in the Urban Environment' & Cycle Network	<p>DLR recommends that the NTA's Transport Strategy should require that projects which impact on watercourses, including greenways and blueways comply with the Inland Fisheries Ireland publication 'Planning for Watercourses in the Urban Environment - A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning' (2020).</p>	<p>This is a matter for individual schemes and their obligations under legislation. No change required.</p>

873	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-873	maynooth - celbridge	We welcome the change to the GDA Cycle Network for North Kildare including an inter-urban route between Celbridge & Maynooth on the R405, the proposal of a River Liffey crossing point for cyclists near the Slip in Celbridge and the proposed crossing of the M4 from Castletown Parklands via the Liffey Business Campus to the Wonderful Barn.	Support noted.
750	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-750	Cycling in south west Dublin City	The role out of safe segregated cycling infrastructure is needed across the city. The improvements that have been made in some areas the last few years are welcome but a lot more needs to be done. Some areas of the city, particularly the south west (Crumlin, Kimmage, Drimnagh), have been neglected and would benefit greatly if safer cycling facilities were constructed.	Noted. All areas listed have been included. No change required.
734	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-734	Support for Liffey Valley Greenway	The potential of the Liffey Valley Greenway for walkers and cyclists would be a hugely valuable amenity for our community and beyond and should be realised in the Plan as a renewed starting point for its future development.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
502	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-502	Limited Support for Cycling	We generally support the improvement in cycling facilities which is featured in the Draft Strategy. . Naturally, we will have particular ideas and concerns about individual projects which we will raise at the appropriate time.	Noted. Specific comments are best addressed at the scheme level. No change required.

856	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-856	ensure PT nodes are central to active travel network	<p>In order to expand the catchment area of public transport and for successful multi-modal transit, public transport stops and stations need to be high priority modes on the active travel network, as origin and destination nodes. Similarly, public transport stops need to prioritise active travel users - in access to and from public transport stops, in proximity of sheltered, secure cycling/scooting parking, in provision of age-friendly seating and good lighting. Given the growth of ebikes and escooters, the traditional walkable and cyclable distances for public transport has now increased and an integrated multi-modal public and active transport system needs to be planned and designed accordingly.</p>	<p>Mobility Hubs and public transport stations/stops were key considerations in the development of the cycle network, and the Strategy includes a range of Measures in support of this recommendation.</p> <p>No change required.</p>
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332	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-332	Develop the Metropolitan Greenway Network:	<p>The Transport Strategy should strengthen priorities and specific measures in support of greenway projects in the DMA to assist implementation of RPO 5.8 which supports the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan. This will be assisted through:</p> <ul style="list-style-type: none"> o Providing an additional map of the Dublin Metropolitan Area Cycle Network set in the wider DMA context, like Figure 5.3 of the RSES, as a replacement or in addition to Transport Strategy Figure 11.1 'Extract from the Updated GDA Cycle Network'. o Providing an additional map in support of greenway and blueway networks aligning to and informed by RSES Dublin MASP Figure 5.5 Green Infrastructure and Ecosystem services. o Further to Measures CYC 1 to CYC 11, provide specific support for the development of a Metropolitan Greenway Network and for support to the greenway routes identified in the Dublin MASP (page 109) including East Coast Route, Royal Canal Greenway, Grand Canal Greenway, River Liffey Greenway, Dodder Valley Greenway and Western Canals Loop. 	<p>Significant changes have been made to the Cycle Network Plan report and maps to reflect submissions made.</p> <p>Additional measures and / or maps further to those in the Draft Transport Strategy, highlighting the Greenway network, would overemphasise the importance of these routes relative to the Primary network.</p> <p>The CNP contains detailed references to the Greenway network and detailed maps of all areas across the GDA. This will be published with the final strategy.</p>
518	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-518	Network Suggestion Malahide	Construct a pedestrian / cycle bridge over the rail line at the rear of Malahide Community School, to the old Rugby Ground site. This would provide safe pedestrian and cycle access to both MCS and the relocated Portmarnock / Malahide Educate Together Primary School.	Recommendation accepted and network amended accordingly.

634	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-634	Mornington Greenway suggestions for Drogheda	<p>The proposed cycleway in East Meath is very welcome for the area but the plan has ignored the rapid population growth in the Mornington/South Drogheda area. There are five sizable schools in the East Colpe/Donacarney/Mill Road area of East Meath which are not being connected by pathways or cycleways in the new plan.</p> <p>Drogheda Educate Together Secondary School will eventually have a student population of 1000 students and there are no plans to link this school or indeed the other schools on the Mill Road to the proposed Mornington Greenway. Neither are there plans to install a pathway from the huge housing estates in the area to link into the school. Nor it would seem are there any plans to add a pedestrian link from the primary school in Donacarney to the Second Level schools in Colpe and the Marsh Road.</p>	2013 network proposals have been reinstated, with two key routes designated as Secondary.
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834	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-834	Errors in the Cycle Network Plan	<p>It seems in the draft cycle network that a number of links have been downgraded from the previous 2013 plan. In particular within my local network in Dublin South Central, Monkstown Road, Cumberland Street and Hyde Road have been removed from the cycle network having previously been designated as secondary routes. 'The Metals' also appears missing from the 2021 draft maps. Feeder links such as Carrickbrennan Road have been removed from maps.</p> <p>It is necessary that Dublin's cycle network is comprehensive, directly serving key destinations such as Monkstown Village, schools, Dun Laoghaire Further Education Institute and the major sporting facilities on Hyde Road. I would urge that the cycle network is further examined to address these specific issues and identify other locations where there are gaps in the network.</p>	<p>Monkstown Road and Cumberland Street downgraded due to proximity of the Coastal Mobility Route. Hyde Road now included as a Secondary route (was a Feeder in the revised network, so not illustrated). The Metals now a Secondary route.</p> <p>All Feeder routes were omitted from the maps in the interests of legibility. They remain part of the network and will be shown on the revised maps.</p> <p>No change required.</p>
741	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-741	GDA Cycle Network - targets	The GDA cycle network needs targets and deadlines.	<p>Noted. Intended for completion by 2030.</p> <p>No change required.</p>
362	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-362	Object to Cycle Lane on Terenure Road West	Object to a cycle lane on Terenure Road West. Please re-examine these proposals with some regard to the residents of the area, people who rely on proper access to necessary facilities to maintain a proper quality of life and also people who need to enter, or traverse the area, in pursuit of their daily activities, private, public or social.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. No change required
855	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-855	continuous network and implementation	<p>need for implementation of cycle network, not incremental.</p> <p>need to make temporary infrastructure permanent.</p> <p>need to implement in towns not just Dublin</p>	Noted.

373	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-373	Cycle Routes through School Lands	<p>It appears based on Figure 1, that the proposed Greenway-Utility route would pass through the northern extent of our client's lands. In addition, it appears that part of the proposed Primary Radial route would pass along the internal circulation road of King's Hospital School to link up with the Old Lucan Road.</p> <p>Both routes as outlined create significant concerns for our clients. Secondary schools are required to main control of access and egress from its lands for the safety of students and staff. Two fully public cycle routes through our client's lands would be contrary to these obligations</p> <p>In light of this, we have proposed amendments to the text of Measure CYC1 in red bold. This is to ensure that the key role of relevant landowners is acknowledged in the delivery of enhanced cycle mobility measures in the Greater Dublin Area,</p> <p>Measure CYC1 – GDA Cycle Network</p> <p>It is the intention of the NTA and the local authorities, in consultation with relevant landowners, to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.</p>	Repeat submission
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862	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-862	Cargo Bikes	<p>Cargobikes</p> <p>The increased popularity of cargobikes, both for personal and commercial use, should be given greater consideration in the GDA Transport Strategy. The sale of these bikes has boomed across Europe over the past couple of years, and similar trends are emerging in Dublin.</p> <p>The physical dimensions of cargobikes should be incorporated into the design standards for cycle infrastructure, as facilities which don't account for them will become increasingly redundant.</p> <p>One of the major barriers to cargobike ownership is their cost - they are expensive compared to conventional bikes (but very cheap compared to cars). As such, financial supports and incentives specific to cargobikes should be considered. These supports could be administered by local authorities or by state agencies such as the NTA or the SEAI.</p>	<p>Section 11.1 of the Draft Strategy acknowledges the full range of cycle types: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.'</p> <p>Fiscal incentives are a matter for the Department of Finance.</p> <p>No change required.</p>
796	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-796	Regulations for E-scooters and MaaS	<p>Regulators will need to ensure that the use of e-scooters and mobility-as-a-service initiatives, can be safely and satisfactorily deployed across the GDA.</p>	<p>The Road Traffic and Roads Bill 2021 has been published. This addresses the matters raised in this observation.</p> <p>No change required.</p>
771	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-771	modelling of e scooters	<p>Personal E-bikes/scooters lack of specific modelling and the NTA seem to have a conservative attitude towards them.</p>	<p>Noted. Modelling takes account of all modes.</p> <p>No change required.</p>

380	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-380	e scooters and emerging tech	welcomes the recent publication of legislation to regulate and provide for the legal use of e-scooters on public roads concerned that any future shared use scheme for e-scooters in Dublin should be organised on a unified metropolitan basis, with the same service providers offering e-scooters which are usable across the four Local Authorities in Dublin. The NTA may have a valuable role to play in supporting and coordinating a single tendering process for the Dublin region and should engage with the four Local Authorities to encourage a unified approach. We encourage amendment of Measure CYC10 to specifically provide for this.1	The Strategy addresses all matters around this in CYC12 and will consider this aspect in implementation. No change required.
374	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-374	Opposition to E-Scooters	Please discourage the uptake of these items, they're a fad. They are unsafe for users and pedestrians alike, and very difficult to see when on the road for drivers. At least regulate the sale or ownership, I don't think it's good to have young teenagers in charge of motorised vehicles that can travel at 50kmph.	This is a matter for the Road Traffic and Roads Bill 2021. No change required.
791	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-791	Last mile micro-mobility	Explore the potential of micro-mobility as 'last mile' solutions, integrated with mobility hubs	Noted, and supported by Measure CYC10 Electric Scooters. No change required.

781	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-781	Conflict between cycling and micro-mobility	when e-scooters start to be legalised there may be problems with space in current cycle lanes as e-scooters and bikes fight for the same space .	This will be addressed once the Road Traffic and Roads Bill 2021 comes into effect. Scheme design will take account of all permitted modes in the planning and design stage. No change required.
690	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-690	Separation of modes	Disagrees with combining cycling and micro-mobility modes in the same chapter- different needs, different measures. Should be treated separately.	Noted. No change required.
480	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-480	Definition of 'emerging personal mobility'.	Proposal that 'Cargo bikes should be included here.'	Section 11.1 of the Draft Strategy acknowledges the full range of cycle types: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.

783	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-783	Need for regulation	Broadly welcomes the introduction of Personal Mobility Vehicles, particularly if it increases the number of people opting to use them instead of a private car. But, it is critical that clear legislation and regulations define their usage, and in particular the power and speed levels therein. The present level of legislation is unclear, and many E-Bikes and E-Scooters are clearly travelling beyond the 25kph cut off speed. We welcome the NTA's commitment to 'respond as required to any legislation adopted', and would welcome a clear commitment to engage with organisations such as Cyclist.ie as part of any responses.	Support noted. The Road Traffic and Roads Bill 2021 has been published. This addresses the matters raised in this observation. No change required.
455	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-455	e mobility devices	The provision in communities of public micro-mobility schemes should meet whole-of-neighbourhood needs, Cohort specific mobility devices and access schemes need to be designed and made available within and proximate to areas designated as Bus Corridors, based on needs, Cohort based mobility need studies would be helpful, particularly for older communities	These matters will be considered in the planning and design of shared/public micro-mobility schemes. No change required.
465	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-465	Coordinated approach to roll out of shared mobility schemes	Supports NTA having a role in coordinating approach to roll out of shared mobility schemes across the Dublin Local Authorities.	Noted.
869	11. Cycling and Personal Mobility Vehicles	CYC11 - Other Emerging Personal Mobility Modes	NTA-C5-869	required Hi viz on e scooters	required Hi viz on e scooters	This is beyond the scope of a transport strategy. No change required.

684	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-684	child safe design	Please consider cycling children when implementing cycling infrastructure. Reduce private car space and prioritise walking, cycling and public transport.	Prioritisation of sustainable transport modes is addressed in Measure PLAN16 The Road User Hierarchy. Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' The needs of all users will be considered in the planning and design of individual schemes. No change required.
-54	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-54	Cycle Segregation	I would urge that all bicycle lanes be segregated. Also please separate bus and bicycle lanes	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
666	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-666	Use Best Practice	Guidance should be informed by best practice from NL, DK and other countries with high cycling rates. Design guidance must be followed by implementing agencies, or funding should be withdrawn for sub-standard schemes.	The National Cycle Manual is currently being reviewed, informed by international best practice. NTA funding streams oblige implementing agencies to adhere to the guidance in order to receive funding. No change required.
834	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-834	Design for Cargo Bikes	I welcome the inclusion of planning for non-standard bicycles including cargo bikes. As a cargo bike rider, I find much of the cycling infrastructure too narrow and difficult to navigate due to tight turns.	Noted.

374	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-374	Segregate Peds and Cyclists	Can further design consideration be given for segregation of cyclists and pedestrians on some cycle paths. I walk regularly on the Coast Road between St Anne’s Park & Sutton. There are times where the shared path feels unsafe due to width and speed of some cyclists	The National Cycle Manual, which is being reviewed, acknowledges that shared (or poorly separated) routes are not liked by pedestrians or cyclists, and this principle has informed the design guidance for all new routes and route upgrades. No change required.
-55	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-55	Segregated Cycle Lanes	many more people would cycle if the cycle lane was segregated Secondly the best way to support cycling is to make people feel safer and to improve the no. of lanes. This can only be done by seperating bus lanes from cycle lanes or putting the car park between ongoing traffic and the cycle lane.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
370	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-370	Surface quality	Surface quality of cycle tracks must be improved, particularly to take account of smaller wheels of micro-mobility vehicles.	This is a matter for consideration in the review of the National Cycle Manual. No change required.
872	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-872	suggested change	it would be beneficial to reflect the need for climate adaptation considerations in Measure CYC2. Measure CYC2 – Cycle Infrastructure Design It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, in a way that supports climate adaptation, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.	Climate Change and Climate Adaptation have been key concerns in the preparation of the Transport Strategy, and the NTA is bound by its obligations under the Climate Action Plan. It would not be appropriate to include reference to Climate Adaptation in one Measure only. No change required.

758	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-758	Importance of Segregated Cycle Infrastructure	Bike lanes must be segregated wherever possible to protect users. The standard for bike lanes should be whether it is safe for a child to use. In this context, it is noted that the NTA has grouped cycling on footpaths as an offence which can have a significant adverse impact on the utility of transport infrastructure (paragraph 9.16) alongside more dangerous offences by drivers. The NTA must not force cyclists into using footpaths where it provides substandard or inaccessible facilities.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). The GDA Cycle Network is intended to deliver appropriate cycle routes, including segregated routes where required, to support safe and legal cycling. No change required.
577	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-577	Quality of Infrastructure	This section says nothing about a commitment specifically to safe, fully segregated, fully connected cycling infrastructure, despite highlighting the fact that the overwhelming majority want this and say it would help them to cycle more.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). The GDA Cycle Network is intended to deliver appropriate cycle routes, including segregated routes where required. No change required.
806	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-806	Expand network of Protected Cycle Lanes	I think there has been some good progress in the area of Protected Cycling Lanes. I think these need to be continued and increased, they rate of improvement is important so that people can see what may happen.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
486	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-486	design of greenways - overlooking	It is important that personal security is considered when deciding routes. That means urban paths that have a high degree of passive surveillance should be favoured where possible. Where greenways are in place there should be on-street alternative routes through areas with people.	This is acknowledged in Section 11.4: 'As more women and girls cycle, for example, personal security needs may become more pronounced, in particular on off-road greenways.' Measure INT14 Walking and Cycling at Night also addresses this recommendation. No change required.

266	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-266	Safer Cycling Infrastructure	It is critical the 2022-2042 GDA transport strategy make the development and accessibility of safe, connected active travel links such as walking paths and segregated cycling lanes in the GDA region mandatory. Safe, widened footpaths for pedestrians and safe, segregated cycling lanes for cyclists. Pedestrians and cyclists do not mix well so should be allocated separate paths completely segregated from road traffic	The National Cycle Manual, which is being reviewed, acknowledges that shared (or poorly separated) routes are not liked by pedestrians or cyclists, and this principle has informed the design guidance for all new routes and route upgrades. No change required.
577	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-577	Two-way cycling	Ideally the majority of bike lanes should be allowing bi-directional bike-traffic to be grouped together for added safety rather than having a single –direction bike lane next to the car / bus traffic.	The design of cycle infrastructure is a matter for the National Cycle Manual, which is currently being reviewed. Two-way facilities are an option in the NCM. No change required.
803	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-803	Update National Cycle Manual	Updates to the National Cycle Manual are long overdue, but it is important that key stakeholders from representative organisations are included. In the past we have seen cycle design as a subset of road design, which has led to sub-optimal outcomes for both	Noted. This is a matter for the NCM update, which is a separate process. No change required.
716	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-716	Car parking removal	Convert on street car parking to cycle tracks	This is addressed in Measure PLAN14 Reallocation of Road Space. No change required.

266	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-266	Adopt Dutch Cycle Design	all future and existing cycling infrastructure in the GDA should be upgraded to standards applied in the Netherlands, including Dutch style roundabouts, safe cycle lanes physically segregated from roads and pedestrian pathways, and large parking facilities in city centres and at transport hubs. The GDA strategy must adopt cycling transport schemes undertaken in Dutch cities.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
577	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-577	International Best Practice	The National Cycle Manual contains guidelines that are out of step with international best practice, resulting in unsafe infrastructure being implemented. In revising the manual, the NTA must attend to the best international examples of cycle design.	The review of the NCM has been informed by the most recent best practice internationally. No change required.
865	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-865	substandard infrastructure	The NTA's proposed Future cycling infrastructure is substandard and insufficient possibly even dangerous! Unfortunately, people do not feel safe cycling with poor substandard cycling infrastructure in the city, We need a proper fully segregated bi-directional cycling infrastructure. We also need to put the majority of vehicle traffic underground and further pedestrianise the city center.	The design of cycle infrastructure is a matter for the National Cycle Manual, which is currently being reviewed. Two-way facilities are an option in the NCM. It is not feasible to develop an underground network to serve vehicular traffic. No change required.
799	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-799	NCM review	Concern at the quality of cycle infrastructure design arising from the NCM - too narrow, poor junctions. Consult international best practice for NCM review.	The review of the NCM has been informed by the most recent best practice internationally. No change required.

399	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-399	Design of Cycle Tracks Greenways	The continued practice of providing cycle lanes which are only delineated from walking paths with a white line significantly risks the safety of pedestrians with access needs and particularly those who are blind or vision impaired. The two must be segregated. Additional signage and tactile measures should be implemented to warn pedestrians where the two intersect. It is not always clear what direction cyclists are travelling in.	The National Cycle Manual, which is being reviewed, acknowledges that shared (or poorly separated) routes are not liked by pedestrians or cyclists, and this principle has informed the design guidance for all new routes and route upgrades. No change required.
861	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-861	cycle czar to drive infrasturcture implementation	It would be desirable to see a cycling czar appointed to radically drive the uptake of bicycle use and infrastructure in Dublin. Copenhagen, Paris and Seville have lessons to share and inspire policymakers and citizens alike in Dublin.	This is a matter for the Department of Transport/Central Government. The NTA's Cycle Design Office, established in 2019, fulfils Action 91 of the 2019 Climate Action Plan to establish a 'Cycling Project Office'. No change required.
781	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-781	Accessible infrastructure	Ensure that cycle infrastructure caters for the full range of potential users	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' The needs of all users will be considered in the planning and design of individual schemes. No change required.
339	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-339	Segregation	Fundamentally, bicycles and vehicles sharing roadspace delineated by white lines is insane. Cycle lanes should be separate from the carriageway.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.

843	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-843	Disabled Cyclists and non-standard pedal cycles	accommodating disabled cyclists and ‘non-standard’ pedal cycles, in the design of both cycling infrastructure and cycle parking facilities	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' The needs of all users will be considered in the planning and design of individual schemes. No change required.
843	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-843	Cycle Safety	Road safety must be measured by how safe it would be for a primary school child to cycle or walk by themselves.	Noted.
780	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-780	Segregation	Provide separate walkways and cycleways to increase the safety aspect Provide dedicated space for each mode of active travel, i.e. not on footpaths	The National Cycle Manual, which is being reviewed, acknowledges that shared (or poorly separated) routes are not liked by pedestrians or cyclists, and this principle has informed the design guidance for all new routes and route upgrades. No change required.
440	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-440	Safe, off road cycling lane along Fortfield Road	Suggest removing parking and providing an off road cycle lane on Fortfield road to access schools and Park.	This will be considered through the scheme design and development. No change required.
735	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-735	Use Green verges for segregated Cycle Tracks	The introduction of cycle lanes has had a negative effect on the road coverage when in many areas there is sufficient space within the grass verges to ensure that the lanes are safe not only for the cyclists but also the vehicle traffic.	Where feasible, this will be considered through the scheme design and development. No change required.

480	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-480	Personal security	Trinity welcomes the focus on gender but is disappointed by the lack of specific details on cycle infrastructure design. The document refers to personal security concerns on green ways but does not refer to personal safety concerns while commuting, a concern regularly raised by women and men in Trinity. Trinity asks the NTA to focus on making commuting by bike safe for all as a matter of urgency.	Noted. The transport strategy does not include specific details on cycle infrastructure design, which is a matter for consideration in the review of the National Cycle Manual, informed by the Measures contained in the transport strategy. Section 11.1 of the Draft Strategy acknowledges the full range of cyclists and cycle types: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.
835	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-835	Segregated Cycle Facilities	more off road lanes - especially near schools and along the canals/river networks.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
780	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-780	Non-standard cycles	Design cycle infra to cater for the full range of potential users and cycle types	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists and cycle types: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.
885	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-885	Bicycle Lanes to Include Biodiversity	Designing new bike lanes should include biodiversity where possible.	Measures PLAN14 and 15 address this.
480	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-480	Cycling safety and Luas tracks	Trinity would like to see rail groove composite inserts at Luas track crossing-points to make it safer for cyclists to cross the tracks - at College Green, in particular	Noted. Luas lines are designed in accordance with international best practice for on-street light rail systems and to date, a fully effective technological solution to this issue has not been developed..
835	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-835	Cycle Signals	More cycle only traffic lights would be welcome	Noted.
759	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-759	Scheme delivery	Accelerate the delivery of segregated cycle infrastructure	Noted.

885	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-885	Appropriate Cycle Design & Schemes for Older Generation	Providing bike schemes that include our older generation is a must.	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists and cycle types: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.
856	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-856	integration of cycle and walking design into PT Projects	The Strategy includes infrastructure for all modes and therefore should specifically commit to preventing any repeat of the approach which has typically been followed for non-active travel projects in the GDA in recent years, including for public transport projects. The Strategy must commit to prioritising walking and cycling in practice.	Prioritisation of sustainable transport modes is addressed in Measure PLAN16 The Road User Hierarchy, and Measure INT16 relates to the Integration of All Modes in Transport Schemes. No change required.
202	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-202	Poor Quality of Existing Infrastructure	The quality and quantity of existing infrastructure is below requirements and is limited to certain geographic areas. Cyclist safety is impacted by poor design and lack of enforcement of traffic laws.	Noted. Existing infrastructure will be upgraded where it forms part of the GDA Cycle Network. No change required.
699	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-699	Segregation	Cycle infra must be physically segregated from traffic and pedestrians	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.
745	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-745	Segregated Cycle Infrastructure	Proper segregated cycle lanes are needed urgently across Dublin.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). No change required.

855	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-855	design consistency and update of guidelines	<p>The National Cycle Manual and design guidelines need to be updated with what we know to be accepted international best practice. County Councils are often diverging from the recommended design guidelines when implementing new cycle lanes and junctions sometimes getting bespoke implementations which are far more confusing and dangerous for everyone. The NTA needs to work closely with councils to enforce the guidelines are followed.</p> <p>Also, against shared cycle - ped designs</p>	<p>The review of the NCM will be informed by the most recent best practice internationally.</p> <p>The NCM acknowledges that shared (or poorly separated) routes are not liked by pedestrians or cyclists, and this principle has informed the design guidance for all new routes and route upgrades.</p> <p>No change required.</p>
-21	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-21	Bus Lanes as Cycle Lanes	<p>Most of Dublin's on-street cycle lanes only exist some of the time i.e. they are in bus lanes which often have specific operating times. 24/7 bike lanes (and 24/7 bus lanes) should be the default, and bike lanes should not be closed on Sundays absent a compelling reason. The patchwork of hours is confusing and limiting, especially when combined with the lack of enforcement, which means many of these lanes are blocked with parked cars 24/7.</p>	<p>New measure on Hours of Operation added.</p> <p>Enforcement is addressed in Measure INT20 - Enforcement of Road Traffic Laws.</p>
699	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-699	Maintenance	<p>Good schemes can be compromised over time by later interventions- monitoring of Quality of Service on an on-going basis required.</p> <p>Maintenance of cycle infra is key to its utility.</p>	<p>New measure CYC4 added re:maintenance. This is also addressed in the NCM..</p>

730	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-730	Support National Cycle Manual	The National Cycle Manual is an excellent template for a cycle strategy. It only has to be implemented. A few suggestions including; allowing cyclists to proceed on an amber traffic light in a red-amber-green sequence; cyclists should be allowed to filter left on a red where safe to do so; cycling helmets should not be compulsory; and we should look to the Netherlands for examples.	Noted. These proposals will be considered in the review of the NCM. No change required.
468	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-468	cycle issues	<p>For the cyclist there are multiple issues to contend with at present. For example,</p> <p>Drainage gullies that are not positioned at cycle lane level Drainage gullies and other services that sink and that do not get repaired Damaged road surfaces including cycle lanes that do not get repaired within a reasonable time limit Ramps that impede safe cycling and that are dangerously encroached on by car drivers. The simple way to deal with this is to allow a level space adjacent to the ramp and that is restricted by a bollard. This has been undertaken in a small number of areas only. There is a need for a Service Level Agreement for the maintenance of footpaths and cycle paths</p>	New measure CYC4 added re:maintenance.
169	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-169	Junction Design	The inclusion of the importance of junction design to cycling infrastructure would be welcome.	Noted. The NCM addresses junction design, and Measure WALK3 Improved Junctions also addresses cycling. No change required.

741	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-741	International Best Practice	The practical reality of cycle infrastructure design is very poor- there are junctions that have clearly not be designed using international best practise and this would be obvious to anyone who gets on a bike and cycles the route.	The review of the NCM has been informed by the most recent best practice internationally. No change required.
889	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-889	General Cycle Consideration	<p>In urban villages and in the city centre, attention must be paid to quality pedestrian infrastructure, enhancement of public realm and provision of pedestrian crossings. Cyclists must be accommodated as road users with infrastructure that is connected and not piecemeal, and drivers must be educated on sharing the road safely and respectfully with other road users.</p> <p>The focus of the GDA strategy has to be on the reallocation of road space to facilitate walking and cycling and e mobility first.</p> <p>The plan needs to significantly increase the cycling targets beyond 12% and introduce walking targets if we are to reach our climate targets. In addition to clear and ambitious targets, it's important to set out clear timelines for active transport and infrastructure projects.</p> <p>The plan should prioritise the key cycling schemes that can be developed quickly and will maximise cycling numbers and facilitate the maximum modal shift.</p> <p>The plan should establish Safe Routes to School targets for existing schools, rather than just focusing on new schools as the draft plan does.</p> <p>Cycling must link in with other modes of transport, with ample accommodation for bikes on train carriages and ample secure, well-lit bike parking at transport interchanges and public transport stations.</p> <p>In order to enhance safety and ease of mobility for pedestrians an increased use of zebra and pelican crossings should be considered</p> <p>In order to prioritise pedestrians in line with the hierarchy of the street, we should increase pedestrian crossing times at all junctions so that all pedestrains, wheelchair or mobility</p>	These proposals are all addressed by a range of Measures in the Draft Strategy. The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.

					<p>aid users can cross the road comfortably and safely.</p> <p>The plan should set clear targets for pedestrianised streets, particularly in the City Centre.</p> <p>The plan should commit to introducing a Car Free day in Dublin City Centre once a month.</p> <p>The NTA should consider subsidising active travel sharing schemes (Dublin Bikes, Moby, Bleeper etc.) in suburbs, where currently no sharing schemes exist, prioritising areas of social deprivation first.</p> <p>Additionally, with so much emphasis this decade on upgrading the bus system, careful consideration must be given to the interplay of bus stops and cycle tracks in order to minimise potential conflicts between passengers and cyclists.</p>	
820	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-820	Use Dutch Cycle Designs	Cycling infrastructure should be designed to Dutch standards under the strategy, including at junctions rather than new "Dublin style" junctions.	The review of the NCM has been informed by the most recent best practice internationally. No change required.
155	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-155	Junction Design	The importance of filter lights at junctions and safe junction design to facilitate cyclists. Awareness campaigns with regard to the rules of the road and priority at junctions would be welcome.	Junction design is addressed in the NCM, which is being reviewed, and Measure WALK3 Improved Junctions also covers cycling. NTA undertakes awareness campaigns in association with other agencies, including Smarter Travel and Green Schools. No change required.
706	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-706	International Best Practice	Recommends adopting Dutch design; objects to 'Dublin-style junctions' i.e. BusConnects CBC junction type; objects to shared ped-cycle crossings; safety should be primary consideration in cycle infra design.	The review of the NCM has been informed by the most recent best practice internationally. No change required.

818	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-818	Design Safe cycling routes for kids	My kids are currently scared to cycle to school and sports. I would like safe segregated cycle tracks so they can be fit and independent.	The need for segregation is determined by reference to the Integration and Segregation guidance in the NTA's National Cycle Manual (Measure CYC2). The GDA Cycle Network is intended to cater for the full spectrum of users. No change required.
820	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-820	Ped Crossings of Cycle Tracks	Uncontrolled pedestrian crossings across cycle tracks should be facilitated rather than signalised.	Noted. For consideration in the review of the NCM. No change required.
-50	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-50	Detailed Design Suggestions	<p>I would like cycling lanes that are separated from both vehicles and pedestrians</p> <p>Please can I have a gap of 1 m between cycle lanes going in the opposite direction.</p> <p>Please can I have cycling lanes that are less undulating than the corresponding Road</p> <p>Please avoid cycling lanes that dip at the entrance to each house. Please provide cycling lanes with a better surface than provided for the cars.</p> <p>Please can I have road traffic yielding to the cycle lanes.</p> <p>Please keep Road furniture and in particular poles, at least 1 m away from the cycle lane.</p>	Noted. For consideration in the review of the NCM. No change required.
698	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-698	Range of users	Cycle infrastructure should cater for all types of cyclist on facilities of sufficient width.	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.

874	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-874	school streets	he “school streets” programme is an essential mechanism to do so, and this needs to be highlighted and expanded more explicitly in the final draft of the GDA Transport Strategy	This is addressed by Measures PLAN11 Road Network Serving Schools and TM8 Safe Routes to Schools. No change required.
823	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-823	Children Cycling	Children should be able to cycle to school safely.	This is addressed by Measures PLAN11 Road Network Serving Schools and TM8 Safe Routes to Schools. No change required.
366	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-366	Ashtown LC replacement	The design of cycle infrastructure at Ashtown when the LC is replaced (under DART+) must be guided by the objective to deliver a safe, attractive option for cyclists, which wouldn't be fulfilled by the proposal for an underpass.	This matter will be considered in the planning and design of the DART+ scheme. No change required.
860	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-860	Support for safe Cycling Infrastructure	Cycling and walking infrastructure needs to be made safe, easy and pleasant to use for all, not just the hardcore few	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change required.
885	11. Cycling and Personal Mobility Vehicles	CYC3 - Cycle Parking	NTA-C5-885	Cycle Parking	Safer, covered bike parking is an absolute need, the rise in bike theft has and will continue to have a negative impact on this important mode of transport. A high number of people who have their bike robbed will not replace their bike.	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.

803	11. Cycling and Personal Mobility Vehicles	CYC3 - Cycle Parking	NTA-C5-803	Support for more secure Public Cycle Parking	Secure bike parking is key to encouraging people to commute by bike; measures to open up car parks to cycle parking have been very successful, e.g. in Drury Street Dublin 2, and this sort of initiative should be encouraged. On street parking is patchy, and a proliferation of hubless bike sharing services are eating up available on-street parking	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.
855	11. Cycling and Personal Mobility Vehicles	CYC3 - Cycle Parking	NTA-C5-855	sheffield stands - and more parking	Sheffield bike stands should be retrofitted into all non-safe bike parking more parking required	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.
796	11. Cycling and Personal Mobility Vehicles	CYC3 - Cycle Parking	NTA-C5-796	Secure cycle and scooter parking	Secure storage facilities for both bicycles and e-scooters are essential to encourage the use of these more sustainable modes of transport. International best practice and lessons learnt from other cities should inform their deployment here.	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.
326	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-326	Cycle parking Terenure	Request for additional cycle parking in Terenure.	Noted. Not within the remit of a Transport Strategy. No change required.
843	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-843	Support for more Cycle Parking	massive scaling up of cycle parking facilities, including indoor cycle parking and disabled cycle parking	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.
799	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-799	Cycle Parking map	Provide map of secure cycle parking locations in Dublin	This is a matter best addressed by local authorities rather than a long-term transport strategy. No change required.
781	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-781	Accessible parking at stops/stations	better cycle parking at bus and rail stations including accessible parking is required.	Addressed by Measures CYC3 Cycle Parking, CYC4 Cycle Parking Strategies and INT4 Major Interchanges and Mobility Hubs. No change required.

780	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-780	Accessible and secure parking	There needs to be more secure lock-up options for parking and storage of bikes at key locations, outside pubs and cafes and train stations etc. where there is a constant flow of people to insure vigilance. If storage units are provided, it should be at very low cost. Cycle lanes and parking arrangement should be wide enough to provide for example trikes for adults for shopping and the new 6/8 unit bike trailers for children used by families and creches to transport children from A to B	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.
750	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-750	Support for cycle parking	bike parking facilities and improved bike storage facilities at other transport hubs (train stations, luas stops etc.) are urgently required.	Addressed by Measures CYC3 Cycle Parking, CYC4 Cycle Parking Strategies and INT4 Major Interchanges and Mobility Hubs. No change required.
698	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-698	Security and theft	Support for high quality cycle parking and recommendation for campaign re bike theft.	Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies. No change required.

480	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-480	Parking locations	<p>There are opportunities to identify safe, secure, and sheltered bicycle parking within the Strategy. It appears missing throughout.</p> <p>All types of cycles (trikes, cargo bikes, etc.) need to be considered.</p> <p>Providing sheltered facilities for cycle parking; at Park and Ride facilities, at train and Dart stations, Luas and more rural (Enniskerry is a great example of sheltered bike parking beside a bus stop on the edge of the village) bus stops and in urban centres, as part of a designated section on Cycle Parking and encouraging integrated transport choices.</p> <p>The section on Car Parking (14.11) includes a section on Car Parking Standards (14.11.2). In the Bicycle Parking section, an equivalent section Cycle Parking Standards needs to be added.</p>	<p>Addressed by Measures CYC3 Cycle Parking, CYC4 Cycle Parking Strategies and INT4 Major Interchanges and Mobility Hubs.</p> <p>Parking standards are included in the National Cycle Manual.</p>
169	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-169	Cycle Parking	Support for objective CYC3 in relation to cycle parking.	Noted.
-64	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-64	Bicycle Theft	The issue with regard to cycle parking, is not only the quantity or quality, but the safety of bicycles and the lack of consequences for the offence of stealing them.	Noted.
399	11. Cycling and Personal Mobility Vehicles	CYC3 – Cycle Parking	NTA-C5-399	Provision of Cycle Parking	Adequate and safely sited cycle parking facilities should also be provided wherever needed, so that cyclists do not attach their bikes to poles, trees, fences or on the handrail of ramps as this can cause an obstruction for someone who is blind or vision impaired.	<p>Addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies.</p> <p>No change required.</p>
169	11. Cycling and Personal Mobility Vehicles	CYC4 – Cycle Parking Strategies	NTA-C5-169	Cycle Parking Strategies	Support for measure CYC4 regarding cycle parking strategies.	Noted.

-62	11. Cycling and Personal Mobility Vehicles	CYC4 – Cycle Parking Strategies	NTA-C5-62	Amend Measure CYC4 - Cycle Parking Strategies	Measure CYC4 should be amended to read: Measure CYC4 – This should be amended to the following “Local authorities will, as part of Development Plans and Local Area Plans, prepare public cycle parking strategies in order to ensure that there is sufficient safe and secure short-stay cycle parking available on-street and off-street in city, town and village centres.	Noted. Due to the scheduling of the development plans and the transport strategy, such a wording may prevent cycle parking strategies being prepared over the short-term. This issue is considered as part of the preparation of Local Transport Plans which will inform statutory land use plans. No change required.
793	11. Cycling and Personal Mobility Vehicles	CYC4 – Cycle Parking Strategies	NTA-C5-793	Combine CYC4 with CYC3	DLRCC is supportive of this measure and would suggest that consideration be given to combining it with Measure CYC3 – Cycle Parking, to allow for comprehensive strategies to be prepared and avoid a potentially narrow focus on short stay parking. It is recommended that the strategies should include a focus on how best to accommodate cycle parking within the public realm while also safeguarding amenities. It is also suggested that while the strategies may be brought forward under LAPs/Statutory Plans, their delivery should not be limited to this process so that strategies can be delivered when and where they are needed.	Recommendation to merge two Measures not accepted.
661	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTAC5-661	Expand Bike Share Scheme	- Dublin Bikes scheme should be extended to all of the urban villages in the Kimmage Rathmines LEA.	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.

843	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-843	Support for Cycle "Library"	Any expansion of bike share schemes must coincide with NTA-led cycle 'libraries' which allow people with different disabilities the opportunity to try out various kinds of bikes and 'non-standard' cycles. These include: tricycles (upright and recumbent), tandems, handcycles (including handcycle attachments for wheelchairs), wheelchair trailers, trishaws, and electronic versions where available.	While this proposal has merit, it is not a matter for a transport strategy and would be best addressed at county development plan level. No change required.
855	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-855	support for bike schare schemes in towns	Support for bike share schemes in towns. support for bikes on PT	Noted.
823	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-823	Bike Scheme extension to Terenure	We feel that the Dublin Bikes scheme should be extended to Terenure.	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.
689	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-689	Bike Share Crumlin	Look at subsidising active travel sharing schemes (Dublin Bikes, Moby, Bleeper etc.) in suburbs where currently no sharing schemes exist prioritising areas of social deprivation first as per the principles of a just transition. Currently there is no active travel sharing schemes in Crumlin or Drimnagh.	This will be considered in the planning and design of shared mobility schemes, rather than at the Strategy level. No change required.
698	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-698	Expand Scheme to PT Nodes	There needs to be greater connectivity at major transport e.g. the provision of Dublin Bikes stations at train stations & busy bus stops	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.
691	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-691	Support for Bike Share Scheme Expansion	The public bike scheme should be expanded and there should be cooperation between County Councils in the provision of this service, i.e involvement from the South Dublin County Council etc.	This is addressed in Measure CYC7 Interoperability Between Bike Schemes. No change required.

767	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-767	Bike Share Expansion Ringsend & Irishstown	Alongside the development of cycle lanes, the expansion of the Dublin Bike Scheme should be prioritised in the Ringsend and Irishtown areas so as to better serve the needs of local communities and again to encourage greater take-up of cycling in the city.	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.
716	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-716	Expand Dublin Bikes	Support for expansion of Dublin Bikes scheme and increased allocation of funding	Noted.
781	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-781	Accessible bike share	Expand bike share schemes to include tricycles to increase the accessibility of the scheme	Noted. The NTA have a limited role in the detailed management of bike share schemes in the GDA, which are a matter for Dublin City Council and the various private operators. No change required.
779	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-779	Expand to Cabra	Proposal to expand bike sharing schemes to include Cabra and North Circular Road	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.
169	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-169	Bike Share Scheme Parking	Support for bike share schemes, however, concern expressed that public money is not subsidising private bike-share operators by providing what is effectively storage facilities for the operators' bikes.	This is a matter for local authorities that licence the private bike share schemes. No change required.
750	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-750	Support for bike share	Expansion of bike sharing schemes urgently required	This is a matter for Dublin City Council, which manages the Dublin Bikes scheme. The Strategy supports the expansion of schemes under Measure CYC5. No change required.

812	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-812	Bike scheme Funding and Expansion	Dublin Bikes are a serious part of public transport infrastructure in Dublin. Why does the subscription keep increasing but the coverage remains static? We are prepared to accept that busses and trains cost money. Why can't we accept that the state should pay for bikes and stations without the need to degrade the environment with tacky advertising structures to offset the cost?	Customer charges do not currently fully fund the operation of the Dublin Bikes scheme. Additional funding is provided by Dublin City Council, which is also responsible for setting the subscription fees. No change required.
698	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-698	Support	Support for expansion of bike sharing, including both Dublin Bikes (agrees with subsidised finance model) and private operators.	Noted.
806	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-806	Expand Bike Share Scheme	Bike Sharing schemes need to be expanded and supported	Noted.
862	11. Cycling and Personal Mobility Vehicles	CYC5 – Bike Share Scheme Expansion	NTA-C5-862	consideration for bike share schemes in less populated areas	consideration for bike share schemes in less populated areas	Scheme extent is a matter for local authorities and scheme operators. No change required.
793	11. Cycling and Personal Mobility Vehicles	CYC7 – Interoperability between Bike Schemes	NTA-C5-793	How Interoperability of Bike Schemes to be Achieved	DLRCC is supportive of this measure but as bike share schemes are normally done through bye-laws which are individual to each Local Authority, more clarity on how inter-operability will be achieved would be welcome.	Noted.
746	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-746	Bikes on Trams and Buses	Recommendation: Update CYC8 to refer to the introduction and retrofitting of Front-mounted bike racks for buses and Luas trams.	Measure CYC8 refers to the principle of carriage of bikes on rail-based public transport. The precise details are a matter for further discussion. Carriage of bikes on regional bus services is already permitted. Front-mounted racks on urban buses or Luas have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.

886	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-886	Permit more Bikes on Trains	four bicycles per train is too few and should be increased according to seasonal demands	Noted. It is not feasible to change the layout of train carriages on a seasonal basis.
886	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-886	Bikes on Trains need to be secure	passengers should feel safe in the knowledge that their bicycle is secure during travel. The online ticketing system for Inter-City services should have seats locked off for bicycle passengers that are either near or in view of the bicycle storage area if possible.	This is an operational matter for Irish Rail. No change required.
813	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-813	All PT should accommodate bikes	All public transport should be able to accommodate multi-modal travel, whether that's a folding bike or a cargo bike. Passengers should be able to get off and on trains with larger bikes, and in and out of stations. Where the wheelchair/buggy space is unoccupied on a bus, a bike should be accommodated. This would be very useful to take a broken bike for repairs.	Folding bikes are already permitted on urban bus services (at driver discretion), regional bus services and rail services. Carriage of cargo bikes on board is not under consideration. Wheelchair/buggy spaces will not be available for carriage of bikes as they are required for wheelchair/buggy use. No change required.
803	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-803	Bikes on Luas and Bus	The continuing omission of bikes from Luas and Bus is regrettable, and should be revisited. For example, Dart allows bikes off-peak, surely some off peak Bus and Luas routes could facilitate bikes?	For Luas, this is an operational matter which has been assessed previously and deemed impractical due to carriage design. For buses, bikes are permitted on regional bus services, and folding bikes are permitted on urban bus services (at driver discretion). Front-mounted racks on urban buses or Luas have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.
835	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-835	Bikes on Buses	Considering adding bus bike hooks at the front of buses might help to make people think of using multiple options.	Front-mounted racks on urban buses have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.

800	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-800	Bikes on Regional Bus Services	"Regional" bus services in the GDA should take bikes for free in dedicated bike carriers - e.g. Bus Eireann 100 Dublin-Drogheda, BE 101X Dublin-Dundalk.	Front-mounted racks on buses or Luas have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time
698	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-698	Bikes on Buses	There should also be greater provision to allow people to take their personal bikes on-board rail & bus services, the possibility of which is demonstrated in other jurisdictions where bike racks are installed externally on busses, trams & train	Front-mounted racks on buses or Luas have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.
758	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-758	Bicycles on Buses	Measure CYC8 should examine the possibility, widely used in other countries, of fitting forward or rear mounted bike racks externally on buses, especially on orbital routes not crossing the city centre. This will greatly facilitate last-mile transport and add to the attractiveness of public transport.	Front-mounted racks on buses have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.
767	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-767	Bicycles Allowed on Luas & DART	Many of those who could otherwise commute or travel longer distances by bicycle are currently dissuaded from doing so by highly restrictive rules around carriage of bicycles on Luas and Dart services. A far more generous approach to carrying bicycles on trams and trains should be adopted, with the aim of encouraging more people to cycle and to reduce reliance upon the private car as the primary means of commuting.	For Luas, this is an operational matter which has been assessed previously and deemed impractical due to carriage design. Bikes are currently permitted on board DART carriages at all times, except during peak hours when precluded due to capacity constraints. No change required.
799	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-799	Bikes on Luas	Proposal to allow carriage of bikes on the Luas, or clarification of the rationale for the continuation of the preclusion	This is an operational matter which has been assessed previously and deemed impractical due to carriage design. No change required.

759	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-759	Capacity of trains	Require greater number of spaces per train than 4 (current no.)	Noted.
739	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-739	Bikes on buses in Dublin/Wicklow mountains	Buses that cover the Enniskerry/Kilternan areas [185, 44, 63] should be able to carry bicycles. They could have bike racks attached at the back as in other countries - or trailers. This would mean that recreational cyclists who want to access Glencullen Adventure Park can do so without the need for a car. It would also enable less experienced cyclists to access flatter, coastal cycle routes [via #63 bus]. Furthermore, it would enable people to take on longer commutes by bike if they can do part of it with the bus.	Front-mounted racks on urban buses have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. No change required.
698	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-698	Support	Cyclists ought to be able to bring their bike with them on PT journeys.	Currently permitted on rail and regional buses. Front-mounted racks on urban buses and Luas have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. Carriage on board Luas is an operational matter which has been assessed previously and deemed impractical due to carriage design. No change required.

480	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-480	Rail, Luas and bus	Rail: target should be 4 bikes per carriage, not 4 bikes per train. Bus: Request for carriage of bikes on racks mounted on the front of buses. Luas: The NTA states the Luas is “unsuited for carriage of standard bicycles on board”. Trinity does not agree with the NTA/TII position.	Noted. Front-mounted racks on buses have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. Carriage on board Luas is an operational matter which has been assessed previously and deemed impractical due to carriage design. No change required.
-55	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-55	Bikes on Buses	Allowing buses to accept atleast 1/2 cycles would also be great to improve both cycling as well as public transport uptake.	Front-mounted racks on buses have been assessed previously and were deemed unsuitable for adoption for operational reasons; they are not under further consideration at the current time. Folding bikes are permitted on board buses (at drivers’ discretion), but larger bikes present safety issues. No change required.
783	11. Cycling and Personal Mobility Vehicles	CYC8 – Bikes on Public Transport	NTA-C5-783	More spaces for bikes on trains	Cyclist.ie welcomes the proposals for increased access to public transport for people on bikes, although the proposal to only increase the number of bikes on inter city trains to 4, is disappointing, and falls below the 8 bikes, which the ECF, and the EU Parliament Transport & Tourism Committee are recommending on a European level	Noted.

266	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-266	Support for E-Bikes	Potential significant role that e-bikes may have is shifting users away from private motor vehicles. In that regard, it is encouraging that the GDA draft strategy notes that it will include measures to facilitate the transition to zero-emission delivery vehicles such as cargo bikes. We believe this is vital to take private vehicles off the road and must get higher urgency as online shopping and delivery becomes more popular.	Support noted.
661	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTAC5-661	Clarify E-Scooters	- Issue of eScooters re parking, shared space with cars/bikes, etc needs clarification as these are now accepted commuter transport solutions.	Noted. This is a matter for national legislation.
405	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-405	Infrastructure Design for E-Bikes etc	the potential of E-Bikes, E; Scooter and other Personal mobility Modes to affect infrastructure design should be addressed as a matter of urgency. This will ensure that the demand for cycling infrastructure reflects the wide appeal of these devices and the cross section and level of service requirements of new cycling infrastructure takes account of these changing requirements.	This will be addressed in the review of the NCM. No change required.
746	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-746	Public Charging points for E-Bikes	The provisioning of charging points for e-bikes at designated bike storage facilities (e.g bike lockers) should be examined. These could be funded by way of card/coin operation or rental, similar to electric car chargers.	Noted. The strategy does not preclude this being undertaken by a local authority or Irish rail.

884	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-884	Support for E-Bikes and E-Scooters	Escooters have the potential to change travel behaviour to an extent that has been underestimated, until recently. Sufficient cycling infrastructure for E-Bikes, Scooters and other Personal mobility Modes to affect should be provided as a matter of urgency.	This will be addressed in the review of the NCM. No change required.
873	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-873	e bike safety and legislation	ise in personal mobility is inevitable so the challenge of providing space for personal mobility users whilst protecting pedestrians and other vulnerable transport infrastructure users is one that needs to be addressed urgently.	Noted.
822	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-822	E-Bike and E-Scooter parking	We submit that guidance on eScooter and eBike parking provision is developed as part of this response, whether as part of the planned updates to the National Cycle Manual or as a separate standalone document, including safe charging mechanisms	Noted. Detailed guidance is not a matter for the transport strategy but may be provided as part of its implementation.
822	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-822	Incentivise E-SCooters	We also submit that their use is subsequently incentivised similar to the “Bike to Work Scheme” or through other fiscal measures such as VAT reduction.	Fiscal incentives are a matter for the Dept of Finance. No change required.
856	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-856	opportunity for E Bikes	Ebikes and emobility options have additional significant health (physical, mental, social) benefits over Electric Cars, namely enabling physical activity, social interaction, reduction of tyre noise pollution, reduction of air pollution from tyre particulate matter, and reducing the necessary storage in premium public space in the city and town centres.	Noted.

736	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-736	e bikes / scooters	<p>plan for the future will have to include information pertaining to the safe use and management of Bicycle Parking including parking for Electric Bicycles and Electric Scooter facilities, including safe charging and secure areas, near Bus intersections, Train, Dart and LUAS Stations. While the legal debate re the use of Electric Scooters is on-going.</p> <p>Having regard to the actual financial costs of purchasing Bicycles, including Electric Bicycles and Electric Scooters while thinking of evolving futuristic social constructive controls processes.</p> <p>This should also include the provision of Battery Swop Stations, as well as Battery Charging areas.</p> <p>And one area of concern It must be remembered that in December 2021, London Transportation prohibited the carriage of Electric Bicycles and Electric Scooters on board London Transportation facilities.</p>	Detailed guidance is not a matter for the transport strategy but may be provided as part of its implementation.
691	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-691	Support for E-Bikes / Scooters	E-Scooters and powered personal transporters (PPTs) will further encourage modal shift from private car to sustainable modes and will complement the public transport value chain.	Noted.
791	11. Cycling and Personal Mobility Vehicles	CYC9 – E-Bikes	NTA-C5-791	Longer distance commuting	Include more measures related to e-bike use for longer distance commuting, and the need for supporting infrastructure (secure parking, charging infra)- potential to impact on cycle mode share	The potential of e-bikes to serve longer distance commuting is noted in the strategy.
266	11. Cycling and Personal Mobility Vehicles	Cycle Safety	NTA-C5-266	Rise in Cyclist fatalities	Active travel is becoming increasingly dangerous as Ireland recorded the highest annual increase in cycling deaths among all EU member states over a nine-year period.	Noted.

844	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-844	Support for active travel	Local transport should then be centred around frequent bus services and active-travel options, again at the expense of road space dedicated to private motor vehicles,	Noted. This is a cornerstone of the Transport Strategy. No change required.
783	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-783	Trial schemes	There is a need to recognise in legislation, as happens in other countries, the right of local authorities to trial installations, without the need for a full long drawn out planning process.	Noted. This is a current legislative matter which is outside the remit of the Transport Strategy. No change required.
380	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-380	timeline for delivery	Achievement of many of the Strategy's goals, e.g., relating to consolidated development, the public realm and placemaking, reduced traffic impacts, carbon emissions, air quality, noise, travel times to major destinations, safety, and equality, will hinge to a large degree on timely delivery of decent cycling infrastructure.	Noted.
783	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-783	Planning system	It is incumbent on the NTA, as the overall 'overseer' of sustainable transport projects, to examine and report on the weaknesses in the statutory planning system that are delaying the delivery of the schemes, and recommend possible solutions.	Noted.
716	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-716	Fiscal measures for cycle purchase	Proposal to extend 'Cycle to Work' scheme to bikes for school children, and to increase the grant for cargo bikes and e-cargo bikes	Fiscal incentives are a matter for the Dept of Finance. No change required.

783	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-783	Legislative changes required	There are innumerable legislative proposals that have been discussed and debated over the years, which could be initiated in order to increase the ease and safety of travel for cyclists. Cyclist.ie has highlighted these proposals in meetings with the NTA and the Department of Transport on a number of occasions in the past 7 years. In particular we have referenced the 2014 Transport for London (TfL) Study as an exemplar of what could be done. It will be appreciated that this study is already 8 years in publication, and Dublin was one of the referenced cities in the lead-in study. There needs to be a sense of urgency in translating ideas into legislation to improve conditions for cycling. This needs to be addressed in the Strategy.	It is not clear how this would be addressed in a Transport Strategy. Legislative changes are the responsibility of the Dept of Transport/Central Government. No change required.
791	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-791	Mode share	More ambitious mode share for cycling should be included	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.

783	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-783	Data and Monitoring	<p>We call on the NTA and the Local Authorities to ensure that detailed traffic related data is regularly collected, which enables comprehensive assessment of all transport projects, but particularly active travel projects. This assessment should be combined with an updating of the Common Appraisal Framework, to ensure that all health, environmental, social and economic benefits are included as part of the assessment process.</p> <p>We fail to understand why the national Road Safety Authority (RSA) has not been included as a data source within this monitoring Chapter 19. As it stands, road safety data, in particular that related to serious (and minor) injuries, is simply not made available regularly or soon enough. As a result, while we have seen road deaths generally decrease year on year recently, there has been a concomitant and frightening increase in serious injuries, as highlighted in table 5.1 of the Draft Cycle Network Report.</p>	Section 19.2 updated accordingly.
791	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-791	User diversity	<p>Take account of the needs of women, children and older people in the design of the cycle network and infrastructure.</p>	<p>Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.'</p> <p>No change required.</p>

699	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-699	Legislative changes	Idaho Stop laws allow cycle users to yield instead of stopping, as the naturally lower speed of a bicycle easily allows a cyclist to verify it is safe to proceed. Similar behaviours like allow turns on red-lights (while yielding to pedestrians) are also desirable.	Road Traffic regulations are matters for the Dept of Transport. Technical aspects and implications will be considered in the review of the National Cycle Manual. No change required.
690	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-690	Mode share	More ambitious cycling mode share targets should be included in the Strategy	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
690	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-690	Disabled cycling	Strategy should include a measure or measures specifically related to disabled cyclists	The needs of disabled cyclists have been key in the development of the strategy, as set out in Section 11.4, which states: <i>‘as the community of cyclists grows and its range broadens, different needs also emerge. As more women and girls cycle, for example, personal security needs may become more pronounced, in particular on off-road greenways. There has also been notable growth in electric bikes, cargo bicycles and tricycles, multi-seat family cycles, plus hand cycles and adapted cycles catering for users with a range of mobility limitations. ‘All of these factors contribute to the manner in which cycle infrastructure is provided. As such, the NTA is in the process of reviewing and updating the National Cycle Manual to take account of these issues and developing international practice.’</i> No change required.
384	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-384	Registration	all bikes, e-bikes, e-scooter etc should be registered.	Vehicle registration is a matter for the Dept of Transport. No change required.
666	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-666	Scheme Delivery	Where local authorities are not delivering the GDA Cycle Network, an external agency should really take over the delivery of cycling infrastructure.	The NTA’s Cycle Design Office, established in 2019, fulfils Action 91 of the 2019 Climate Action Plan to establish a ‘Cycling Project Office’. This office works with local authorities, but is also equipped to deliver projects directly. No change required.

577	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-577	Mode Share	It is unclear why 12% is considered an appropriate projected total mode share for bicycles by 2042. It would be useful to include information and evidence to support the appropriateness of this figure.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
339	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-339	Insurance/licensing	Cyclists should be required to wear helmets and reflective jackets and the rules of the road should be enforced in their case (particularly stopping at traffic lights and Yield/Stop signs). There should be cycle insurance and some sort of licencing system. These last issues become more important as the use of electric bikes and scooters becomes more prevalent. Their use could lead to a lot of injuries and collisions with vehicles. At the speeds they do, significant damage could be caused and identification and insurance are issues that should be considered.	Such regulatory matters are the responsibility of the Dept of Transport, not a transport strategy. No change required.

266	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-266	Recommendations for Cycling Policies	<p>This submissions supports the following strategy measures or suggests as new:</p> <p>Allocate 10% of the NTA GDA transport budget to cycling infrastructure</p> <ul style="list-style-type: none"> - Reallocate road space in the city centre, towns, and villages to cycling lanes - Promote active travel first villages such as Blackrock village <p>Introduce a congestion charge in Dublin to promote walking and deter private vehicle use</p> <ul style="list-style-type: none"> - Ensure that all future and existing cycling paths are physically segregated from roads and pedestrian paths, sign posted, maintained to a high standard and well lit - Provide safe cycling routes to all primary and secondary schools and third level colleges. Carry out an audit of every school/routes leading to the school from residential areas - Expand the Green-Schools Programme, the environmental and awards initiative that promotes sustainable travel, to all schools in the state - Implement the cycle bus initiative, which has been working with and adopted by several local country councils, nationwide. A cycle bus is a system whereby a group of parents and schoolchildren cycle to school together, the children on the inside, the parents forming a barrier all around them, protecting them from vehicles on the road. <p>Carry out a road audit within the GDA to identify the most dangerous junctions and roads for cyclists. Accordingly, retrofit all dangerous junctions and roads to the standards set out in the National Transport Authority's National Cycle Manual and the Department of Transport's 'Design Manual for Urban Roads and Streets' at a minimum</p> <ul style="list-style-type: none"> - Ensure that all road upgrades and new roads include provision for cycling built with Dutch style cycling infrastructure - Ensure all new roundabouts are built to the Dutch-style roundabout design while retrofitting existing roundabouts 	<p>Budget allocations are a matter for the Dept of Transport. Active Travel funding is already in excess of 10%.</p> <p>The strategy includes a measure PLAN14 – Reallocation of Road Space.</p> <p>The NTA works with local authorities to develop active travel measures with a focus on existing town and village centres.</p> <p>Congestion charging would be a matter for the Dept of Transport.</p> <p>The need for Segregation is determined in accordance with the Integration and Segregation guidance in the NCM.</p> <p>The strategy contains a range of measures related to school travel, including measures TM8 – Safe Routes to School and INT10 – Green Schools Travel.</p> <p>Cycle Bus included in 11.9</p> <p>Measure WALK3 – Improved Junctions includes provision for improving cycling at junctions.</p> <p>Cycle infrastructure will be designed and implemented in accordance with the provisions of the NCM – see measure CYC2 – Cycle Infrastructure Design, which addresses the requirement for segregation of cycle infrastructure and the design of roundabouts.</p> <p>Measures CYC3 – Cycle Parking and CYC4 – Cycle Parking Strategies address parking requirements.</p> <p>Measure CYC8 – Bikes on Public Transport addresses carriage of bikes on trains.</p> <p>The NTA undertakes awareness campaigns including Smarter Travel, and Green Schools Travel.</p> <p>The driving test is beyond the scope of a transport strategy.</p>
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480	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-480	Mobility and social inclusion	<p>This recent EU Commission decision under its Urban Mobility Framework (UMF) recognises the primary role of cycling and other forms of active transport in moving people in cities/towns. https://ecf.com/news-and-events/news/ecf-analysis-new-european-urban-mobility-framework-major-win-cycling. Trinity would like to see this decision incorporated into the Greater Dublin Area Transport Strategy.</p> <p>The ECF states in its response to UMF (22 Dec 2021): We also applaud the Commission’s emphasis on mobility as “a critical aspect of social inclusion and an important determinant of human well-being, especially for disadvantaged groups,” and that transport is “an essential service in the European Pillar of Social Rights.”</p>	<p>The strategy endorses the hierarchy of modes and, by extension, supports the primacy of active mobility as set out in the UMF decision.</p> <p>No change required.</p>
480	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-480	Covid measures	Support for retention of all Covid emergency measures, specifically Nassau Street contraflow.	Noted.
428	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-428	Support and request for more ambition	<p>General support, and request for more ambition with cycling such as observed in Bogota.</p> <p>Enforce fines and prosecutions for those driving and parking in dedicated cycle lanes</p> <p>Appointment of a cycling mayor;</p> <p>Monitoring of cycling statistics.</p>	Noted. Enforcement is addressed by Measure INT20 Enforcement of Road Traffic Laws. A Cycling Mayor is a policy matter for each local authority.
480	11. Cycling and Personal Mobility Vehicles	Cycling General	NTA-C5-480	Fiscal incentives	Proposal for a Cycle To College scheme, similar to the Cycle To Work scheme.	<p>Fiscal incentives are a matter for the Dept of Finance.</p> <p>No change required.</p>

-54	11. Cycling and Personal Mobility Vehicles	Public Bike Repair Stations	NTA-C5-54	Provision of Public Bike Repair Stations	Please add a strategy for the provision of emergency puncture repair services for bicycle riders in the Greater Dublin Area	This would not be feasible everywhere, but could be considered at large scale parking facilities and Mobility Hubs/Interchanges.
266	11. Cycling and Personal Mobility Vehicles	Rural Cycling	NTA-C5-266	Promotion of Cycling in Rural Parts of the GDA	Cycling must not be viewed solely as a means of active transport for urban dwellers in the GDA. Promoting and providing cycling infrastructure in rural parts of the GDA could act as a win-win as it increases mobility and helps improve the tourism offering. In this regard, all existing and future national primary roads should include provision for cycling infrastructure built to standards consistent with best practice in the Netherlands.	The Cycle Network Plan includes inter-urban routes. New road schemes are obliged to consider the needs of all road users, including cyclists. No change required.
129	11. Cycling and Personal Mobility Vehicles	Timelines	NTA-C5-129	Delivery of Cycle Lanes	Plan does not set out how we can implement cycle lanes etc. in the context of opposition from car-centric people	DUPLICATE ENTRY
-60	11. Cycling and Personal Mobility Vehicles	Timelines	NTA-C5-60	Delivery of Active Travel Projects	There need to be firm timelines for the start of all of active transport and infrastructure projects, for the different components of the projects, and for when each project will end.	Scheme delivery follows Strategy adoption but is beyond the scope of a Strategy. No change required.
440	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-440	Safe, off road cycling lane along Fortfield Road	Suggest removing parking and providing an off road cycle lane on Fortfield road to access schools and Park.	This will be considered through the scheme design and development. No change required.

-50	11. Cycling and Personal Mobility Vehicles	CYC2 – Cycle Infrastructure Design	NTA-C5-50	Detailed Design Suggestions	<p>I would like cycling lanes that are separated from both vehicles and pedestrians</p> <p>Please can I have a gap of 1 m between cycle lanes going in the opposite direction.</p> <p>Please can I have cycling lanes that are less undulatin than the corresponding Road</p> <p>Please avoid cycling lanes that dip at the entrance to each house. Please provide cycling lanes with a better srfac than provided for the cars.</p> <p>Please can I have road traffic yielding to the cycle lanes.</p> <p>Please keep Road furniture and in particular poles, at least 1 m away from the cycle lane.</p>	REPEAT
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373	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-373	Cycle Routes through School Lands	<p>It appears based on Figure 1, that the proposed Greenway-Utility route would pass through the northern extent of our client's lands. In addition, it appears that part of the proposed Primary Radial route would pass along the internal circulation road of King's Hospital School to link up with the Old Lucan Road.</p> <p>Both routes as outlined create significant concerns for our clients. Secondary schools are required to main control of access and egress from its lands for the safety of students and staff. Two fully public cycle routes through our client's lands would be contrary to these obligations</p> <p>In light of this, we have proposed amendments to the text of Measure CYC1 in red bold. This is to ensure that the key role of relevant landowners is acknowledged in the delivery of enhanced cycle mobility measures in the Greater Dublin Area,</p> <p>Measure CYC1 – GDA Cycle Network</p> <p>It is the intention of the NTA and the local authorities, in consultation with relevant landowners, to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.</p>	Noted. The NTA and local authorities will consult with the public and all affected landowners in the planning and design of cycle routes. No change required.
458	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-458	Liffey Valley Greenway	the Liffey Valley Greenway which was part of the 2013 iteration, is not retained as a specific Greenway.	A greenway is proposed from The Hermitage Golf Club to the City Centre. From The Hermitage westwards, a Secondary Route on the north bank of the Liffey is proposed. Land ownership issues and the number of bridges required for a greenway west of The Hermitage precluded the inclusion of a greenway to Lucan.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Boyne Greenway - Trim to Navan	Leisure Greenway; was included in draft Network but has not been mapped; now included. No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim to Royal Canal at Enfield/Longwood	Trim to Longwood is included as an Inter-urban route. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim to Athboy Rail Line Greenway	Not included in Network; Forward to TII for consideration as a Leisure Greenway
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	R161 Trim to Connell's Cross	Not proposed for inclusion at this stage; will keep proposal under review based on demand; Network includes two Inter-urban routes and a Greenway. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	R154 Trim to Scurlogstown	Not proposed for inclusion at this stage; will keep proposal under review based on demand. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	R158 Trim to Tully Park	Not warranted at the current time; will keep proposal under review. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Radial routes serving Trim	Where demand was sufficient, included as Secondary; where demand was too low, not on Network, but will be kept under review. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: North bank of Boyne	More likely alignment, subject to scheme planning and design. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: Boyne Greenway	Section between New Road Bridge and Newtown Bridge is included as Leisure Greenway. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: no primary routes	Based on demand; infrastructure type will be determined at planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: Segregation	The need for Segregation is determined in accordance with the Integration and Segregation guidance in the NCM. No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: New Road	This will be included in the revised Network (N-S link [Newtown Abbey; Newtown Cottages] between R161 Navan Road and R154 Dublin Road) as a Secondary route. Network amended to include link
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: Dublin Road and Navan Road	Proposal to revise categorisation to Primary not accepted; will remain Secondary; infrastructure type will be determined at planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: cul-de-sacs	Scheme-specific matters will be considered in the planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: Link Road	Request for inclusion not accepted; R161 and R154 (parallel) are included; improved permeability between estates more beneficial. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: High Street (Haggard St to Castle St)	Add a Secondary N-S link on this alignment. Network amended to include link
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-723	Detailed considerations on GDA Cycle Network Design	Trim town: Development Plan proposals	Proposals from the superseded Dev. Plan will be considered at scheme planning and design stages, and would be best addressed in a Local Transport Plan. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Ambition and targets too modest	Noted. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Active Travel mode shift targets too low	Noted. No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Consider needs of disabled cyclists	Section 11.1 of the Draft Strategy acknowledges the full range of cyclists: 'The notable growth and diversification in cycling in terms of the range of people cycling, their reasons for cycling, and bicycle type in the recent past requires a strong policy foundation and adequate funding to support the continuation of these trends.' No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Active Travel actions should be front loaded	Phasing will be considered in more detail through the Implementation Plan No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Planning and delivery takes too long	Noted. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Proportion of road space given to cars is too high	Strategy Measure PLN14 Reallocation of Road Space addresses this. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Policy re oversized vehicles (SUVs)	Not a matter for a Transport Strategy. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Cycling and Micro-mobility should be treated separately	Noted. Discrete needs will be addressed in the National Cycle Manual review. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Luas to Templeogue should be delivered before 2042	Noted No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Focus should be on short- to medium-length cycling trips in local areas, not just on commuting	The Cycle Network Plan has been prepared to serve all trip types, including at the local settlement, town, village or suburban/neighbourhood level. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Templeogue, Walkinstown, Perrystown and Kimmage not served by a Primary radial route	Sufficient connections provided from these areas to adjacent Primary corridors using Secondary and Feeder routes. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	BusConnects proposals for Templeogue Road are inadequate	This relates to a specific scheme and should be considered at the scheme level. No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Whitehall Road should be a cycling route	Rockfield Avenue is a Secondary route and provides better connectivity to the City Centre; area around Whitehall Road has good connections to Rockfield Avenue. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	Include Stocking Lane and more of Ballycullen	Stocking Lane is a Feeder (not mapped in draft, but now included); Ballycullen is adequately served and has connections to strategic network. Feeder routes now shown on CNP maps
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-690	Detailed considerations on GDA Cycle Network Design	No Primary Orbitals between Liffey and Ballinteer, or serving Sandyford/parallel to M50	Primary Orbital from Killinenny to Dun Laoghaire via Barton Road East. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Prioritise delivery of cycle network as a matter of urgency	Noted. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Query re route of Fingal Coastal Way	Scheme-specific matters will be considered in the planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Welcomes inclusion of Primary routes serving Balbriggan	Noted. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Commentary on Balbriggan Secondary routes	Scheme-specific matters will be considered in the planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Commentary on Skerries Secondary routes	Scheme-specific matters will be considered in the planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	No connection proposed between end of S2S route and Sutton Station	Network includes Secondary route on this alignment. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	NTA funded schemes in Kinsealy area (to Portmarnock, to Malahide Demesne, to Kettle's Lane and to Balgriffin) omitted from Network Plan	The Network Plan includes the routes as appropriate.

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	No detail on segregation from Auburn Avenue to Snugborough Road, at Ashtown Roundabout, or at the Snugborough Interchange	The need for Segregation is determined in accordance with the Integration and Segregation guidance in the NCM. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Route from Blanchardstown SC to Blanchardstown Village is circuitous and unclear	This link is served by a Primary Radial on L3020 and Blanchardstown Main Street. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	No route proposed on Snugborough Road serving National Sports Campus	Served by Primary Orbital. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Phoenix Park should align with Route 5a (2013 network) via White's Road and Carpenterstown to Blanchardstown	White's Road and Carpenterstown served by Primary Radial. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Link required between Pinnock Hill junction and Swords Village	Link is already included. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	BusConnects design of Ashtown Roundabout is inadequate	This relates to a specific scheme and should be considered at the scheme level. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Cycle facilities on R132 (Swords Bypass) have been omitted	Network amended to include route as Primary Radial
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Broadmeadow Greenway in Swords is omitted	This is classified as a Leisure Greenway so was not on draft Strategic Network map. Leisure Greenways now included
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Cycle track serving Swords Community College is omitted	Has now been added to Network
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Part of cycle track on Castlevue Extension (Swords ET school) is omitted	Has now been added as Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Segregated cycle track serving Thornleigh ET school is omitted	Classified as Feeder so was not on Strategic Network. Now included on final maps
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Cycle lane on Swords Distributor Road in Miller's Glen is omitted	Could not locate this facility; Route not part of Strategic Network

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-444	Detailed considerations on GDA Cycle Network Design	Proposal to include bridge (over rail line) serving Malahide Community School	Proposed bridge has been added to Network
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	No detail on segregation from Auburn Avenue to Snugborough Road, at Ashtown Roundabout, or at the Snugborough Interchange	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	Route from Blanchardstown SC to Blanchardstown Village is circuitous and unclear	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	No route proposed on Snugborough Road serving National Sports Campus	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	Phoenix Park should align with Route 5a (2013 network) via White's Road and Carpenterstown to Blanchardstown	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	Link required between Pinnock Hill junction and Swords Village	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-443	Detailed considerations on GDA Cycle Network Design	BusConnects design of Ashtown Roundabout is inadequate	Identical to submission from Fingal Active Travel - see responses to Submission NTA-C5-444
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Query re relationship between route category and infrastructure type	There is no link between route category and infrastructure type. Category relates to a specific Quality of Service; segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Suggestion for an app to allow for uploading routes, reporting incidents, poor surfaces, etc.	This proposal is beyond the scope of a Transport Strategy. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	No overall map of Cycle Network provided	The maps of the cycle network as published are of the most appropriate scale for legibility and distribution purposes.

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Proposal that Waterloo Road to St James's Hospital via Sundrive Road (and towards Kilmainham/Phoenix Pk) should be Primary Orbital	Full route is classified as Secondary; segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM at the scheme planning stage. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Rathfarnham Rd - Terenure Rd N - Harold's X Rd: all should be Primary	Classification of HX Rd amended so full alignment is Primary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Ballyboggan Rd - Faussagh Ave: disconnected Primary	Classification amended so this section is Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Route between Dublin Port and City Centre should be segregated (assumes Primary = Seg.)	There is no link between route category and infrastructure type. Segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM at the scheme planning stage. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Query re parallel Primary and Greenway on Strand Road	Coastal greenway element removed; Primary on Strand Rd retained
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Custom House (E side) contraflow omitted	This is included in the Network. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Concern re possibly unsegregated Secondary route on Bridge Street	There is no link between route category and infrastructure type. Category relates to a specific Quality of Service; segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM. The type of infrastructure will be determined at the scheme planning stage. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Support for Steeven's Lane Secondary	Noted. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Thomas Street and James's Street should be Primary Orbital (assumes Primary = seg.)	Network revised to add Grand Canal Basin and Echlin St to Primary route; Bond St and Robert St Sth downgraded to Secondary

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-688	Detailed considerations on GDA Cycle Network Design	Support for proposed new Liffey bridges	Noted No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-630	Detailed considerations on GDA Cycle Network Design	This plan is not fit for purpose as it does not propose enough segregated and low-traffic network routes.	Category relates to a specific Quality of Service; segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-630	Detailed considerations on GDA Cycle Network Design	The following streets are downgraded from primary to secondary routes, which is not acceptable: Cork Street / Crumlin Road, Capel Street, Parnell Street, South Great Geroge's Street / Camden Street, South William Street, Old Kilmainham Road / James Street / Thoman Street / High Street	Classification was based on a range of factors, including demand. Classification as Primary or Secondary does not imply segregated or unsegregated infrastructure; segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM, at the scheme planning stage.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-630	Detailed considerations on GDA Cycle Network Design	There is no north-south primary route between Christchurch and Grand Canal Square — over 2km in the core city centre.	Camden Street - Aungier Street - South Great George's Street re-classified as Primary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-630	Detailed considerations on GDA Cycle Network Design	The Plan offers no practical definition and examples of 'an inclusive cycling environment that is safe for all cycling abilities and ages with strong functional and recreational connectivity between homes and key destinations'.	The standards of cycle provision is set out in the National Cycle Manual. This definition is appropriate for the transport strategy. No change required.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-585	Detailed considerations on GDA Cycle Network Design	Proposal relates to cycle routes in Drogheda/East Meath, connecting Grange Rath, Deepforde, 5 Oaks to Donacarney and onwards to Mornington, Bettsytown etc	Identical submission to others on this topic. See proposed resolution above.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Segregate pedestrians and cyclists	The NCM recognises that shared facilities are sub-optimal for both modes and allows them in exceptional circumstances only; this is a matter for the NCM review No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Connect Donabate/Portrane to Swords	Included in Network - Secondary on R126 No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Support for Permeability between housing estates	This is addressed by Measure PLAN7 Filtered Permeability No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	FCC route from Stella's Castle, Portrane to Carr's Mill, Donabate omitted	Included in Network as Utility Greenway No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Support for secure cycle parking at destinations	This is addressed by Measures CYC3 Cycle Parking and CYC4 Cycle Parking Strategies No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Cycle infrastructure should cater for the full range of cycles	Section 11.1 of the Draft Strategy sets out the aim to cater for all cyclist categories and all cycle types No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Preclude micro/e-mobility from footpaths	Legislation has been prepared to address such matters; addressed by Measure CYC10 Electric Scooters No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-780	Detailed considerations on GDA Cycle Network Design	Micro/e-mobility users should be licenced (helmets etc.)	Licencing is a matter for the Department of Transport, rather than the Transport Strategy No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Clarity required on the meaning of Primary and Secondary routes	Noted. Definitions are provided in the National Cycle Manual.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Remove Secondary route from Capel St (pedestrianised); upgrade Jervis St-Swift Row-Eustace Street to Primary with new Liffey bridge (omit bridge at Fishamble St-Arran Street)	Capel Street will remain a Secondary route as it is not pedestrianised; it has been made traffic-free, so cycling is still permitted- No change Jervis St-Swift Row-Eustace Street upgraded to Primary with new Liffey bridge (and bridge at Fishamble St-Arran Street omitted)
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Extend Greenway from Faussagh Rd to Broadstone Plaza	Added to Network as Secondary route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Botanic Ave to Church St should be Primary; consider extending southside to Patrick Street	Classification revised to Primary from Botanic Ave to Church St

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Royal Canal Bank should not be Primary (BusConnects); Primary route should be on Phibsborough Rd	This is related to the BusConnects CBC. The matter has been considered in that context and should remain a scheme level consideration. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Query re feasibility of Whitworth Rd as Orbital route	Whitworth Rd is not included in the Strategic Network No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Entire NCR should be Primary Orbital	Will remain Secondary where currently shown as such; segregation will be determined in the scheme planning and design No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Camden St-George's St should be Primary	Now reclassified as Primary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Dorset St and N. King St should be Primary	Will remain Secondary where currently shown as such; segregation will be determined in the scheme planning and design No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Add Secondary connecting Stoneybatter to NCR via Arbour Hill/O'Devaney Gdns	This is included in the Network as a Feeder route and will remain as such No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-799	Detailed considerations on GDA Cycle Network Design	Upgrade East Wall Rd to Primary	There is no link between route category and infrastructure type. Segregation of cycle tracks is determined according to the Integration and Segregation guidance in the NCM at the scheme planning stage. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-671	Detailed considerations on GDA Cycle Network Design	Objection to plans to make Strand Rd one-way; concerns re increased traffic in residential areas	This relates to a specific scheme and will be considered in the scheme planning and design No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-779	Detailed considerations on GDA Cycle Network Design	Support for all routes in 2021 Cycle Network	Noted
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-779	Detailed considerations on GDA Cycle Network Design	Extend Greenway from Mt Bernard Pk to Grangegorman via Dowth Rd-Charleville Road	Agreed. Network revised to include this link

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-757	Detailed considerations on GDA Cycle Network Design	Proposed route between Skerries and Lusk follows substandard road; surface improvement and maintenance required	Noted; will be addressed through scheme planning and design No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-724	Detailed considerations on GDA Cycle Network Design	Proposal to include 'Hamilton Way' (Dunsinea Lane to Dunsink Observatory) in Cycle Network- should serve pedestrians and cyclists	Now included as Greenway (shared ped-cyc) link in Network
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Dundrum Road omitted from Network	Will be served by parallel route (E of Dundrum Rd from village to CMH; W of Dundrum Rd from CMH to Dodder) No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Roebuck Road omitted from Network	Has now been added as Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Ballinteer Road omitted from Network	Has now been added as Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Cross Avenue omitted from Network	Included as Feeder (not originally shown on map, but now included) and will remain as such
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Blackthorn Drive omitted from Network	Was included as Feeder (not originally shown on map); now revised to Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Carmanhall Road omitted from Network	Included as Feeder (not originally shown on map, but now included) and will remain as such
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	ESB Link Road omitted from Network	Now added to Network as Secondary route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Local route through Ardagh estate omitted from Network	Included as Feeder (not originally shown on map, but now included) and will remain as such
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Link through Deansgrange Cemetery omitted from Network	Now included as Feeder

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Beech Park Road route omitted from Network	Included as Feeder (not originally shown on map); will remain as such, but alignment revised to accord with DLRCC route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Carrickbrennan Road omitted from map	Included as Feeder (not originally shown on map, but now included) and will remain as such
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	The Metals omitted from Network	This route is included No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Dun Laoghaire to Rochestown Avenue route	Alignment revised based on input from DLRCC
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Glenamuck Distributor Road omitted	Included in Network as Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Cabinteely Park route	Extended to Brennanstown Road
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Query re extent of Greenways east of rail line (Vico Road to Co. Boundary)	Extent revised based on input from DLRCC
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Query re York Road (DL) as Primary route	Part of DLR Connector Route, so will remain Primary No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Include Braemor Road as Primary	Secondary categorisation not warranted on the basis of cycle volumes; will be kept under review No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Link to Stepside to be shown	Not clear what this relates to No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Beaumont Avenue (SMG)	Not included due to presence of parallel Feeders on Meadow Park Avenue and Sweetmount No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Dundrum Bypass (SMG)	Re-categorised as Secondary

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Blackthorn Avenue (SMG)	Re-categorised as Secondary
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	M50 crossings from DLR CDP - are all included?	All appear to be included; NTA not opposed to development of further crossings to improve connectivity, in collaboration with DLRCC
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network		Detailed considerations on GDA Cycle Network Design	Ballinteer Avenue	Reclassified from Primary to Secondary R133 Brehon Field Road reclassified to Primary instead
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Need to disaggregate 51% emissions reduction target by area/region	This is a matter for the Dept of Transport, which has proposed a uniform reduction rate No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Reliance on residents switching to electric vehicles is wishful thinking, not a strategy.	This is a policy from the Climate Action Plan No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Local Authorities must be given annual GHG emissions budgets to use as targets	This matter is beyond the scope of a transport strategy No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Serious collisions have grown at a faster rate than cycling growth, but the draft strategy doesn't offer a safety solution in line with these large increases.	Cycle infrastructure will be designed in accordance with the NCM, which takes the 5 Principles of Sustainable Safety as its basis. Segregated infrastructure will be implemented in accordance with the guidance and anticipated cycle volumes No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Driver behaviour isn't addressed - how will the NTA support changes in driver behaviour in line with the radical increase in active travel?	This matter is beyond the scope of a transport strategy No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Health benefits don't appear to be accounted for when evaluating projects against unsustainable transport projects.	This is a project-level consideration beyond the scope of a transport strategy No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The current delivery of Greenways is extremely slow when compared with unsustainable transport projects, despite being an order of magnitude less expensive. A more focused approach is required in order to accelerate the delivery of Greenways.	Scheme prioritisation and delivery will follow the adoption of the transport strategy No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The Draft Cycle Network Plan doesn't provide any clear guidance as to the role that the NTA plays in improving tourism. Will the NTA work with state agencies who may have expertise and input as to the design of appealing Greenways?	The NTA has no role in improving tourism. The NTA will work with relevant stakeholders in the implementation of all cycle facilities, including Greenways No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Sustainable transport is a key support for economic development for local towns & villages. With COVID there has been a significant shift to remote-working, and social distancing rules have led to tactical improvements such as parklets and outdoor meeting areas. None of this appears to have been taken into account in the draft strategy.	The strategy makes specific reference to the impact of Covid-19 on travel patterns and supports access to local services by sustainable transport modes No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The data for the previous and current modal share is highly dependent on the Dublin metropolitan area. Outside this area, extrapolation or out-of-date data is used, across areas with widely-varying characteristics	Strategy preparation used the most up-to-date data sets available No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The document should demonstrate what feedback has been taken on board from the review process in early 2021, and which feedback has not.	A report on pre-draft public consultation was prepared No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Meath is projected to continue to grow at a high rate compared to other regions. Cycling infrastructure must be designed to accommodate the modal share for the population forecast for 2040	Cycling infrastructure will be designed to accommodate the modal share for the population forecast for 2040 No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Various observations regarding the planning and design processes	Planning and design of schemes will follow the adoption of the strategy and are beyond the scope of a transport strategy No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	No guidance is provided as to different means of delivering infrastructure - such as temporary schemes, section 38 or Part 8. If such guidance were provided, and support was available from the NTA, then Local Authorities could refer to precedent, reference other schemes in the GDA when designing, and could more confidently use the various delivery modes	While this is beyond the scope of a transport strategy, it should be noted that such support is available to local authorities already No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The NTA and Local Authorities will very keenly understand that challenges exist when delivering projects. Local politics and objections are likely to continue to impede progress as they do today. With higher ambitions, and more radical changes, how does the NTA expect to deliver on the strategy?	This is largely beyond the scope of a transport strategy. Scheme delivery will follow strategy adoption and will use established mechanisms under legislation/regulations No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The strategy doesn't ensure that Local Authorities allocate sufficient maintenance budget, and that cycle infrastructure assets are managed in addition to roads (resurfacing, leaf-clearing, etc)	Maintenance budgets are a matter for the Dept of Transport and local authorities, not a transport strategy. The strategy supports maintenance of active travel infrastructure No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Planning for motor traffic is mature, systematised and ubiquitous. Active travel should be planned on the same basis, but currently is not. For example, the NTA actively monitors traffic levels on national roads. How does the NTA monitor cycling traffic outside of Dublin city centre?	The NTA has no role in monitoring traffic levels on national roads (TII does this). Monitoring cycle traffic is currently a matter for local authorities, and the NTA intends to expand this as part of the ABTA process. Census and Household surveys provide further mode share data. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Navan Rail: The current plans don't provide any guidance as to how multi-modal trips will be supported - either cycle parking at train stations, or carriage design supporting the transport of bicycles.	Cycle parking at stations is considered at scheme planning and design stage; carriage of bikes on trains is supported by the strategy, but legislation for same is a matter for the DoT No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Regional bus services should be supported by free Park & Ride facilities and secure cycle parking	The strategy contains measures related to both proposals No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	It is unclear why 'inter-urban' and 'feeder' routes have been excluded from all Cycle Network maps.	Omitted for legibility purposes. Now included on revised maps
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	It is also unclear why the route names for each individual map (e.g. Na1, Na2 etc. in Navan) have been removed.	Links can form part of a range of routes. Alpha-numeric designations were considered a limiting factor for future route delivery. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	It's unclear how the NTA have arrived at modal share targets for each town.	There are no mode share targets for each town. This is a regional transport strategy and it is a matter for each local authority to define local targets.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Low stated mode share targets: This suggests that the NTA does not intend to provide infrastructure sufficient to enable children to cycle.	This is not the case. The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The town of Kells does not appear in the new Draft 2021 Cycle Network Maps. It has been included in previous versions, and can also be seen in the new overall 2021 GDA Cycle Network Map (Figure 3.1 on page 14 of the report). We trust this is an accidental omission.	Kells town map omitted in error, but included in overall network as noted. Town map has now been prepared.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	There are plans for a minor greenway, called the Broadmeadow Greenway, in the centre of Ratoath, as part of the Ratoath Pedestrian and Cycle Scheme. The greenway proceeds along the southern river bank adjacent to the back of the Meadowbank Hill housing estate before joining to the R125 Main Street.	Was included in network originally but not illustrated on maps; maps now revised to include this route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The new map does not include the full Boyne Greenway in Trim, which extends all the way along the River Boyne to Navan. It is included from the centre of the town down to the R154.	Was included in network originally but not illustrated on maps; maps now revised to include this route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The Meath County Development Plan 2030 provides targets for cycling modal share. It's unclear if the draft strategy is aligned with these targets.	MCC targets were agreed with the NTA in the preparation of the CDP No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Navan has a notably large increase in population within a 15-minute cycle time. Navan is up 47%, almost triple the next-largest increase. The draft strategy doesn't address how this influences the strategy - we would expect this density makes Navan an excellent candidate for increased sustainable transport investment.	The strategy was prepared based on population forecasts with significant input from all local authorities taking account of recent and future growth No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Page 24 of [3] states “The only area of good access in MCC is the centre of Navan”. However, this isn’t the case - the town centre has no such cycling infrastructure, whereas the Johnstown area has a coherent network. We invite the NTA to be explicit as to how it evaluates the quality of existing service provision.	Quality of Service methodology is set out in the NCM
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	This represents nine years of progress - around the same duration that the draft strategy document states that the full GDA cycle network will be finished. In this time, roughly 8km of cycle infrastructure has been delivered - around a third of the proposed network. We invite the NTA to provide guidance as to why it believes the enormous increase in pace is achievable.	While this observation is largely beyond the scope of the transport strategy, it is noted that funding has been considerably increased recently, including for dedicated Active Travel staff No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	R147 Primary route should be extended southward as far as the R147/Bothar Sion junction.	Route classification is guided by anticipated/planned cycle volume and is not related to segregation. Case for re-classification not clear. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Flower Hill (incl. contra-flow) should be Primary	Route classification is guided by anticipated/planned cycle volume and is not related to segregation. Case for re-classification not clear. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The Boyne Greenway appears on the map, but only extends out for a short distance. This will continue all the way to Drogheda (currently at preliminary design stage). On the map, this greenway continues west where the River Boyne meets the River Blackwater, but it should continue south along the banks of the River Boyne as far as Trim.	Was included in network originally but not illustrated on maps; maps now revised to include this route

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	<p>The new Navan Cycle network map shows a greenway route from just before the N51/ R161 junction northwards to the Ratholdren Road, along the old railway line, but there are no plans for a greenway here. There is currently a new housing development being built in the land opposite the N51/ R161 junction. The Boyne Valley to Lakelands County begins on Ratholdren Road, on the site of the old railway line, and is currently under construction – this should also be included on the map.</p>	<p>There are plans for a greenway here in the GDACNP. BV to LC greenway now included in final maps.</p>
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	<p>The above figure shows 60km/h speed limits (coloured red) within the Navan town area that overlap with the proposed GDA Cycle Network. In particular, the N51 to Slane is being modified to increase traffic speed, which will require careful design to slow traffic entering Navan on this route. We invite the NTA to clarify how increasing traffic through the town is compatible with improving active travel.</p>	<p>Speed limits are a matter for the local authority. Vehicle speeds are a key criterion in the determination of segregation, which is considered at project design stage. No change</p>
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	<p>The strategy doesn't provide any guidance or direction to Local Authorities as to what a "safe route to school" is, or isn't.</p>	<p>Guidance is contained in the NTA publication 'Safe Route to School Design Guide'. No change</p>
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	<p>Traffic noise is a major contributing factor to comfort and perceived safety when walking or cycling. Since Meath County Council intend to add traffic to the N51, this will further increase noise and HGV traffic. The draft strategy doesn't appear to account for this.</p>	<p>It is not clear from this observation how the draft strategy might be expected to account for increased noise levels. Cycle routes have been proposed based on origin-to-destination demand modelling (shortest path), and infrastructure will be designed in accordance with the NCM to provide sustainable safe cycle routes. No change</p>

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Bike signals at all traffic signals are required.	This is a project-level consideration. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	This rough-and-ready analysis suggests that permeability is key. It also suggests some routes that are more direct than the proposed GDA network - such as Academy Street parallel to the R147, and the filtered permeability route through Athlumney Castle.	The strategy contains a Measure related to Filtered Permeability. Routes in the network are indicative only and precise alignments will be selected at planning and design stages. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on design of R147 Dublin/Kells Road between N51 & Old Balreask Woods	Project-level consideration No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on design of Metges Road / East Orbital	Project-level consideration No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on Fairgreen to Johnstown route: 'We hope that the NTA will remind transportation teams of their role with respect to elected representatives.'	This is beyond the remit of the NTA. No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on design of Southern Ring from Johnstown to Athboy Road	Project-level consideration No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on design of Northern Cross from Athboy Road to Slane Road	Project-level consideration No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on design of Windtown Road to Commons Road	Project-level consideration No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Observation on delivery of Proudstown Road to Trim Road	Project-level consideration No change

	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Previous versions of the GDA Cycle Network included filtered permeability / low-traffic networks / feeder routes. This has been omitted from the draft GDA strategy. We invite the NTA to either include feeder routes, or explicitly exclude them.	Filtered Permeability is included as a specific Measure in the Strategy. Feeder routes are included in the cycle network, but were omitted from the published maps in the interests of legibility- now included
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Boyne Greenway omitted from table of 'existing or planned greenways of the GDA' (8.3.2 Greenways; Table 8.2; P54).	Omission noted, but not material to future development of route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	The Navan to Trim section of the Boyne Greenway is omitted. It is unclear if this is intentional. We suggest that all sections should be included in the document, and specify the relative priority of each.	Was included in network originally but not illustrated on maps; maps now revised to include this route
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	In the GDA Draft Cycle Network 2021 report, there is no mention of the Boyne Valley to Lakelands Country Greenway, which runs for 30km from Navan to Kingscourt. There are several existing sections already in place in Nobber and Castletown, and construction is currently underway on the majority of the remaining sections. Funding has also been secured for the final sections to complete the full greenway.	BV to LC greenway now included in final maps.
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Access routes to Royal Canal Greenway are required	Will be considered at scheme planning and design stages No change
	11. Cycling and Personal Mobility Vehicles	CYC1 – GDA Cycle Network	NTA-C5-694	Detailed considerations on GDA Cycle Network Design	Propose link between Royal Canal Greenway and Boyne Greenway	A range of proposed Inter-urban routes provide this connectivity No change

12. Public Transport

	Category	Topic	Ambition		
	Public Transport	Ambition	Submission	Submission Summary	NTA Deliberations
57	Public Transport	Ambition	NTA-C5-57	Investment in electric PT should have happened years ago	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
57	Public Transport	Ambition	NTA-C5-57	plan for the future demand	The Transport Strategy is based on future demand for the year 2042 as provided to the NTA by the Department of Housing. Planning and Local Government, Eastern and Midland Regional Assembly and the local authorities. No change required
41	Public Transport	Ambition	NTA-C5-41	The timescale for delivering the strategy is too long	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
718			NTA-C5-718		
686			NTA-C5-686		
59	Public Transport	Ambition	NTA-C5-59	delay in Metrolink, particularly with regard to Santry - how will there be mitigations against additional air pollution due to delay	The delivery of BusConnects and the GDA Cycle Network will provide sustainable transport options in advance of the delivery of MetroLink, and in combination with the electrification of the bus and car fleet and demand management measures, is forecast to contribute to a reduction in air pollution from transport.
29	Public Transport	Ambition	NTA-C5-29	This plan is essentially hopeless. That there will be minimal reduction in the number of peak AM trips by Car is absurd. The lack of ambition in this plan and the constant delaying of any substantial transit infrastructure is maddening. As a Dubliner abroad who hopes to move home, the lack of ambition in this makes me seriously doubt that being a wise choice for any reason.	The reduction in car trips must be viewed in the context of significant growth in population and economic activity over the lifetime of the plan. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
749	Public Transport	Ambition	NTA-C5-749		
36	Public Transport	Ambition	NTA-C5-36	The timescale for delivering the strategy is too long	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
206	Public Transport	Ambition	NTA-C5-206	timeline for implementation is too slow	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time

					taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
16	Public Transport	Ambition	NTA-C5-16	There is not enough being delivered in the first phase, which also means the schedule of phase 2 looks unrealistic	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
17	Public Transport	Ambition	NTA-C5-17	Public transport projects must be completed sooner	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
384	Public Transport	Ambition	NTA-C5-384		
345	Public Transport	Ambition	NTA-C5-345	The Strategy falls short and needs be reconsidered in the following areas	<p>The local traffic and transport impacts of BusConnects are more appropriately dealt with in detail at the project level. At the strategic regional level, they have been considered by the transport strategy in terms of their impact and effects on transport in the GDA as a whole.</p> <p>All alignments shown in the strategy are indicative, other than those which have gone through the formal options and emerging preferred route processes and associated stages of public consultation (MetroLink, Luas Finglas and BusConnects).</p> <p>Metro South West was analysed using best practice methods and as a realistic project and was found not to be viable up to 2042 . Charlemont provides the optimal opportunity for interchange and for future proofing further Metro extensions, if demand requires it, to various corridors in south Dublin.</p> <p>Park and Ride is designed to intercept commuters from outside the built up area of Dublin from major settlements in the hinterland in advance of reaching the area of congestion. There are no major settlements outside Dublin in the south west (N81) corridor and any demand for a Park and Ride is already served by facilities at Tallaght and Cheeverstown Luas stops. For other corridors of Wicklow and Kildare, P&R is proposed to be developed.</p> <p>The 2016 Census is the most up to date comprehensive data set available.</p> <p>No change required</p>
617	Public Transport	Ambition	NTA-C5-617	Very heavy commuter traffic through key junctions of KCR/Terenure/Rathfarnham. Implications of Bus Connects and traffic re-direct does not appear to be considered.	
				Is the Strategy proposing a light rail through South West Dublin down Cypress Down and Lower Kimmage Road	
				Flawed analysis of Metro for South West Dublin should not be considered as a stand alone route, Metro should stop at Steoehn's Green not Claremont, no Park and Ride considered to capture commuters from Kildare, Wicklow	
				Lack of transparency on the impacts on roads potentially impacted e.g. Fortfied Road. Terenure Road West, Lower Kimmage Road, Clareville Road, Rathgar Road. Specific Information and analysis should be provided to residents	
				Out dated data - use of census data from 2016	
343	Public Transport	Ambition	NTA-C5-343	In my opinion, the transport strategy provided does not clearly and cohesively demonstrate how we are going to get there and is not ambitious enough in its nature or timelines. It feels as if the vision and direction isn't there and nobody is willing to fully commit to a direction of travel, whether it be the right or wrong way.	The transport strategy sets out a clear suite of transport measures, comprising infrastructural schemes, policy instruments and targetted interventions to address travel demand, emissions from transport and an approach to meeting economic, social and environmental objectives. Once approved by Government, it comprises a commitment to progress all measures.
343	Public Transport	Ambition	NTA-C5-343	Lets be ambitious for a change and focus on successfully implementing the post 2042 combined rail network laid out	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time

				on Figure 12.10 (or a properly planned and executed Metro System)	taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
343	Public Transport	Ambition	NTA-C5-343	There is a fear in Ireland in relation to tunnelling for Metro and the cost of same yet it can consistently be done well in other countries without major disruption.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required The NTA accepts that there will be a level of disruption during the construction of MetroLink and other transport schemes and it will be comparable to that experienced internationally. It is our view that a degree of disruption is acceptable in order to deliver what is required for the city region and we will continue to pursue transport projects on that basis. No change required.
				In Rome, there is a currently a new metro line being constructed in the middle of a global pandemic within 100m of the Collesum without major disruption and yet we cant even get one started from Dublin Airport to the City Centre, for precious GAA pitch reasons or otherwise. It really is beggars belief.	
18	Public Transport	Ambition	NTA-C5-18	Please reconsider the the thinking here. We need to focus all funds available on new light rail, metro link and dart+ after 2042 is actually disgraceful. Can we have some big thinking here. It's embarrassing to be even announcing these sort of strategies when our climate is crumbling. I have no choice then drive as the bus service is shocking. Please reconsider with some ambitious plans.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
23	Public Transport	Ambition	NTA-C5-23	Totally unambitious considering the government targets to reduce transport emissions 51% by 2030.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.
				The 2042 network looks identical to the 2037 network except delayed by 5 years for no apparent reason.	
				10 years without a single new rail line, metro or light rail line being constructed is beyond a joke. Dublin is already snarled by traffic and compared to most other European cities, the public transit we have is laughable. Something which this plan does basically nothing towards rectifying.	The NTA is committed to deliver DART+ and BusConnects before 2030, as well as the main elements of the GDA cycle network. Major big-ticket schemes are part of the solution in terms of emissions reductions, but are not the only part. Demand Management, fleet changes and behavioural change are also critical factors and the strategy provides for all of these. No change required
25	Public Transport	Ambition	NTA-C5-25	instead on focusing on rail transport which would take the most car journeys off the road, other less sustainable forms are being prioritised. one wonders what the issue is - is it fear of being too ambitious? or is there an incapability to deliver big projects?	The addition of more bus services of a higher frequency with full priority is a key means to offer viable alternatives to the private car and the implementation of measures to improve bus services in this manner has demonstrated in Dublin and elsewhere that they can remove signiifcant numbers of people from congestion and reduce journey times. The strategy contains an appropriate blend of rail and bus proposals, building on existing infrastructure such as the heavy rail lines; providing new Luas lines; new bus corridors; and for the incremental upgrade of certain bus corridors to light rail. All of this is based on forecast demand for travel. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				nothing seems to be done to relieve congestion - on the contrary more busses are being added to increase congestion on the roads.	
				given the ongoing residential development in Dublin, this congestion will only increase, yet there seems to be no strategy in place to deal with this.	
				Why is this area being constantly being deferred and put back? very disappointing, does not give any confidence that those projects will ever be realised, given the amount of times this has already been postponed.	

26	Public Transport	Ambition	NTA-C5-26	How then can the postponement of major public transport infrastructure projects like the Metrolink, and various spurs of the Luas line, be seen in light of our urgent need to pivot from single car use to widespread and efficient public transport	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				We as a country need to grasp the nettle and finally start implementing the myriad public transport projects that we have let pile up on our to-do list, starting with the Metrolink - a legitimate option four thousands of drivers considering a modal switch. The Climate Action Plan is only the latest provocation for us to act, but it is surely the most important.	
27	Public Transport	Ambition	NTA-C5-27	The plan does not go far enough, is not ambitious enough, and will not support Dublin as it grows and tackles climate change into the future. There needs to be more done to reduce the use of vehicles in the Greater Dublin Area. The shelving of the DART Underground project is not good enough, and the fact that no new Luas lines will be created in phase one is unacceptable. More needs to be done to accelerate these projects, instead of passing the responsibility further into the future.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
30	Public Transport	Ambition	NTA-C5-30	An unbelievable lack of ambition that we should, as a nation, be ashamed of. Ireland needs to learn from its European neighbours to have ambition to revolutionise our transport system. This plan needs to be scrapped and started again.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
40	Public Transport	Ambition	NTA-C5-40	This plan is extremely disappointing. The proposed lines post 2042 look like a good start, that I think should start immediately. These will decrease congestion, drive productivity, increase walkability and make the city more appealing. Currently we are a one of the most sprawling, ugly, Americanised city in Europe and these (maybe) plans will help in 2 decades. Great.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
44	Public Transport	Ambition	NTA-C5-44	I believe this plan is seriously lacking in ambition. I would like to see the proposed luas lines and DART underground completed earlier, alongside projects such as four-tracking from Connolly to Drogheda. I also do not accept that there is not adequate demand for more metros in Dublin.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. The complexity and cost of doubling the line from Howth Junction to Connolly, including the acquisition and demolition of many properties is not necessary in order to provide a significantly enhanced level of service on the northern line up to 2042. This measure will be considered in the longer term No change required
47	Public Transport	Ambition	NTA-C5-47	I really feel like there is a complete lack of ambition in this strategy, Dublin needs public transport.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
53	Public Transport	Ambition	NTA-C5-53	The draft NTA plan for Dublin is a sick joke.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time

					taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.
				The DART Underground project is to be formally not done until after 2042 if at all. A miserable abrogation of responsibility and urgency	No change required
				The acknowledgement of the requirement to build Luas to Balgriffen, Clongriffin is shown to be yet another sick joke, as the delivery date is again off in the 2042 pie in the sky realm	
				The lack of commitment to Luas Bray is another shameful abrogation,	
60	Public Transport	Ambition	NTA-C5-60	We need to be building all of these public transport projects as soon as possible, not pushing them off until after 2031 or - even worse - after 2042	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
129	Public Transport	Ambition	NTA-C5-129	Need to halve emissions by 2030 yet some projects won't start until 2031	The addition of more bus services of a higher frequency with full priority is a key means to offer viable alternatives to the private car and the implementation of measures to improve bus services in this manner has demonstrated in Dublin and elsewhere that they can remove significant numbers of people from congestion and reduce journey times. The strategy contains an appropriate blend of rail and bus proposals, building on existing infrastructure such as the heavy rail lines; providing new Luas lines; new bus corridors; and for the incremental upgrade of certain bus corridors to light rail. All of this is based on forecast demand for travel. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. The NTA is committed to deliver DART+ and BusConnects before 2030, as well as the main elements of the GDA cycle network. Major big-ticket schemes are part of the solution in terms of emissions reductions, but are not the only part. Demand Management, fleet changes and behavioural change are also critical factors and the strategy provides for all of these. No change required
				the reduction goal is to be entirely met by busses, electric vehicles, and a transition to walking & cycling. Busses are simply not reliable, fast, or high enough capacity to absorb the entirety of this transition on core routes, by their nature	
147	Public Transport	Ambition	NTA-C5-147	I am disappointed with the lack of ambition and the implementation timelines for public transport in the plan	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
773	Public Transport	Ambition	NTA-C5-773	bus and luas should be replaced with Underground.	Underground rail lines should only be built where the demand for travel justifies them. The analysis for the Strategy identified the corridor containing the City Centre, Dublin Airport and the large settlement of

				plan lacks ambition	Swords as meeting this requirement. As such, the NTA continues to pursue MetroLink. No Change Required
764	Public Transport	Ambition	NTA-C5-764	Dart+ tunnel, I encourage the NTA to pursue a south-western Luas/Metro to Tallaght, the upgrade of the Luas Red Line to Metro in line with CityEdge, and the commitment to upgrade the Luas Green Line to Metro as per the previous GDA transport strategy.	Analysis for the transport strategy demonstrated that DART+ Tunnel was not required by 2042, due in part to the electrification of the Phoenix Park Tunnel and associated significant uplift in capacity and frequency.
					The transport strategy proposes 2 new Luas lines to Tallaght serving 2 separate corridors in Dublin South West.
					The upgrading of the existing Luas lines to Metro standard (fully segregated) is extremely challenging, in particular the Red Line, due to its on-street nature and the associated interactions with other traffic, cyclists and pedestrians. The City Edge plan is a long-term 50 year project, the development of which will span several transport strategies. The NTA will plan and deliver the infrastructure and services required in cooperation with the local authorities.
736	Public Transport	Ambition	NTA-C5-736	Metrolink very important but doesnt reach DLR	The extension of MetroLink into DLR at Sandyford proved to be extremely challenging to deliver after early pulic consultation.
				Underrepresentation of BusConnects to DLR in Strategy - need to inc freq and capacity	BusConnects covers all of DLR and will bring significant benefits to the county.
				need to develop DLR to Tallaght Orbital	Orbital movement to Tallaght is catered for by Bus Connects and covered under LRT7 Orbital Luas
				need access to rural areas, notably for tourism - this was overlooked in BusConnects consultation	Rural areas are covered by the rural transport schemes. BusConnects relates to the Metropolitan bus network and in fact does extend to some prei-urban / rural locations in DLR such as Glencullen and locations in DLR north of Enniskerry
				Tourism strategy needs to be included in the Strategy Report	The travel demand as a result of tourism has been accounted for in the transport strategy and the strategy will support the tourist industry by providing greater connectivity to attractions within the GDA
					No change required.
577	Public Transport	Ambition	NTA-C5-577	3.2 Climate Change:	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.
				The timeframe for change seems unambitious: "To this end this report sets out the scale and the strategic-level detail of the investment required to facilitate a reduction in the use of the private car in the GDA over the period to 2042." There needs to be clear targets sets out to achieve substantial reduction in car use within a shorter time frame given the biodiversity and climate crisis.	The NTA is committed to deliver DART+ and BusConnects before 2030, as well as the main elements of the GDA cycle network. Major big-ticket schemes are part of the solution in terms of emissions reductions, but are not the only part. Demand Management, fleet changes and behavioural change are also critical factors and the strategy provides for all of these.
					No change required
643	Public Transport	Ambition	NTA-C5-643	I utterly believe the population of the Greater Dublin Area deserve a much more ambitious, coordinated and sustainable transport plan.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				As such, the high-capacity transport projects - rail, DART+ Tunnel and the upgrade of the southern section of the Green Line to metro - must be brought forward.	
667	Public Transport	Ambition	NTA-C5-667	request that they are	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan.
				more ambitious, and strictly defined to be specific, measureable and time-bound. I would also like to	

				see ways in which the public could support the NTA in implementing the measures in the Strategy.	The NTA provides the opportunity for the public to engage at all stages in the planning and design of transport projects.
380	Public Transport	Ambition	NTA-C5-380	frustration with extended timelines for delivery rather than on	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				concern about the projected costs of individual projects or of the plan as a whole. There is a	
				general understanding, both among businesses and the public at large, that drastic	
				improvements to the public transport system on the scale which Dublin requires will entail	
				major financial commitments by the State. It is essential that Ireland does not repeat past	
				mistakes and practice false economy by failing to invest in capital projects. Advantage	
				should also be taken of the currently low costs of capital by investing in badly needed infrastructure projects sooner rather than later	
767	Public Transport	Ambition	NTA-C5-767	I believe that it is imperative that greater priority be given to public transport provision and emphasis be made on reducing the need for individuals and households to use private cars for journeys within the city. There is an urgent need for the development of better public transport infrastructure in the Greater Dublin Area, so as to improve quality of life for people living in the City as well as outside of it	Noted and agreed. The strategy contains an appropriate blend of rail and bus proposals, building on existing infrastructure such as the heavy rail lines; providing new Luas lines; new bus corridors; and for the incremental upgrade of certain bus corridors to light rail. All of this is based on forecast demand for travel.
BRT			BRT		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
691	Public Transport	BRT	NTA-C5-691	With long lead in times to projects such as Metro Link, Dublin Bus believes it would be prudent to examine other measures, such as Bus Rapid Transit (BRT), to help meet this demand	The NTA examined a comprehensive BRT system for Dublin (Swiftway) in the recent past. This system was not pursued as it was not appropriate for Dublin's streets, in particular the city centre, and did not deliver sufficiently additional capacity when compared to conventional bus as now planned in BusConnects, to warrant the level of intervention and investment required at that time. As such, on corridors where demand exceed current BusConnects plans in the long term, it is proposed to invest in higher capacity fleet in the first instance and then transition to a Luas which, in combination with complemnetary bus services, will deliver signiifcanlty higher capacity along the corridors justifying the intervention. The NTA will continue to review this position as part the statutory review of the transport strategy with specific reference to emerging bus vehicle designs and system designs. Additionally, as the demand for roadspace evolves over time towards more sustainable modes, the viability and attractiveness of BRT type systems may change. The transport strategy covers this under measure BUS6. No change required

mme			BUS1 - Core Bus Corridor Programme		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
440	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-440	The reconfigure of the road network will increase traffic on in vicinity of Fortfield Road / Park is inappropriate and detrimental to the people and communities in the area.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
882	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-882		
455	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-455	roposal in this strategy, for a significantly increased bus capacity fleet (bi-articulated buses up to 25 metres long), transitioning to LUAS in the medium term, potentially along CBC11	BusConnects Core Bus Corridors Programme is a long term plan to provide the infrastructure and priority required to support the bus services which will meet the demand for travel from various parts of Dublin to the city centre and between the suburban centres that make up the city. It is an appropriate response to forecast travel demand for the next 20 years at least. In the case of the area to the South West - Harold's Cross, Kimmage, Walkinstown etc. - the analysis undertaken for the transport strategy identified that <i>potentially</i> demand for travel from these locations may require a light rail solution. This will depend on multiple factors beyond the NTA's remit, including the future propensity for remote working. The NTA, however, feel it is prudent to prepare for such a scenario now. In the NTA's opinion, Luas would not be destructive or at odds with heritage and placemaking objectives. On the contrary, it is the experience throughout Dublin and internationally that light rail, where designed in an integrated manner, has in fact made a significant positive contribution to these aspects of a community, in particular by reducing the dominance of traffic (Dublin City Centre); an enhanced public realm (Tallaght Town Centre); and delivering economic uplift to local centres and increased investment in new land uses and facilities (in practically all locations).
				There is concern that Bus Connects is a socialisation process, in fact in the longer term for a destructive process that is at odds with community value, heritage and placemaking	
451	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-451	concerns over CBC proposals to widen roads. Considered futile as just widening between bottlenecks.	CBC Programme intends to deliver full priority along the entire length and remove all bottlenecks.
462	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-462	As a resident of Fortfield Road I would like to object to the introduction of parking restrictions along the entirety of Fortfield Road from its junction with Fortfield Park until its junction with the R817 (as outlined in Bus Priority Measures P.48) My objections are outlined in the attached document.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
485	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-485		

483	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-483		
482	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-482		
404	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-404	it would be useful to have a more detailed breakdown of the timelines for each of the stages of BusConnects.	This is a matter for the CBC programme itself rather than the transport strategy and will depend on factors beyond the NTA's control such as the planning process
428	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-428	Support for Bus Gate at Mount Brown	Noted.
419	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-419	concerns over bus proposals on Fortfield Road	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
867			NTA-C5-867		
858			NTA-C5-858		
845			NTA-C5-845		
841			NTA-C5-841		
828			NTA-C5-828		
826			NTA-C5-826		

819			NTA-C5-819		
700			NTA-C5-700		
676			NTA-C5-676		
391			NTA-C5-391		
339			NTA-C5-339		
247			NTA-C5-247		
705			NTA-C5-705		
701			NTA-C5-701		
286			NTA-C5-286		
417	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-417	Concerns over the BusConnects scheme which will impact on Fortfield Road.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
470	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-470	This issue relates to the design brief and criteria of proposed infrastructure on the Fortfield Road`.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.

469	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-469	A number of issues of detail on the BusConnects CBC routes have been raised (notably Corridor 2)	Noted. These matters are more appropriately dealt with at individual scheme level.
				It was noted that the consultation was substandard due to Covid Emergency.	
466	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-466	This issue relates to the design brief and criteria of proposed infrastructure on the Fortfield Road`.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
165	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-165	I submit that the gardens at the Garda station at the junction of Shanowen Road and Shanliss Road be reserved for the construction of various buildings for local communities activities and not for a roundabout as proposed in Busconnect plans.	This local issue is more appropriately dealt with at the project level. No change required
200	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-200	Objection to elements of the CBC work proposed in the Terenure area including; bus lanes and cycle lanes on Cypress Grove Road; ban on parking on Fortfield Park and section of Fortfield Road; and a cycle lane on Terenure Road West and proposal in principal strategy re orbital buses	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
506	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-506	The rollout of the Bus Connections network revision and the radial route upgrades can't come too soon and will have a major positive impact on Dublin.	Comment in support of strategy measures is noted
519	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-519	Cycle lane and possible bus corridor on Terenure Road West is very questionable, misuse of public funds, not enough consultation on this idea	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The NTA is not pursuing the recommendations for Terenure Road West, Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports
883	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-883		
883	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-883	There are so many roads going towards the Terenure Crossroads- could a one way system ever be considered? A single lane road, with a seperate bike and bus lane? We are committed to walking, cycling and /or using public transport, for our health and for environmental reasons	This local issue is more appropriately dealt with at the project level. The CBC project does contain measures to remove traffic from Terenure
813	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-813	Where road widening has been a choice previously (e.g. as part of BusConnects), the default option should be to remove private motor traffic, or to create a bus gate during rush hour. Allow for commercial traffic during certain hours for deliveries, but encourage use of bicycles and walking.	The CBC programme has sought to strike an appopriate balance between road widening and bus gates.This issue is more appropriately dealt with at the project level for the relevant CBCs
837	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-837	supports pt and cycling infrastructure, but concerns over proposals through harolds cross. notably the 24 hr bus gate.	Support for strategy measures is noted. A feasibility study for a rail link from this area was undertaken as part of

				suggests:	the strategy development and published for review and comment.
				Feasibility study on a rail link to the city.	Local street upgrades including cycle lanes and pedestrian facilities form part of BusConnects. The precise operation of the bus gate is a matter for the project rather than the regional transport strategy. Park and Ride facilities are being progressed according to the outcome of the Park and Ride study published as part of the transport strategy and incorporated therein. No change required
				Local street upgrades (cycle lanes/ crossing points).	
				Permission rights to local residents for transfer through local bus gates out of commuting hours.	
				Park and ride termini for people outside of the bus routes.	
823	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-823	Furthermore short time climate needs require an urgent move to public transport and this proposed investment in a bus corridor is questionable.	The delivery of signiifcant mprovements to bus service capacity and frequency has commenced and the CBC programme and associated cycle provision will be delivered once planning consent has been obtained. No change required
796	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-796	The full implementation of the BusConnects programme throughout 2022-2030 is critical to meet current and growing demand for bus services across the region.	Noted.
577	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-577		
291	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-291	With two bus routes on Terenure Road West, how can this road accommodate all this additional traffic? Compounded by the proposed primary cycle lane on Terenure Road West which would require garden acquisitions and possible tree felling.	This local issue is more appropriately dealt with at the project level. No change required
				Remember that it is a residential area, people live here, it's not just a bus corridor.	
781	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-781	more bus priority is required and possibly more bus only streets to be done in the city	Support for strategy measures is noted.
777	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-777	BusConnects cannot provide sufficient capacity to provide the required modal shift from cars to public transport in DSW	Comment noted. The strategy proposes two light rail lines for DSW to be operational at a point when the capacity of the bus system is insufficient. No change required
758	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-758	Bus Connects will not be a success if Bus Connects is not provided alongside constant and robust law enforcement.	Noted. Enforcement is covered under Measure INT20

754	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-754	My road (Greenlea Park) will become a rat-run as people will do anything to keep using their cars whilst avoiding the bus gates. They will come in through Templeogue, along Fortfield Road, through Greenlea Road and side roads such as mine to get to Terenure Road West and back through Terenure.	This local issue is more appropriately dealt with at the project level. No change required
752	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-752	The junction at Con Colbert Road heading towards Heuston Station that intersects with SCR is an example of a junction that never considered the needs of pedestrians or vulnerable road users. BusConnects provided an opportunity to redesign this section to make it more pedestrian and cycle-friendly and the current plans are not ambitious enough.	This local issue is more appropriately dealt with at the project level. No change required
711	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-711	A blanket 24-hour bus gate system makes little sense. There are currently buses travelling at night with very few occupants. The system will penalise local residents who wish to make journeys in order to prioritise commuters through our community who are either then at work or in their homes. The system needs to facilitate local user during out of priority hour times.	<p>BusConnects is a plan to enhance bus services universally across the metropolitan area and into the hinterland. Park and Ride will be provided where appropriate in line with Measure INT3 and motorists will be directed to these. As such, the numbers of people driving from other parts of the city to bus termini is not expected to be significant.</p> <p>This local bus gate issue is more appropriately dealt with at the project level. No change required</p>
				I cannot discern from the plan how someone drives to the termini of the bus routes to park their cars. In the absence of this, I believe people will continue further into the routes where they will park on local streets before getting on the buses or continue through the rat-runs. This seems to be a fundamental problem with the plan if the buses are to be used effectively by commuters as means to get cars off the road.	
698	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-698	PT ought to receive priority vs private cars at junctions. Increase provision of 'bus gates' and remove as much private car traffic from streets as is possible to ensure PT can operate efficiently	Support for strategy measures is noted.
691	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-691	it is vital that BusConnects is fully implemented during the 2022-2030 period	Support for strategy measures is noted.
670	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-670	Many buses on the M1 corridor continue into the city centre via Drumcondra. A continuous bus lane is required between the Dublin Tunnel portal to tie in with the proposed Bus Connects scheme at Whitehall.	Noted. The NTA's view is that the constraints on this stretch would be difficult to overcome in order to provide bus priority. Additionally, the majority of bus demand on this corridor will be accommodated by the Port Tunnel or via Santry BusConnects.
480	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-480	Cycle tracks installed along bus corridors should be of a minimum width to international best-practice. We note that some tracks are dimensioned at 1.5m – this is too narrow for cargo-bikes.	Noted. This matter is more appropriately dealt with at individual scheme level. Any departures from standards are due to physical constraints
370	Public Transport	BUS1 - Core Bus Corridor Programme	NTA-C5-370	Strategy should include measurable actions for bus priority implementation. Currently a lot of measures are just declarative and do not guarantee the improvement of the average bus speed. Transport Strategy should explicitly answer the specific questions on bus priority. For example:	The measurable actions are delivery of the projects themselves. Bus speeds, journey times and passenger numbers are monitored on an on-going basis by the NTA and actions taken to address issues identified. Providing the precise details of the implementation of each measure on the ground would not be appropriate for a high-level regional transport strategy, nor would the provision of timelines for legislation. The nature of streets to be altered is covered in the BusConnects projects. No change required.

				Parking in city centre should become more expensive. To what extent?	
				CCTV. How many cameras are going to be deployed?	
				No tolerance for parking on bus and bike lanes. What is the target date to implement necessary legislation?	
				Narrowing streets for cars for the benefit of busses. What streets will have that except for several specified corridors?	
ers	Category	Topic	BUS10 – New Bus Stops and Shelters		
ion	Public Transport		Submission	Submission Summary	NTA Deliberations
62	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-62	New Bus Shelters should incorporate biodiversity measures / green roofs	Covered under 12.2.6. No change required
412	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-412	Thus it is necessary to rethink the size and the design of the shelter. Could be three or four different typologies that, depending on the demand of each location, would be the type of shelter chosen.	Design of bus shelters is evolving and the NTA is reviewing the optimal designs as part of another project. No change required
246	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-246	Support the delivery of more bus stops and shelters on route 126 and route 139 in Naas.	This local issue is more appropriately dealt with at the project level or via other NTA programmes. No change required
670	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-670	Once the bus connects Network redesign is complete a review of all bus stops should be undertaken to access what stops have low patronage and can be removed.	Noted. It is not the intention of the NTA to remove bus stops unless there is a compelling network redesign rationale for doing so
670	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-670	Where possible bus shelters should be positioned closest to the road, leaving the back of the footpath clear for pedestrians.	Design of bus shelters is evolving and the NTA is reviewing the optimal designs as part of another project. No change required
480	Public Transport	BUS10 – New Bus Stops and Shelters	NTA-C5-480	Trinity would like green bus shelters that support biodiversity.	Covered under 12.2.6. No change required
ors			BUS11 - Regional Core Bus Corridors		

ion	Category	Issue	Submission	Submission Summary	NTA Deliberations
439	Public Transport	BUS11 - Regional Core Bus Corridors	NTA-C5-439	support for regional bus corridors, notably a route to Balbriggan	Noted. Balbriggan is served by Dublin Bus and Irish Rail. No change required
524	Public Transport	BUS11 - Regional Core Bus Corridors	NTA-C5-524	The Bus Corridors, Chart 12.1, do not show a link from the N11 to the Airport/Port Tunnel, this needs to be provided in a direct manner to cut down journey times. This is much more serious now that the Eastern by Pass is apparently cancelled as this would have provided it. A route to the proposed Southern Port access bridge should be provided from the M50 or N11 for Public Transport from the South East.	There are a number of options for availing of full bus priority from the N11 corridor to Dublin Airport via a combination of Core Bus Corridors. Alternatively services could route on the M50. The maps give an indicative alignment for infrastructure projects rather than service patterns,.
524	Public Transport	BUS11 - Regional Core Bus Corridors	NTA-C5-524	Bus Corridors on the N11 to the Glenview junction are welcome	Comments in support of strategy measures is noted.
751	Public Transport	BUS11 - Regional Core Bus Corridors	NTA-C5-751	One of the issues that could be considered would be a dedicated public transport lane at certain peak times such as operates into Belfast by utilising a redesigned 'hard-shoulder', to commence at junction 4.	Covered under Measure BUS11
ges			BUS12 - Bus Priority in Towns and Villages		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
246	Public Transport	BUS12 - Bus Priority in Towns and Villages	NTA-C5-246	Support the delivery of more bus priority measures, such as bus lanes, especially on busier roads such as the Sallins Road, the Newbridge Road, and the Dublin Road where possible (this has not been achieved in the Local Area Plan for the area).	Comments in support of strategy measures is noted. Local level detail would not be appropriate to provide in a regional transport strategy. No change required
775	Public Transport	BUS12 - Bus Priority in Towns and Villages	NTA-C5-775	The Newton plan includes:	The Newton Plan is noted and welcomed, in particular those elements which correspond to the overarching principles of the transport strategy or align approximately with measures being proposed. In summary, the transport strategy is based not only on operational considerations and filling in perceived gaps in the network, but on a detailed, comprehensive analysis of forecast future travel demand based on land use data provided by the planning authorities and a robust transport modelling exercise. in more detail, an orbital Luas is covered under Measure LRT7; the future use of Adamstown station remains a suburban commuter DART node with high-frequency connections into DUBLIN City Centre in accordance with the DART+ programme and the Adamstown SDZ Planning Scheme; the C-Spine and supporting local services has commenced operations and will be subject to on-going review; the NTA and Dublin City Council will prepare a detailed City Centre Plan which will be subject of public consultation exercise at which point more detailed locally-focussed submissions can also be made. Support for
				1. An orbital Luas for the greater Dublin area.	
				2. The upgrading of the Lucan- Adamstown station to a national station.	

				3. The essential changes to C-Spine including 25 route, and 239.	pedestrianisation is noted and covered under Measure WALK7. Finally, it is the experience of the NTA and local authorities that there are rarely simple solutions to local traffic congestion as residents and business have a wide range of interests and objectives for their area.
				4. Radical changes to the bus routing along the Quays making cycling safer and increasing the turnaround of busy bus routes.	
				5. Increased pedestrianization, and safe walking routes.	
				6. Simple solutions to local traffic congestion.	
689	Public Transport	BUS12 - Bus Priority in Towns and Villages	NTA-C5-689	Default 24/7 bus lanes as the current system of different times can add confusion.	Noted. It should be borne in mind that roadspace is a finite resource and in some locations, competing requirements would mean that the level of passenger demand and associated frequency of services would not justify a 24-hr operation of bus lanes - e.g. access to business premises or off-peak residential parking.
and	Category	Topic	BUS13 - Connecting Ireland		
ion	Public Transport	BUS13 - Connecting Ireland	Submission	Submission Summary	NTA Deliberations
246	Public Transport	BUS13 - Connecting Ireland	NTA-C5-246	Delivery of an integrated and robust bus network with links within Naas and links to surrounding areas including Naas South, Naas Central, Naas North, Monread, Sallins, Kill, Johnstown, Carragh, Clane, Blessington, Tallaght and others is required.	Noted. The strategy provides for the implementation of Connecting Ireland and the roll-out of town bus services as appropriate according to forecast demand - Measure BUS13.
872	Public Transport	BUS13 - Connecting Ireland	NTA-C5-872	Strategy prioritises connecting rail stations together and with centres of employment. For example, between Celbridge and Leixlip as outlined in the North Kildare Study, Backweston is not adequately serviced by cycle infrastructure or buses and yet this campus will see significant growth over the coming years. There is an opportunity provide cycle infrastructure and a bus service connecting Louisa bridge and Hazelhatch station in Celbridge to Backweston campus.	Noted. The Dublin Area Bus Network review is intended to meet current demand, Future demand to areas like Backweston will be monitored as part of Measure BUS5. The cycle network plan is not intended to preclude local authorities from providing additional facilities where demand is identified. No change required
872	Public Transport	BUS13 - Connecting Ireland	NTA-C5-872	Measure BUS13 – Connecting Ireland [It is the intention of] The NTA [to] will complete and implement the Connecting Ireland programme in the short term as a means of ensuring that the towns and villages of the GDA are well served by public transport.	Alternative wording is noted. As the NTA is subject to constraints related to funding and changes to government policy over the lifetime of its strategies, the phrase "it is the intention of the NTA" is most appropriate in the majority of measures. No change required.
359	Public Transport	BUS13 - Connecting Ireland	NTA-C5-359	we wish to bring to your attention the urgent need for additional and improved bus services for Donacarney Co Meath.	Noted. This is a local matter dealt with more appropriately outside the remit of the regional transport strategy. No change required

	Public Transport	BUS13 - Connecting Ireland		Donacarney is currently served by Bus Eireann commuter route D4 and D5 which starts and finishes in Grange Rath Housing estate (Map1 below). This is a limited service for those living in Donacarney. We believe that the area would benefit significantly from the extension of these routes by c3.5 miles, taking about 5 mins to get to the new terminus near the primary school in Donacarney. By extending the service to this new terminal we believe that it will significantly increase accessibility to the area and reduce the number of cars on the road. At present c 60 – 100 cars from Grange Rath alone drive to the Primary School daily, with this change we would expect this number to reduce substantially.	
	Public Transport	BUS13 - Connecting Ireland		We firmly believe that there is a significant demand for bus services in the area but at present it is out of reach for many.	
ces			BUS14 – Regional and Rural Bus Services		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
332	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-332	The Assembly supports these measures which align with RSES Section 8.4, RPO 4.78 and RPO 8.13 that	Comments in support of strategy measures are noted.
				recognise the need to address the shortfall in public transport for rural development to service towns	
				and villages, encourage town and village renewal, and strengthen public transport connectivity to	
				access services and commercial activities located in cities and large towns.	
				The RSES gives strong support to the role of the Local Link Rural Transport Programme. The specific	
				measures in support of further developing Local Link Services and implement Connecting Ireland are	
				therefore positive and welcomed for RSES implementation.	
63	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-63	- Express services northbound for Wicklow - Greystones DART	The strategy provides for significant improvements for this area - Measures BUS4,11, 12, BUS13, 14 and 15, INT3 (P&R), LRT4, RAIL1, RAIL3. RAIL5 and ROAD 3 all will have direct positive impacts on travel along the Wicklow and south east corridor. It is the intention of the NTA to deliver these projects as expeditiously as possible in cooperation of
				- Wicklow to Kilcoole and Newcastle Dublin Bus scheduled departures.	

				- Services to south Dublin (Dundrum/Sandyford for multi mode connection, or Tallaght for red line services).	Wicklow County Council, Dun Laoghaire Rathdown County Council and Transport Infrastructure Ireland.
				- Higher Frequencies all along N11 Corridor	
				- Standalone bus service Arklow-Wicklow-Bray with all day frequency.	
153	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-153	There are good bus services on the N11 (BusEireann 133 that stops at J9) and Wexford Bus (J8) but no means of getting to them for anyone without a car, and no parking for them at the J9 or J8. There need to be feeder buses to these N11 services	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
842	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-842	In our rural towns we also need more buses operating more often	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
829	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-829	Transport links from major towns in the surrounding area such as Blessington to Newbridge & return should be included to encourage a modal change to public transport.	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
481	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-481	noted that suggestions for a bus serving Donacorney have been included with this submission.	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
751	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-751	number of 'stops' which have no such infrastructure. This includes several stops in both directions. Recently Matthews Coach was forced to rationalise the number of stops on the routes in East Meath	Noted. Measure BUS10 covers this matter and it is the intention of the NTA to ensure that stops are of a good standard, well located, appropriately sited and fully accessible
774	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-774	The BusConnects project must continue and included in any bus travel strategy must be a plan for routes linking up rural towns and villages in the Greater Dublin Area.	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
				routes must be expanded to other towns and villages and implemented into a Rural Bus Strategy under the Greater Dublin Area Transport Strategy 2022-2042.	
737	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-737	It is recognised that in order to meet the anticipated demand, accessibility to and from the rail station will need to be improved in advance of the completion of the DART + Coastal North project in Drogheda order. It is considered that improved local public transport services should be implemented as soon as possible	Noted. The strategy provides for the implementation of Connecting Ireland and the roll-out of town bus services as appropriate according to forecast demand - Measure BUS13.
675	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-675	Bus Éireann services urgently need to link with the M3 Parkway at Pace, Dunboyne, Co. Meath.	Noted. This is an operational matter most appropriately dealt with outside the strategy. No change required
600	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-600	public bus routes serving Clonard & Enfield - the current route takes nearly 2 hours to the city centre - largely due to the time taken to serve Kilcock & Maynooth. I would like to	Noted. This is an operational matter most appropriately dealt with outside the strategy. No change required

				see bus service options that go direct to the city centre from Enfield	
376	Public Transport	BUS14 – Regional and Rural Bus Services	NTA-C5-376	Responding to the NTA Connecting Ireland Rural Mobility Plan iBus PLC would like to highlight the idea of intermediate hubs that bring passengers from rural Ireland to a central ex-urban hub location that would allow them to change vehicles and move to a dedicated, green transport solution to City Centre Dublin that in essence is moving the private bus sector network into a mobility as a service solution for rural Ireland. The goal would be to mobilize more of the private bus transport fleet into a mobility as a service solution for rural passengers seeking to go to Dublin.	<p>Noted. The NTA is of the view that the combination of Connecting Ireland, Bus Connects, DART+ etc. supplemented by a network of Park & Ride facilities, as set out in the transport strategy are appropriate for meeting travel demand across the GDA.</p> <p>No change required</p>
				The main aim is to provide a national network of passenger services along our Motorways. The routes will all converge at 3 Hubs or Termini in the Greater Dublin Area. Mini- Hubs at key points along the Motorways where private operators link into the network from every city, town and village in Ireland will utilise the network.	
				For instance the M7, M8 and M9 all converge at Naas where one of the proposed Hubs will be. Private operators will bring their passengers to their own Mini-Hub in Cork, Limerick or Waterford and strategic points along these motorways to join up with the main Network. The Network can be serviced by other private operators, state operators and ibus. A separate fleet of buses at the main Hubs, 8 seats to 200 seats will bring the passenger from the Naas Hub to where they want to go be it any of the Hospitals, Universities, Shopping Streets/Centres, Airport/Ports, Events or to one of the other 2 Hubs in the Greater Dublin Area to go to any other city/town or village in Ireland. [The M7/M8/M9 hub is the subject of the analysis contained in this document.]	
				It is expected that further individual private hire services to the hubs will develop.	
				All of the Hubs will become Park & Ride centres with the major Hubs having parking for up to 1,000 private cars. The major Hubs will also have rest rooms for drivers, washes and emergency repair facilities for buses and coaches, restaurants, shops and recreational areas.	
				The Hubs will allow the larger coaches, both private and publicly owned, presently entering the cities to use the Hubs both to drop off and collect passengers in greater numbers.	

				The overall operation of the Hubs and the income generated from these allow for the service to be practically door to door and personal through a profit share arrangement with the operators. They do not include or are dependent upon any “Free Travel” or Public Service Obligation” subventions. Neither do they include the integration of the Rural Transport Services or the Schools Transport Contract both of which iBus will seek to have included if and when Government allow these to be tendered for.	
				The licences for the routes must reflect customer demand and not some Public Service Obligation notion that insists we run buses empty when there is obviously no need for the service. iBus will need agreement in principle and certain guarantees before it enters the design and build stage of the 3 Hubs in the Greater Dublin Area.	
				The unique selling point of this transportation solution is that it would facilitate a network of private bus operators from throughout Ireland bringing passengers from rural Ireland and regional centres to the M4 hub located at the outskirts of Dublin metropolitan region. This network of regional operators would need to accept a smartphone-enabled passenger management system and a cashless ticketing system that ensure that tickets purchased at regional offices or from drivers on route would automatically be credited to iBus at base, allowing for vehicle management to be effective and for passengers to have a reliable and seamless experience of travel from rural to urban Ireland. This report has not engaged with the ticketing and passenger management systems side of operating this transport solution as it was not part of the remit of the analysts to address. We do state that these operational aspects of the transport solution are essential and will require technical consultation with a smartphone application developer.	
ort			BUS15 – Local Link and Demand Responsive Transport		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
844	Public Transport	BUS15 – Local Link and Demand Responsive Transport	NTA-C5-844	Measure BUS15 – Local Link and Demand Responsive Transport - needs to be urgently prioritise	Noted. No change required
872	Public Transport	BUS15 – Local Link and Demand Responsive Transport	NTA-C5-872	Measure BUS15 – Local Link and Demand Responsive Transport [It is the intention of] The NTA [to] will further develop the Local Link programme as a key element of the	Alternative wording is noted. As the NTA is subject to constraints related to funding and changes to government policy over the lifetime of its

				regional transport system, in order to ensure that rural areas are adequately served.	strategies, the phrase "it is the intention of the NTA" is most appropriate in the majority of measures. No change required.
ors			BUS3 – Orbital Core Bus Corridors		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
807	Public Transport	BUS3 – Orbital Core Bus Corridors	NTA-C5-807	None of the proposed orbital bus routes in Bus Connects will work unless the bus is prioritised along these routes,	Noted. Covered under BUS3. No change required
838	Public Transport	BUS3 – Orbital Core Bus Corridors	NTA-C5-838	The Strategy focuses largely on moving large numbers of people along 'Corridors' from the suburbs to the city centre at peak times. Yet journeys to work are now less concentrated in these times and anyway most journeys to work are in fact suburb-to-suburb. The journey to work is only one of the many journeys that people make – or want to make. The overarching objective of transport planning needs to shift to facilitating inclusive and sustainable mobility – enabling all Dubliners to move around their city. Some steps towards a more integrated network approach including Orbital Core Bus Corridors and a revised fare structure which will facilitate interchanges.	<p>Noted. A broad range of measures for orbital movement are being progressed as part of BusConnects and Measure LRT7 provides for Orbital Light rail and BUS3 provides for orbital bus priority.</p> <p>Sustainable transport and land use policy supports a hierarchy of centres and the city centres are designated as the highest order. As such, while it is the case the suburb-to-suburb movement is important, the greatest concentration, intensity and density of employment, night life and cultural activity will remain Dublin City Centre. This requires adequate and attractive, high capacity public transport.</p> <p>It is agreed that work trips only make up a proportion of travel demand. This is covered adequately in the strategy across the NTA's remit in land use planning, transport integration, extending services 24/7, taxi provision, cycling, walking and public realm, while accounting for potentially increased proportions of remote working.</p> <p>No change required.</p>
ork	Category	Topic	BUS4 – New Dublin Area Bus Service Network		
ion	Public Transport	BUS4 – New Dublin Area Bus Service Network	Submission	Submission Summary	NTA Deliberations
41	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-41	Improved services required, including options for express to airport. College Green is important for the network.	Noted. The use of College Green is a matter for Dublin City Council and the NTA in cooperation.
195	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-195	Over concentration of buses on Park Avenue in Sandymount	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
62	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-62	Add S5 along R112 - Kylemore - Walkinstown - Dundrum	Noted. Services additional to those set out in BusConnects are covered under measure BUS5

434	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-434	Concerns over running buses on Park Avenue	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
379	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-379		
305	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-305	Concerns regarding the impact of traffic on Terenure Road West arising from BusConnects Network implementation.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
301	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-301	Concerns about the impact of BusConnects Network on local traffic and roads.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
336	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-336	Objection to use of Park Avenue/St John's Church as bus terminus on safety grounds.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
318	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-318	Objection to changes to local traffic in Terenure to facilitate buses and cycling	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
319	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-319	Objection to impact of BusConnects Network on local traffic and access.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
433	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-433	Safety concerns over designs being considered in this area. Preference for buses to return to Strand Road.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
249	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-249		
402	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-402	the decision to re route Buses from Strand Road to Park Avenue was ludicrous and without a satisfactory risk assessment	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required

405	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-405	The Council wishes to commend the efforts of the NTA in the advancement of BusConnects. The opportunity exists for the NTA to future proof the system by provision of linkage to adjacent conurbations in Meath and by carrying out improvements on identified transport corridors. The corridors of specific relevance to Meath and suitable for expanded linkages include the R125 Ashbourne - Swords Corridor which will ultimately serve to connect into the proposed Metrolink and Dunboyne and Blanchardstown.	Noted. Connecting Ireland and other programmes have the aim of maximising connectivity throughout the region by public transport. Local bus services will be rolled out in accordance with Measure BUS13, 14 and 15. No change required
415	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-415	CConcerns that Park Avenue is not suitable for two way bus services.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
328	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-328	Objection to making Cypress Grove Road a bus corridor.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
367			NTA-C5-367		
391			NTA-C5-391		
396			NTA-C5-396		
340	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-340	Concerns about the use of Park Avenue/St John's Church as bus terminus on safety grounds.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
350	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-350	Concern at the use of Park Avenue/St John's Church as a bus terminus on safety grounds.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
				Proposal to use Strand Road instead of Park Avenue.	
469	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-469	Consideration should be given to lose of local bus services as part of roll out of BusConnects Network Redesign. Notably in NW Dublin.	The BusConnects Network Redesign has been subject to several rounds of consultations and signiifcant revisions to account for feedback. It is now in its implementation stage. Any local issues should be dealt with as part of this programme and are not relevant to the regional transport strategy. No change required.
153	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-153	BusConnects proposals for Greystones are very weak; a single service (184) from Delgany to Bray, via Greystones, with only the 84 on top of this Greystones.	Noted. Services additional to those set out in BusConnects are covered under measure BUS5

188	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-188	Orbital bus routes are required. Why is there no public transport going up and down the canals? Why are there not plans for a ring road style DART or Luas line ala the M50?	BusConnects contains a significant enhancement and reconfiguration of orbital bus services with more coverage and higher frequencies. While the canals offer a neat solution on the southside, there are no roads parallel or close to the Royal Canal in the city. The O route proposed in BusConnects effectively mirrors this suggesiton in any case. using the north and south circular roads. Measure LRT7 covers Orbital Light Rail.
164	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-164	I submit that a bus terminal be placed in the Northwwod estate in Santry, to ensure that the passengers in this region can avail of places on the buses going into the city,	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
214	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-214	Stepaside needs either more bus routes or an expansion of the 44 and 47 so that they have more than 1 bus per hour to get city workers home in the evening.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
255	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-255	Opposition expressed regarding the routing of the C1 and C2 routes along Park Avenue in Sandymount.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign and objectives for transport in the local area. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
506	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-506	The rollout of the Bus Connections network revision and the radial route upgrades can't come too soon and will have a major positive impact on Dublin.	Comment in support of strategy measures is noted.
887	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-887	You should run buses down fortfield road	Buses currently run on Fortfield Road.
873	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-873	The GDA Transport Strategy needs to outline the mechanism by which the NTA will seek public feedback regarding the delivered bus services and understand the needs of each area to effectuate enhancements to services to best meet the needs of each area.	Noted. The NTA and transport operators have enhanced the direct customer engagement system and will continue to do so as the roll-out of BusConnects progresses. The local network suggestions effectively attempt to redraw BusConnects for North Kildare. These can all be provided for under BUS5 and are not pertinent to the content of the regional transport strategy
				Examples of enhancements that might be considered amongst others	

				By serving Leixlip Louisa Bridge rather than Leixlip Confey station, the L59 would be an attractive option for commuters from the north of Celbridge who take the train from Louisa Bridge	
				If a local bus route from Celbridge served Intel in Leixlip, then the number of buses running between Celbridge and Leixlip might be reduced and the long-term viability of the bus connection between the two towns would be better secured - as it stands, a private bus company runs buses between Celbridge and Intel on a limited timetable that does not offer employees any flexibility in their working hours and Dublin Bus runs the L59 but this which passes over 1km from Intel - Intel is the destination for a large number of workers who live in Celbridge	
				By routing through Hazelhatch Park, Callenders Mill, Simmonstown Manor, Ardclough Road, and passing alongside the River Liffey, the L58 would serve more residents of Celbridge. It currently only passes by lightly populated areas so opportunities to serve more populous areas need to be explored.	
				The challenge of how to cater for travel to trip generators identified by the Area Based Study for North Kildare should be addressed specifically for Celbridge - these include Maynooth University, Intel, Liffey Park Business Campus (former HP), Backweston, Maynooth Business Campus, Blanchardstown and other locations in West Dublin	
				The Area Based Study for North Kildare's proposals for the following should be further explored	
				Connectivity between North Kildare and Blanchardstown (Options 3 & 4) so that residents of Celbridge have reliable public transport options with competitive journey times for getting to TU Dublin, James Connolly Memorial Hospital, Blanchardstown Shopping Centre and employment locations in the Blanchardstown area.	
				Changes to the C3, C4 & W6 routes (Options 5, 6 & 7) - if the C4 is to continue serving Maynooth and if it extends to Maynooth University, then it may make sense for the W6 to take a different route to Maynooth (Ballygoran Road via Maynooth Business Campus) before heading to Meadowbrook Road and approaching Maynooth town centre on the R408.	
559	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-559	I continue seeing it, Killiney, Sandycove and Glenageary side-lined from a bus route provision perspective. I say this as existing hubs such as Bray, Dun Laoghaire and Blackrock are being enhanced (which I commend) while the area of Dalkey as well as large parts of Killiney, Sandycove and Glenageary are having a cutback in service levels with the effective axing of the 111 under the Bus Connects initiative ergo, reducing the frequency of services between Dalkey and Dun Laoghaire to hourly from the current half-hourly service. While the 7D is being enhanced slightly, the area of Dalkey as well as large parts of Killiney, Glenageary and Sandycove still end up losing out.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
869	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-869	SHould be buses to meet passenger ferries at the Port.	
				Design details of BusConnects - dont remove trees, keep bus servicess on Strand Road and not Park AVE.	PT Fares are subsidised via the annual grant given to operators of PSO services, the free travel scheme and reduced fares for students

				Fares should be subsidised.	
809	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-809	Local routes need to feature more prominently in our overall transport strategy.	Noted. The strategy covers this matter under Measures BUS 5, 13, 14 and 15 which provide for further service changes beyond BusConnects for local metropolitan services, and local rural and regional services also covered. Furthermore, BusConnects and Connecting Ireland themselves contain significant enhancements for non-strategic travel between centres and settlements in the GDA.
468	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-468	nly two comments on Bus Connects. This is outrageous. Bus Connects should be part of this Strategy document and integrate some of the forward-looking ideas contained in the GDA Strategy. Here we have proposals in one document that indicated some significant foresight on public transport and the public realm but that would seem to be contradicted by the Bus Connects proposal.	BusConnects is an integral part of the Transport Strategy as set out in measure BUS1. The NTA do not accept that the programme as being rolled out is contradicted in any way by the content of the transport strategy.
788	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-788	There is no mechanism to address flaws in Bus Connects that leave people without	Noted. The NTA and transport operators have enhanced the direct customer engagement system and will continue to do so as the roll-out of BusConnects progresses.
				access to a bus, with no mechanism for challenging these issues.	
650	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-650	i do not support a bus gate on the littlepace road going through huntstown onto the hartstown road. dublin bus has had no problem going in and out of littlepace so why do they want a bus gate all of a sudden? does dublin bus understand that the hartstown road is full of 39a buses since they are so frequent. where is the space for more buses on that road? the 70 can get into littlepace and get out the same way as it has been the past several years.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
				the residents own that road and have been on that road longer than dublin bus so if a bus gate has to go in, it should be open to EVERYONE. dont worry nta. we have said no to a bus gate and will continue to. the politicians in this area support this as well.	
				Why do you not route the 70 bus down the beechfield road l3025 to hazelbury/phibblestown roundabout if you want it to go to hartstown? that would add 1 minute to the journey so that pretty much means you have no valid reasons for removing a roundabout, gates,green space for kids just so a bus can drive there when in fact it can go on the beechfield road l3025?	
				the 70d needs to become an hourly service. one departure during school term is not good enough. the 70d should follow its route to littlepace and carry on to ongar then follow its normal route.	
599	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-599	Diversion of the buses from Templeogue/Tallaght from Templeogue Road to Terenure Road West via Fortfield Road and Greenlee Road	Noted. This is a local matter related to the BusConnects Core Bus Corridors project and dealt with more appropriately outside the remit of the regional transport strategy. No change required

257	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-257	DublinTown welcomes the connectivity offered by Bus Connects. We see further orbital route possibilities which	Comments in support of strategy measures are noted. Comments re suburban accessibility are noted. BusConnects service network will deliver significant improvements to orbital services and an orbital light rail is covered under Measure LRT7. The N6 bus will connect HOwth Junction to Ballymun and the N8 wil connect Clongriffin station to Balgriffin and onwards to Dublin Airport. The proposal set out by this respondent is effectively Metro West and the potential for such a route - while not identified as being required pre-2042, is provided for by LRT7
				would connect the various transport routes thus facilitating greater suburban accessibility.	
				Propose a route that connects Howth Junction to Balgriffin to Ballymun (we believe that the Luas should extend from Finglas	
				to Ballymun to connect with Metro-link and the airport) to Tyrrelstown to Blanchardstown to the interconnection of	
				the DART+ West and the Navan Line to Lucan (via a public transport and active travel bridge) to DART+ SW to Luas	
				Red line to Tallaght to Knock Line to Dundrum (via Rathfarnham) to UCD to Sydney Parade DART.	
782	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-782	We would urge that priority be given to joining up the 'spokes' and implantation of the orbital O route.	Comments in support of the strategy measures are noted. The O Route will be implemented in the near future as part of the BusConnects services roll-out.
				Strengthening the orbital connections between Tallaght and Blanchardstown though the delivery of the W4 route will be most welcome and supports the connectivity, collaboration and flexibility necessary for students studying across multiple campuses.	
				In respect of Blanchardstown campus specifically, we are currently in conversation with IDA on a second entrance to the park thus creating a clean loop that aids the BusConnects objective and provides service for the entire park	
391	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-391	concerns over removing existing route for BC route F1	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
775	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-775	Main issues of concern raised at the meeting included the need for the 25 bus route, the huge changes to the 239 route and the need for hospital access by direct bus to Blanchardstown hospital from Lucan, the principle that large populated areas are without direct bus connection to the city, and the C3 being full when reaching Lucan village (old 66a and 66b routes meant this didnt happen in the past).	Noted. This is a local matter related to the Dublin Area Bus Network Redesign. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required
752	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-752	With the roll out of Bus Connects and introduction of the C Spine we should also ensure that the stops are accessible for school children who are using public transport. Many	Noted. This is a local matter related to the Dublin Area Bus Network Redesign. It is being dealt with more appropriately outside the remit of the regional transport strategy. No change required

				children in the Chapelizod area go to school in Lucan and therefore are getting C-Spine busses everyday. The problem is now that no footbridge has been built in Chapelizod to allow these kids (or other bus users) to safely access the new bus route from the village.	
514	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-514	We proposed an S5 orbital bus route back in January 2021 which would run along the R112 (Walkinstown Avenue-Dundrum) and intersect with the BusConnects spines A, D, F and routes 14, 15, 16, 23, 24 as well as the Red and Green line Luas. We would like to see this added to the New Dublin Bus Area Network as part of the Greater Dublin Transport Strategy and BusConnects Network Redesign. As suggested in submission NTA-C5-62 of this consultation, this bus route could extend to Kylemore (for Luas access) and terminate at Parkwest (for potential Commuter train/ Dart + Access).	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. Additional routes other than those in BusConnects are covered under measure BUS5. No change required
691	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-691	it is vital that BusConnects is fully implemented during the 2022-2030 period	Comment in support of strategy measures is noted.
394	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-394	Is it possible to extend the A spine to include the some 24,000 in the area of Firhouse?	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
378	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-378	route upgrades to some like route 33/a/x and 33N by extending to other locations in Balbriggan like castlemill shopping centre and millfield shopping centre	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
781	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-781	Lack of capacity on public transport is a big issue if people are left behind at bus stops or find they are always standing on the Luas or train they will go back to driving so whatever route serves an area it needs to have the capacity to take at least 20 percent of that areas population at peak time.	Noted. In many parts of the GDA, the mode share for public transport is greater than 20% for trips to work and education. It is the intention of the transport strategy to ensure that adequate capacity is provided. BusConnects will add significantly to the capacity of the regions' bus network while MetroLink and DART+ will provide a radical step change in capacity for their corridors, as will the Luas proposals.
672	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-672	We wish to make a comment on the Buses, namely the C Spine where the route was changed from Strand Road to Gilford Road and Park Avenue to facilitate a trial of Dublin City Council's proposed Strand Road Cycleway.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
				This change is having a significant negative impact on the way our residents lead their lives. Our Sheltered Housing residents find it difficult to access the bus stops from Gilford Road/Park Avenue as some are unable to walk that far. This will also impact our nursing home residents, when Covid restrictions are lifted, some of them are over 90 years old and the newly positioned bus stops in Gilford Road will be too challenging for both them and for their many friends and relatives who visit them.	
492	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-492	Can the NTA Reconsider bringing back the blanchardstown-liffey valley bus 239	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy

492	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-492	16) The busconnects route P65 says diswellstown road is the terminus. It starts beside luttrellstown community college. If you look at a map, the terminus/first stop is too far from the housing estates in diswellstown/carpenterstown. Is there any chance of moving the starting point near hamilton park/castleknock community college on the carpenterstown/diswellstown road? It will sever more housing esates. The proposed terminus is too far to walk to if you live in for example hamilton park or bramley park. Moving it closer will be a huge benefit.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
492	Public Transport	BUS4 – New Dublin Area Bus Service Network	NTA-C5-492	21) Can the hollystown bus terminus move to the chapelwood estate so it can serve more people. Starting at hollywoodrath is not good enough.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
				22) Will The NTA consider routing the 38/38a through the churchfields link road which is currently being developed? I recommend routing the 38b and 38a as the 38 goes through castleknock and is longer than the other 2 routes.	
iew			BUS5 - Bus Service Network Monitoring and Review		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
187	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-187	There is no public bus line that connects Bettystown/Laytown to the public bus system that runs through Julianstown. If someone wanted to use that line to access the airport, or instance, they would have to backtrack to Drogheda to connect.	Noted. This is a local matter related to theConnecting Ireland and on-going operations and dealt with more appropriately outside the remit of the regional transport strategy
782	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-782	We re-emphasise that public transport connections between our Blanchardstown Campus and the new Transport Hub in Blanchardstown are poor and we would urge particular attention is paid to improving local connectivity.	TU Dublin Blanchardstown is in a peripheral location and it is laid out in a manner which makes effective service by public transport extremely challenging. Notwithstanding this, BusConnects network redesign has endeavoured to link the campus into the central area of Blanchardtown via 2 local services. The NTA will continue to liaise with TUD in this regard as the network is implemented with a view to ensuring demand for travel is met sustainably.
782	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-782	In addition, it should be noted that the Blanchardstown campus services large urban centres to the north, such as Swords. However public transport connections are extremely poor and due consideration should be given to this so as to ensure sustainable transport options in the area.	Noted. Measure BUS 5 covers potential routes beyond BusConnects and further orbital services would be provided for under this. No change required.
514	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-514	We would like to see usage of the M50 for a new O50 orbital route similar to the Balinteer to Dublin Airport Aircoach which was axed despite having serviced over 1.5 million passengers a year.	Routeing public bus services along the M50 is challenging and should be done sparingly as there are no potential pick-up and drop-off points on the route other than by exiting and entering at the interchanges, adding significantly to journey times and costing money. A bespoke express service such as the one referred to may be licensed by the NTA and is a licensing issue not pertinent to the regional trasnport strategy. No change required.
492	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-492	The proposed b5 bus from ongar to charlestown sounds like a waste of resources.	Noted. No change required.

492	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-492	NTA needs to consider a bus route along the kellystown link road.	Noted, Such additional routes may be considered under Measure BUS5. No change required
492	Public Transport	BUS5 - Bus Service Network Monitoring and Review	NTA-C5-492	25) Go Ahead Ireland services that route in d15 rare quite poor and have attendance issues. Dublin bus needs some of these routes back.	Noted. These are local matters related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy
				26) Make the 76a an hourly bus service. This bus is quite poor and has terrible punctuality. With improved frequencies in the 76a it means the metro west is not needed.	
				27) NTA need to have a think about regarding the amount of bus routes serving the centre. Too many buses result in not being able to pull in which results in hazards. The 39,37 and 17a need to be removed from the shopping centre.	
				28) Regarding the 37, this bus used to have its terminus in carpenterstown before being moved to blanch centre in 2011. Ever since then, the 37 is always crowded when it arrives to dis/luttrell/carp (towns), laurel lodge etc. Can this bus terminus be moved to either carpenterstown or blanchardstown road south opposite the flyfit gym. The 39a route basically follows the 37 route meaning the 37 haa no reason to start off there. the 39a is more frequent and can handle the volume of passengers unlike the 37.	
eet			BUS6 – Higher Capacity Bus Fleet		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
822	Public Transport	BUS6 – Higher Capacity Bus Fleet	NTA-C5-822	Given UCD's own forecast population growth, we would welcome future engagement with the NTA	Noted.
				in relation to this opportunity to meet future demand for travel to and from UCD.	
781	Public Transport	BUS6 – Higher Capacity Bus Fleet	NTA-C5-781	Dublin bus has used a fleet of high capacity triaxles on several routes and these are been replaced by smaller capacity buss on the same timetable wich does not make sence	Noted. The bus fleet is renewed on an on-going basis. BusConnects, by providing a significantly larger fleet and higher frequency services will result in greater capacity on a citywide basis.

lin			BUS7 – Zero Emission Bus Fleet for Dublin		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
67	Public Transport	BUS7 – Zero Emission Bus Fleet for Dublin	NTA-C5-67	The schedule for phasing in zero tailpipe emissions vehicles makes sense and should bring us into line with European counterparts.	Comment in support of strategy measure is noted
62	Public Transport	BUS7 – Zero Emission Bus Fleet for Dublin	NTA-C5-62	All additional busses procured should be electric busses only as required under NSO 8 and bring forward our transition to a zero emissions fleet should be brought forward on the NTA timelines proposed	Noted. Transition is in line with an appropriate use of existing fleet resources and available funding.
ery			BUS9 - Bus Livery		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
188	Public Transport	BUS9 - Bus Livery	NTA-C5-188	Bus livery: having a working system is of much higher importance than the branding - this should be the last thing we think of when creating and implementing the strategy	Noted. The NTA is of the view that a coherent transport brand is important.
uas			Design of Luas		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
859	Public Transport	Design of Luas	NTA-C5-859	Any new lines constructed must use dedicated road medians or edges or else they risk providing a slow service, possibly slower than a bus.	Noted. Luas lines are designed in accordance with international best practice for on-street light rail systems.
869	Public Transport	Design of Luas	NTA-C5-869	rubber in tracks to help cyclists and improve safety	Noted. Luas lines are designed in accordance with international best practice for on-street light rail systems and to date, a fully effective technological solution to this issue has not been developed.
257	Public Transport	Design of Luas	NTA-C5-257	We believe that the Luas Red line should extend into Dublin Port and connect with a passenger terminal there. This	Demand for travel to Dublin Port is not likely to be greater than that to and from Poolbeg and South Docklands where it is currently envisaged that the Red Line would be extended. The transport strategy however does not preclude this option being investigated at the appropriate time. No change required
				would connect sea passengers with the Connolly and Heuston Rail Stations together with Busáras.	

ics			General Bus Topics		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
332	Public Transport	General Bus Topics	NTA-C5-332	The Assembly welcomes the bus measures as it is considered that they deliver key enabling bus corridor	Comments in support of the strategy measures are noted.
				projects as outlined in the RSES, including as stated within the Dublin MASP and in Chapter 8, RPO 8.9	
				and Table 8.3 Bus Projects for the Region. The measures for strengthened rural bus transport are also	
				supported by RPO 8.13.	
399	Public Transport	General Bus Topics	NTA-C5-399	Our main concerns are as follows:	<p>Bus stops are being progressed according to emerging best practice internationally and must cater for a range of users including passing cyclists.</p> <p>Over 90% of direct routes will be retained under BusConnects. The precise design of interchanges will be depend on local factors but the overarching principle is to make them as seamless as possible in terms of distance between stops and the quality of the environment,</p> <p>The NTA notes the concerns in relation to training. Covered under INT17 Travel Assistance Scheme</p> <p>The availability of audio announcements is an operational matter but covered under Measures INT15 and 16</p> <p>Procedures and standards are set down via PSO contracts. Not a matter for the regional transport strategy.</p>
				- Island bus stops are unacceptable as they pose a great danger to people with a vision impairment crossing traffic.	
				- The number of direct routes will be reduced, and it is unclear how interchange points will be laid out and structured, how long walking distances between bus stops at interchange points will be and how accessible the routes between bus stops will be.	
				- There is a lack of resources to train people with impaired vision to use new routes safely and independently.	
				- There is no information in the proposal about the availability of audio announcements.	
				- Private companies following different procedures and standards to those met by Dublin Bus.	
250	Public Transport	General Bus Topics	NTA-C5-250	object to use of Fortfield as a bus route, and consultation with residents on these roads should occur so that any changes to current parking conditions be agreed rather than imposed on these residents.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
876	Public Transport	General Bus Topics	NTA-C5-876		

870	Public Transport	General Bus Topics	NTA-C5-870		
243	Public Transport	General Bus Topics	NTA-C5-243	The proposal to introduce parking restrictions on Fortfield Road and Fortfield Park will cause problems elsewhere in the area as these roads are close to two secondary schools and Bushy Park, which is a great local amenity.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
890	Public Transport	General Bus Topics	NTA-C5-890	In terms of BusConnects, the emphasis seems very firmly to be on this mode of transport (which will use the existing road network), rather than any expansion of light or heavy rail. I	The strategy contains an appropriate blend of rail and bus proposals, building on existing infrastructure such as the heavy rail lines; providing new Luas lines; new bus corridors; and for the incremental upgrade of certain bus corridors to light rail. All of this is based on forecast demand for travel.
857	Public Transport	General Bus Topics	NTA-C5-857	One of the key deficiencies with buses in Dublin is the use of double decker buses,	Noted. Dublin's bus fleet is made up of standard vehicles used in many urban areas. No change required.
844	Public Transport	General Bus Topics	NTA-C5-844	Local transport should then be centred around frequent bus services and active-travel options, again at the expense of road space dedicated to private motor vehicles,	Noted. Many strategy measures seek to provide for this.
796	Public Transport	General Bus Topics	NTA-C5-796	The GDA Transport Strategy must allow for flexibility to introduce new measures and initiatives as transport patterns change and develop, particularly as a result of the pandemic. For example, dynamic pricing can help optimise revenue, manage bus capacity, and incentivise citizens to use bus services. Innovation, alongside long-term planning, must underpin the provision and continued development of bus services across the GDA over the next two decades	The transport strategy is reviewed every 6 years allowing for innovations to be brought forward regularly such as NGT, MaaS and accounting for E-bikes and E-scooters. In terms of pricing and fare structures, these are reviewed regularly and altered according to changing patterns and changing technologies.
751	Public Transport	General Bus Topics	NTA-C5-751	Section 62 provides for access to bus stops, bus stands and bus and railway stations for all bus operators. This section has never been commenced even though it has been on the statute book for over 13 years! The net effect is that private operators, such as Matthews Coach Hire, cannot access any publicly owned and funded facility such as the bus stations in Dundalk or Drogheda, Dundalk, or Drogheda Railway station or Busarus!	This is a legislative matter outside the remit of the transport strategy.
				This is needed to implement the aims and objectives of integration of the GDA Strategy	

751	Public Transport	General Bus Topics	NTA-C5-751	NTA facility at Spencer Dock, the coach parking spaces available in Dublin City, north of the Liffey is = 57 (50 in NTA Coach Park and 7 Dublin City Council on-street parking. This means that at the weekend there are only 7 coach parking spaces available in Dublin City north of the Liffey!	Noted. The issue of providing additional private coach parking is an operational matter for Dublin City Council. No change required.
				The draft plan does not address this issue.	
	Public Transport	General Bus Topics		The recent redevelopment of the Dublin Bus facility at the Broadstone Depot, Phibsboro, is a missed opportunity in the context of the provision of coach parking facilities in Dublin City. Dublin Bus has redeveloped the Broadstone Depot to become a modern bus fleet maintenance facility	
779	Public Transport	General Bus Topics	NTA-C5-779	We welcome the delivery of the BusConnects service, as it will serve to reduce the number of private cars travelling through our community.	Comments in support of the strategy measures are noted.
756	Public Transport	General Bus Topics	NTA-C5-756	24 hour bus lanes, paired with camera enforcement of this is a necessary part of delivering reliable journey times under expansion of bus services.	Noted. It should be borne in mind that roadspace is a finite resource and in some locations, competing requirements would mean that the level of passenger demand and associated frequency of services would not justify a 24-hr operation of bus lanes - e.g. access to business premises or off-peak residential parking.
838	Public Transport	General Bus Topics	NTA-C5-838	There are large gaps in the network - lack of connectivity will have implications for modal choice e.g. a trip for a family travelling from Rathmines to Dublin Zoo will take an estimated 56 minutes by public transport, 25 minutes by bicycle, on mostly unprotected roads, and 25 minutes by car.	The transport strategy provides for multiple public transport options supported by priority in order to reduce journey times, as well as a comprehensive cycle network. It is inevitable, however, that some trips such as the one given as an example, will still be competitive by private car. It is unclear where the 56 minute time originates. No change required
670	Public Transport	General Bus Topics	NTA-C5-670	Taxis should be removed from all bus lanes.	Taxis comprise an important element of the public transport system and their exclusion from bus lanes is not currently being considered
492	Public Transport	General Bus Topics	NTA-C5-492	Residents in Littlepace/Huntstown have already told Dublin Bus that we do NOT want a bus gate through the littlepace area.	Noted. This is a local matter related to the Dublin Area Bus Network Redesign dealt with more appropriately outside the remit of the regional transport strategy. No change required
492	Public Transport	General Bus Topics	NTA-C5-492	Increase bus speeds by reducing number of stops, not keeping to timetables if it means slowing down and not diverting into major developments like Blanch TC	Bus services are designed in order to serve demand for travel, in particular major trip attractors such as a Major Town Centre like Blanchardstown. Reducing the number of stops, without a clear transport planning rationale. reduces access to a vital public service.
370	Public Transport	General Bus Topics	NTA-C5-370	Single-deckers:	The bus fleet is appropriate for the city and comprises standard model vehicles used in multiple places. No change required.

				are more stable on turns and therefore more comfortable,	
				are lighter and quieter,	
				are easier to enter and exit (more than that, they can have 3 doors instead of 2, that makes enter/exit even more quick),	
				are cheaper (so, Dublin can buy more busses and make them more frequent),	
				have exactly the same capacity as double-deckers, because they have more space for standing passengers (current Dublin busses have 95 seats and a typical single deck bus has also 95 (1)).	
				Double-deckers look authentic, but they are morally obsolete	
370	Public Transport	General Bus Topics	NTA-C5-370	Priority of increasing bus frequency versus increasing bus capacity should be declared in the Strategy. I believe, Dublin should significantly improve (x2, x3 or even x4) the frequency of buses.	BusConnects and the strategy seek to increase frequency. No change required
370	Public Transport	General Bus Topics	NTA-C5-370	Transport Strategy should include measures to decrease dwell time. Faster work of ticket validators, paying with mobile devices and credit cards and entrance through all doors should significantly improve the situation.	Covered under measures INT7. No change required.
ail			General DART+ and Rail		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
332	Public Transport	General DART+ and Rail	NTA-C5-332	The Assembly welcomes the inclusion of the Rail measures and it is considered that they deliver key	Comments in support of strategy measures are noted.
				enabling rail projects as identified in the Dublin MASP and in RSES Chapter 8, Table 8.2 Rail Projects	
				for the Region.	
33	Public Transport	General DART+ and Rail	NTA-C5-33	A further piece of Dart/rail expansion should be identified and included in this strategy. A heavy rail link to Dublin Airport via a short link to the existing north/south coastal rail corridor.	Noted. The most advantageous manner in which demand for travel to Dublin Airport can be met is via MetroLink. Capacity on the northern line is required to serve development in this corridor and for regional and Intercity travel.
61	Public Transport	General DART+ and Rail	NTA-C5-61	Timely delivery of the Dart Plus South West Programme.	Comments in support of strategy measures are noted. Kishoge will open in the short term. Additional stations are covered under RAIL 6 Services additional to those set out in BusConnects are covered under
				Opening of the Kishogue Station	

				Expanding availability of feeder buses to Kishogue, Fonthill, Adamstown and Hazelhatch.	measure BUS5.
				Four tracking of the Cork Mainline allowing for frequent Dart services and more Commuter services from Kildare and afar, to operate concurrently.	<p>The extension of DART Services beyond DART+ is covered under RAIL3</p> <p>Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review.</p> <p>No change required</p>
				Fast tracking of the Dart Tunnel, to be delivered by the 2030s.	
				Stations at Heuston West and Kylemore, maximising access to the new service.	
62	Public Transport	General DART+ and Rail	NTA-C5-62	In all the DART+ Projects there is no reference to increasing the average speed of the trains. This needs to be considered as part of the plan	DART+ will increase the speed, frequency and capacity of the main commuter services into Dublin City Centre, No change required
138	Public Transport	General DART+ and Rail	NTA-C5-138	I feel that there is a general over-reliance on Heuston station for incoming trains. I believe that the development of a Grand Central North (in Blanchardstown/Castleknock) and a Grand Central South (in Tallaght/Templeogue) with respective links to the city centre would help to disperse the congestion.	Noted. The proposal is not clear in how the transport /rail network around these two central stations would work. No change required.
63	Public Transport	General DART+ and Rail	NTA-C5-63	- Double track rail services south of greystones to allow for more increased rail services.	Noted. Measures RAIL3 and RAIL5 address this. The precise engineering solution will emerge as the projects progress. No change required
147	Public Transport	General DART+ and Rail	NTA-C5-147	A core heavy rail or metro style light rail link linking all major urban centres the Greater Dublin Area should be the focus of the plan.	Noted. It is the view of the NTA that the provision of 4 DART lines which interchange in Dublin City Centre; and with MetroLink and Luas comprise such a core network linking all major centres. No change required.
252	Public Transport	General DART+ and Rail	NTA-C5-252	DART should be just green, and should be referred to as 'DART'	Noted. No change required.
886	Public Transport	General DART+ and Rail	NTA-C5-886	The planned electrification of the railway line and fleet on the Dublin to Drogheda routes is to be welcomed and will go a significant way in laying the groundwork for the future development and extension of light-rail networks on the Northern commuter route and reduction in CO2 emissions	Noted. No change required.
886	Public Transport	General DART+ and Rail	NTA-C5-886	the provision of similar capacity (from battery-operated carriages) to Kildare on the Limerick line and to Enfield on the Sligo line would provide much needed capacity and frequency on these key rail arteries of the greater Dublin area	Noted.It is the intention of the transport strategy, under Measures RAIL3 and RAIL5 to extend the benefits associated with DART+ into the GDA Hinterland.
886	Public Transport	General DART+ and Rail	NTA-C5-886	In general investing in rail gets people out of their car, provides greater connectivity, a better quality of life and makes for a more sustainable environment.	Noted.

844	Public Transport	General DART+ and Rail	NTA-C5-844	Rail networks need to be expanded significantly throughout the country, to provide a reliable and low-carbon link between all counties (a move away from the Dublin-centric status quo) for freight and passengers.	Noted. No change required.
860	Public Transport	General DART+ and Rail	NTA-C5-860	Expand and extend the rail lines from Rosslare to Belfast to ensure that fast express trains can overtake slow moving local trains, rather than just having a single track, which is a laughable state of affairs.	Noted.It is the intention of the transport strategy, under Measures RAIL3 and RAIL5 to extend the benefits associated with DART+ into the GDA Hinterland.
798	Public Transport	General DART+ and Rail	NTA-C5-798	a significant investment in rail capacity is required in Wicklow	Response – Noted. DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow is not feasible before 2030, however, the delivery of DART+ itself will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies; regular timetables; and the roll-out of battery operated carriages to improve journey times and reduce emissions in the first phase of the strategy. The full electrification of the line to Wicklow will be delivered after 2030. It should also be noted that the south east corridor will benefit from significantly enhanced bus services, supported by bus priority measures on the N11 to be rolled out in the short term. Additionally, the N11 corridor is a priority for Park & Ride. Making such provisions for the bus mode will allow for greater flexibility in terms of serving demand from this corridor to locations along and close to the N11 such as Cherrywood, UCD and Sandyford, not readily served by DART. No change required.
796	Public Transport	General DART+ and Rail	NTA-C5-796	In addition to current plans, consideration should be given to increasing network capacity beyond the DART+ Programme on the Northern DART line, operating between Connolly and Malahide.	Noted.It is the intention of the transport strategy, under Measures RAIL3 and RAIL5 to extend the benefits associated with DART+ into the GDA Hinterland.
708	Public Transport	General DART+ and Rail	NTA-C5-708	Rail Network- Light rail to Kilcock and a plan on Integrating rail planning into Kildare that include planning for appropriate park and ride focus on light rail down towards the Sallins line also.	Light Rail is a mode most amenable to high density urban corridors and would not be justifiable in places like Kilcock The strategy provides for increase bus capacity in North Kildare through BusConnects, Connecting Ireland and Local Link. The Development Plan is a matter for Kildare County Council, however the NTA would concur with this statement. No change required.
				Bus Services – Policy on increasing capacity and identify express bus routes of support commuters through working with the NTA, Bus Eireann and Dublin Bus for towns in North Kildare	
				Cycling – Ensure that sustainable travel with cycling is a key feature of the Development plan. This should include planning and the links of segregated cycleways both within and to all towns in Kildare bordering Dublin.	
789	Public Transport	General DART+ and Rail	NTA-C5-789	The extension of DART to Drogheda, if accompanied by infrastructure upgrades should deliver a journey time of 40 to 45 minutes from Connolly to Drogheda with corresponding improvements for intermediate stations. Anything less ambitious would represent little return for the investment involved	Noted. Precise forecast journey times will be set out in the DART+ project. No change required.
789	Public Transport	General DART+ and Rail	NTA-C5-789	In the absence of infrastructure improvements it is highly likely that DART expansion will further worsen journey times for commuters travelling to North County Dublin,	Noted. It is the intention of the DART+ programme and further investments to improve frequency and capacity and to increase the numbers of people who can access these services. It is not the intention

				Wicklow and beyond as well as those using services beyond Maynooth.	of these projects to adversely effect the quality of the service to those outside the direct catchment.
789	Public Transport	General DART+ and Rail	NTA-C5-789	Even two kilometres of additional southbound track between Portmarnock and the south end of the unused 4th platform at Clongriffin would have the potential to reduce journey times by around 10 minutes for multiple trains and thousands of passengers every day. This is probably the easiest, modest cost, operationally significant, infrastructure investment that could be made in the GDA at this time and should be prioritised.	Noted. This proposal is more appropriately dealt with via the consultation on DART+ Coastal north
789	Public Transport	General DART+ and Rail	NTA-C5-789	A combination of reduced station dwell times, smarter train control at level crossings (or elimination of level crossings), limited stop services, higher speeds and potentially overtaking tracks should all be considered to increase average DART speed to at least 25mph and to reduce journey time to Greystones to 40 minutes for DART and no more than 35 minutes for Intercity services and longer distance commuter trains. The proposed layout of the planned station at Woodbrook is a missed opportunity to provide a facility for longer distance trains to overtake DART	Noted. This proposal is more appropriately dealt with via the consultation on DART+ Coastal south
789	Public Transport	General DART+ and Rail	NTA-C5-789	Before the DART+ elements proceed NTA should publish the intended schedules and journey times and have them validated through operational modelling showing the effect for all users on any particular route.	Noted. This proposal is more appropriately dealt with via the consultation on DART+ projects
789	Public Transport	General DART+ and Rail	NTA-C5-789	The GDA transport strategy needs to be aligned with the Strategic rail review. There is a clear need for mainline rail access to Dublin Airport. A new connection from the Belfast line (branching off near Balbriggan) and running via Dublin Airport and the City centre would be a transformative change for public transport and allow fast direct services to and from Dublin Airport from all over the country.	Noted. The most advantageous manner in which demand for travel to Dublin Airport can be met is via MetroLink. Capacity on the northern line is required to serve development in this corridor and for regional and Intercity travel.
789	Public Transport	General DART+ and Rail	NTA-C5-789	It is clear that rail services in the Sallins/Naas area need to be radically improved to cater for ever increasing demand. There is also an obvious opportunity to draw off traffic from the M7. Consideration should be given to building a short branch line serving either a purpose built park and ride station and/or a new Naas station on the western fringe of the town. The junction with the Cork line would need to be grade separated to avoid a conflict between Dublin bound branch trains and south and west bound trains on the mainline.	Noted. Measures RAIL3 and RAIL5 address the level of service for Naas / Sallins and the precise manner in which improvements will occur will be a matter for the projects emerging from these measures.
789	Public Transport	General DART+ and Rail	NTA-C5-789	The station at Docklands should be expanded to at least 6 platforms to handle most or all Maynooth, M3 Parkway and Phoenix Park Tunnel services along with some limited peak trains to and from the northern line	Noted. This proposal is more appropriately dealt with via the consultation on DART+ projects
762	Public Transport	General DART+ and Rail	NTA-C5-762	Iarnród Éireann Priorities for Inclusion in the Final GDA Transport Strategy – 2022-2042	Noted. Comments in support of strategy measures are welcomed.
				In looking ahead to 2042, Iarnród Éireann welcome following high-level measures underly the Draft Strategy for the GDA:	

				<ul style="list-style-type: none"> • Priority should be given to Public Transport and Active Travel schemes, with a particular focus on highcapacity modes, such as rail, which are carbon efficient. 	
				<ul style="list-style-type: none"> • Continue to expand rail as a high-capacity high frequency mode choice with proven ability to attract private 	
				car users.	
				<ul style="list-style-type: none"> • Promote Transit Orientated Development (TOD) with mixed-use high-density development, particularly at 	
				key rail nodes and along key rail corridors.	
				<ul style="list-style-type: none"> • Develop new rail stations in line with emerging spatial planning policy, subject to business case evaluation. 	
				<ul style="list-style-type: none"> • Support ongoing investment in rail infrastructure to ensure its continued renewal, maintenance, and 	
				improvement to a high level to ensure a high quality of rail frequency, safety, service, accessibility and	
				connectivity across the GDA.	
				<ul style="list-style-type: none"> • Develop an integrated, user friendly, and highly connected public transport network. 	
				<ul style="list-style-type: none"> • Expand park and ride capacity at strategically located rail stations to encourage modal shift. 	
762	Public Transport	General DART+ and Rail	NTA-C5-762	<p>The final Strategy should consider acknowledgment of the All-Island Strategic Rail Review which the Authority is aware is ongoing. While the focus of the review is not on urban rail networks which the Strategy largely covers, its outcomes can be expected to impact the urban and Intercity networks and the general future role of the rail network. This is relevant for both rail passenger and freight sectors in the GDA.</p>	Noted. The NTA is a key stakeholder in the Strategic Rail Review
763	Public Transport	General DART+ and Rail	NTA-C5-763	Rosslare / Wexford are poorly served by Irish Rail. The first daily rail service from Rosslare needs to leave the Port no later than 7.00 A.M and frequent	Noted.It is the intention of the transport strategy, under Measures RAIL3 and RAIL5 to extend the benefits associated with DART+ into the GDA Hinterland and beyond.

				services , probably hourly need to follow up to 7.00 P.M. and same service is required from Dublin. Trains should run through to Connolly Station with no interchange at Bray. Provide the service it will be used.	
743	Public Transport	General DART+ and Rail	NTA-C5-743	Solutions include:	<p>Noted. The strategy provides for DART+Tunnel.</p> <p>The complexity and cost of doubling the line from Howth Junction to Connolly, including the acquisition and demolition of many properties is not necessary in order to provide a significantly enhanced level of service on the northern line up to 2042.</p> <p>Connolly is being expanded and redesigned in order to cater for higher numbers of trains.</p> <p>It is the view of the NTA that the GDA Transport Strategy and the Strategic Rail review comprise firm long term plans. No change required.</p>
				• DART Underground.	
				• Four-tracking the line between Howth Junction and Dublin (similar to that done on part of the Heuston-Kildare route).	
				• Redesign/expansion of Connolly.	
				A firm long-term plan is required that takes account of all other rail infrastructure plans.	<p>Noted. This proposal is more appropriately dealt with via the consultation on DART+ projects</p>
743	Public Transport	General DART+ and Rail	NTA-C5-743	Outer suburban and Enterprise trains are slowed by DART services between Malahide and Dublin Connolly. This will become more acute as DART+ is developed. While the long-term solution is four-tracking in from Howth Junction, an interim and complimentary solution is the provision of “passing loops” at certain stations along the route from and including Malahide	
352	Public Transport	General DART+ and Rail	NTA-C5-352	Submission is a duplicate of NTA-C5-743 by the same author	n/a
uas			General Luas		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
399	Public Transport	General Luas	NTA-C5-399	The main concerns NCBI has with the Luas, in general, are:	<p>Noted. These are primarily opration rather than strategy-related matter and covered under strategy measures. No change required.</p>
				Poor signage pointing to the presence of Luas stops, which in some places are not easy to find.	
				No audible signals to help people with a vision impairment to cross tram lines safely and independently. The Railway Procurement Agency refuse to put accessible crossings in place, anywhere that pedestrians must cross tramlines. This goes against both the equality legislation and the Disability Act 2005, as its deprived people with disabilities	

				of a facility which had previously been available for their safety.	
				Touchscreens for ticket purchasing are not accessible to people with sight loss because:	
				- they do not offer tactile or audible feedback and screens that are positioned in such a way where sunlight or streetlights shine directly onto them makes them very difficult to read even for people who have some residual vision.	
428	Public Transport	General Luas	NTA-C5-428	Support for Luas and Metro as a solution vs the private car	Noted. Support for Strategy measures is welcomed.
848			NTA-C5-848	need for more luas and heavy rail links to City Centre.	Noted. Support for Strategy measures is welcomed.
				need for better enforcement	
789	Public Transport	General Luas	NTA-C5-789	Luas has been a great success story although on-street running is sub-optimal and impacts speed, reliability, safety and capacity – this is particularly so on the Red line to the extent that it is not an especially attractive option for journeys to the city centre from the more distant stops, particularly beyond the Red Cow.	Luas is being pursued as part of a wider rail and bus network, where it is the most appropriate mode relative to the forecast demand for travel. No change required.
380	Public Transport	General Luas	NTA-C5-380	Orbital routes will be vital to ensuring the success of Dublin's transport system, and while the Strategy states that demand for orbital	Noted. The NTA is of the view that, in advance of the confirmation of long-term land use policies and objectives for locations such as City Edge, identifying precise options for the alignment(s) of potential orbital Luas line(s) would be premature at this point.
				transport can be satisfied by bus, this may not take full account of the dramatic	
				population growth projected in the City Edge area, discussed above. Moreover, there	
				seems to be little reason to delay for a decade before identifying and protecting an	
				alignment for a future Orbital Luas. Dublin Chamber recommends amending	
				Measure LRT7 to refer to the first half of the period of the Transport Strategy rather	
				than to the second.	
698	Public Transport	General Luas	NTA-C5-698	Luas coverage needs to be expanded accross city in tandem with delivery of Metro, DART expansion & implementation of Bus Connects	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

290	Public Transport	General Luas	NTA-C5-290	linking the proposed LUAS from Broombridge to Charlestown to Dublin Airport	Demand for travel to Dublin Airport is to be met primarily by MetroLink rather than Luas. No change required
ion			INT16 - Travel Information		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
21	Public Transport	INT16 - Travel Information	NTA-C5-21	The GTFS data needs to be audited and managed in a way that allows people to use the same tools that serve them well in other cities. Even the various sources of real time information--the signs at bus stops, the Journey Planner app, and the Real Time app--often give three different estimated arrival times for my next bus.	Noted. This is an operational matter outside the remit of the Transport Strategy.
399	Public Transport	INT16 - Travel Information	NTA-C5-399	NCBI would like a guarantee that private bus operators contracted are obliged to uphold the same accessibility standards as public transport operators. This means ensuring that audio announcements are in operation to communicate stops and that accessible signage is available.	Noted. Covered under Measure INT16
399	Public Transport	INT16 - Travel Information	NTA-C5-399	The National Transport Authority and public transport operators must ensure that all its apps and websites comply with the new EU Web Accessibility Directive, which ensures that all websites and apps are accessible. NCBI can offer advice on accessibility standards as required.	Noted. Covered under Measure INT16
				NCBI recommends that accessible information can be easily located by commuters with a vision impairment. An app or access guide may be a solution.	
				It is essential that the service includes accessible, large print signage to assist persons who are blind or vision impaired, as well as ensuring live travel information screens are present and in operation.	
412	Public Transport	INT16 - Travel Information	NTA-C5-412	More information during construction (implementation) of the transport strategy if services are interrupted	Noted. Measure INT24 added.
822	Public Transport	INT16 - Travel Information	NTA-C5-822	We also welcome the provision of accessible and reliable bus passenger information, both online and at stop across the GDA (Measure INT16) and seek clarification if there is potential to extend this measure to private coaches operating within the GDA to provide a seamless passenger experience for both bus and coach users and provide visibility and awareness of coach services to and from UCD.	Noted. Comments in support of strategy measures are welcomed.
762	Public Transport	INT16 - Travel Information	NTA-C5-762	As noted earlier in this submission, Iarnród Éireann is developing a Customer Information Services (CIS) Strategy Report to create a strategic implementation framework for	Noted. The NTA will continue to liaise with the operators in this regard. No change required

	Public Transport	INT16 - Travel Information		the development of enhanced information systems and information flow to our customers, staff, and third parties. The outcomes from the CIS Strategy Report should be supported and included in the final Strategy when it is published in 2022.	
743	Public Transport	INT16 - Travel Information	NTA-C5-743	A common standard/system should be applied to bus identification and information, in particular:	Noted. These are operational matters which have been addressed appropriately in the transport strategy.
				• A common system to identify a bus's number and route on the front of the bus. At present it is difficult to identify some privately run buses as they approach a stop.	
				• Inclusion of real-time information for all bus services where electronic information boards are provided and for Smart information systems. At present these seem to be limited to Bus Eireann services.	
mes			Journey Times		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
524	Public Transport	Journey Times	NTA-C5-524	Public Transport journey times need to be included in planning transport. If times are too long people will use cars. Dublin to Arklow by rail, 108 minutes, takes nearly as long as to Belfast, 125 minutes. Arklow is in the Metropolitan area while Belfast is well outside it. The Aircoach 702 from Greystones (in the Metropolitan Area) takes 83 minutes, Belfast 705 110 minutes, GDA journey times need to be speeded up. A map of journey times (replacing distance) should be included to focus on it.	Noted. Journey planners do include journey times and time savings is the critical input into transport appraisal of transport schemes. No change required.
wns			Light Rail for Towns		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
503	Public Transport	Light Rail for Towns	NTA-C5-503	Towns in Fingal, greater Dublin are suited to short light rail or tram transport. A 5, 10, 15 minute circular rail system connecting the centre of towns to the main rail station, main street, schools, clinics, retail etc. Before that - get electric buses to loop routes around the town frequently.	Noted. Light Rail is a mode most amenable to high density urban corridors and would not be justifiable as a local service for towns of the scale of those in Fingal, such as Balbriggan, Donabate etc.
872	Public Transport	Light Rail for Towns	NTA-C5-872	consideration for the Luas to be extended to Hazelhatch to be included in the Strategy.	Light Rail is a mode most amenable to high density urban corridors and would not be justifiable in places like Hazelhatch, which will be served by DART in any case.
eas			Linking Transport to Climate Change in Other Areas		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations

435	Public Transport	Linking Transport to Climate Change in Other Areas	NTA-C5-435	Consider synergies between the promotion of sustainable and active travel objectives from climate action plans and other ancillary policies (e.g. Play Strategies) and the implementation of transport infrastructure	Noted. The consistency and complementarity of the transport strategy with other plans and policies are central to its formulation. No change required.
455	Public Transport	Linking Transport to Climate Change in Other Areas	NTA-C5-455	No mention of complementary climate mitigating measures such as greening infrastructure & biodiversity enhancement in the strategy.	Noted. Biodiversity is included uin Measures PLAN14 and 15
les			Low Noise PT Vehicles		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
399	Public Transport	Low Noise PT Vehicles	NTA-C5-399	NCBI would like a concrete commitment that the Transport Strategy will prohibit the use of low-noise vehicles that are not kitted with AVAS to protect those in our community with limited or no vision.	Noted. The NTA will purchase and update the public transport fleet in accordance with legislation governing their roll-out and use. All electric vehicles being purchased by the NTA have AVAS fitted
las	Category	Topic	LRT 2 - Luas Finglas		
ion	Public Transport	LRT 2 - Luas Finglas	Submission	Submission Summary	NTA Deliberations
469	Public Transport	LRT 2 - Luas Finglas	NTA-C5-469	Consideration should be given to extending Luas Finglas to Ballymun Metro Stop, to improve connectivity between Finglas, Ballymun and Airport	Noted. The NTA intend to deliver the Luas Finglas as currently configured. Such a change would delay the project and leave Finglas without this service into the later stages of the transport strategy. Luas Finglas will be delivered in such a manner as to facilitate its extension northwards and eastwards if future travel demand on such a section would justify it. An extension to Ballymun MetroLink should also be considered in the context of LRT7 to provide for an orbital Luas.
885	Public Transport	LRT 2 - Luas Finglas	NTA-C5-885	Luas Finglas should be delivered urgently.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
779	Public Transport	LRT 2 - Luas Finglas	NTA-C5-779	We also welcome the extension of the Luas beyond Broombridge to Finglas to reduce the need to rely on cars to travel to the city centre.	Noted. Comment in support of strategy measure is welcomed.
ink			LRT1 - Metrolink		

ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
192	Public Transport	LRT1 - Metrolink	NTA-C5-192	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
523	Public Transport	LRT1 - Metrolink	NTA-C5-523		
233	Public Transport	LRT1 - Metrolink	NTA-C5-233	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
284	Public Transport	LRT1 - Metrolink	NTA-C5-284	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
275	Public Transport	LRT1 - Metrolink	NTA-C5-275	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
274	Public Transport	LRT1 - Metrolink	NTA-C5-274	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
273	Public Transport	LRT1 - Metrolink	NTA-C5-273	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
270	Public Transport	LRT1 - Metrolink	NTA-C5-270	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
267	Public Transport	LRT1 - Metrolink	NTA-C5-267	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
265	Public Transport	LRT1 - Metrolink	NTA-C5-265	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or Harcourt Street.	

					No change required
263	Public Transport	LRT1 - Metrolink	NTA-C5-263	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
262	Public Transport	LRT1 - Metrolink	NTA-C5-262	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
261	Public Transport	LRT1 - Metrolink	NTA-C5-261	o Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				o Proposal for MetroLink terminus in city centre or another town location.	
260	Public Transport	LRT1 - Metrolink	NTA-C5-260	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	

259	Public Transport	LRT1 - Metrolink	NTA-C5-259	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green, near a DART connection, or somewhere with existing commercial traffic.	
248	Public Transport	LRT1 - Metrolink	NTA-C5-248	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
241	Public Transport	LRT1 - Metrolink	NTA-C5-241	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
241	Public Transport	LRT1 - Metrolink	NTA-C5-241	Objection to Metro for Dublin on the basis of cost.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
239	Public Transport	LRT1 - Metrolink	NTA-C5-239	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
237	Public Transport	LRT1 - Metrolink	NTA-C5-237	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green, Dundrum Luas or Sandyford Luas.	
236	Public Transport	LRT1 - Metrolink	NTA-C5-236	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
234	Public Transport	LRT1 - Metrolink	NTA-C5-234	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
226	Public Transport	LRT1 - Metrolink	NTA-C5-226	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
224	Public Transport	LRT1 - Metrolink	NTA-C5-224	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Notwithstanding main objection, proposal for MetroLink terminus entrance to be on Grand Parade only.	
223	Public Transport	LRT1 - Metrolink	NTA-C5-223	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
222	Public Transport	LRT1 - Metrolink	NTA-C5-222	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
221	Public Transport	LRT1 - Metrolink	NTA-C5-221	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
219	Public Transport	LRT1 - Metrolink	NTA-C5-219	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
218	Public Transport	LRT1 - Metrolink	NTA-C5-218	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
212	Public Transport	LRT1 - Metrolink	NTA-C5-212	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
211	Public Transport	LRT1 - Metrolink	NTA-C5-211	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
210	Public Transport	LRT1 - Metrolink	NTA-C5-210	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
312	Public Transport	LRT1 - Metrolink	NTA-C5-312	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
311	Public Transport	LRT1 - Metrolink	NTA-C5-311	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
309	Public Transport	LRT1 - Metrolink	NTA-C5-309	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
308	Public Transport	LRT1 - Metrolink	NTA-C5-308	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
307	Public Transport	LRT1 - Metrolink	NTA-C5-307	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
306	Public Transport	LRT1 - Metrolink	NTA-C5-306	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
304	Public Transport	LRT1 - Metrolink	NTA-C5-304	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
303	Public Transport	LRT1 - Metrolink	NTA-C5-303	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
300	Public Transport	LRT1 - Metrolink	NTA-C5-300	Objection to MetroLink terminus at Charlemont.	
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
294	Public Transport	LRT1 - Metrolink	NTA-C5-294	Objection to MetroLink terminus at Charlemont.	
				Proposal for MetroLink terminus at St Stephen's Green.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
302	Public Transport	LRT1 - Metrolink	NTA-C5-302	National Transport Authority has not allowed for an independent professional assessment of the potential of Metro South West to address the transport needs of a population of 250,000+ in South West Dublin.	
				The scope of the feasibility study should include the following areas: Harold's Cross, Mount Argus, Kimmage, Sundrive, Larkfield, KCR, Wainsfort, Fortfield, Whitehall Road, Muckcross, Perrystown, Mountdown, Limekiln, Greenhills, Glendown, Cypress, Willington, Orwell Park,	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p>

				Templeogue, Knocklyon, Scholarstown, Firhouse, Ballycullen, Hunters Wood.	<p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
				WORK RA Submits:	
				• That MetroLink should proceed quickly to An Bord Pleanála to go no further south than St Stephens Green.	
				• The deletion from the strategy that MetroLink proceeds south from St Stephens Green to Charlemont;	
				• That further design work should occur regarding where MetroLink should go for 1-2 kms south of St Stephens Green and where the Tunnel Boring Machine would be parked; this stump of MetroLink beyond St Stephens Green should be agreed by Government and submitted to An Bord Pleanála.	
				• That serious consideration be given to the proposal from the Metro South West group that envisaged MetroLink running from St Stephens Green to a proposed station in Portobello and the Tunnel Boring Machine being parked under Cathal Brugha Barracks, pending its continuation to South West Dublin	
				• That Metro to Knocklyon Feasibility Study needs further substantial work under the aegis of a Monitoring Committee, comprising the NTA and public and community representatives. The draft findings should be discussed with this Committee and the consultants should be solely responsible for the content of the final report.	
765	Public Transport	LRT1 - Metrolink	NTA-C5-765	<p>Metro to Knocklyon Feasibility Study: flaws Previous submissions ... considered/not considered?</p> <ul style="list-style-type: none"> • Didn't examine City to South West Dublin via Portobello • Not independent, e.g. NTA chose the alignments. • NTA excluded option of continuing to Tallaght, a major attractor. • Location of stations assumes only walkers will use metro. • Excludes research by MSWG showing cyclists and drivers would save time by cycling or driving to metro. • No Park and Ride nor Cycle and Ride. • Excludes capture of N81 and M50 traffic. • Excludes carbon emissions. <p>If these flaws aren't addressed the benefit to cost ratio will exceed 1 by a significant margin</p> <ul style="list-style-type: none"> • Metro to Knocklyon Feasibility Study needs further substantial work under the aegis of a Steering Group. • MetroLink should proceed quickly to ABP to go no further south than St Stephens Green. <p>While MetroLink is proceeding rapidly, the following tasks should take place well before the Tunnel Boring Machine approaches St Stephens Green:</p>	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>

				<ul style="list-style-type: none"> The Feasibility Study should be developed as described above; Further design work should occur as appropriate regarding where MetroLink should go south of St Stephens Green; This part of MetroLink beyond St Stephens Green should be agreed by Government and submitted to An Bord Pleanála. Completion of the continuation of MetroLink to South West Dublin would occur as a follow on project. “ <p>We would also like to add that the greatly expanded timescale (2042) for provision of transport services beyond BusConnects and the absence of transport planning will have a severe impact on life in our area. This lack of transport provision for the rapidly growing Rathfarnham area will bring about serious, severe and ongoing restrictions to residents’ movement and travel possibilities for the years ahead.</p> <p>We would urge the National Transport Authority’s planners to address all of the concerns outlined in this document on behalf of our residents.</p>	
356	Public Transport	LRT1 - Metrolink	NTA-C5-356	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen’s Green.	
355	Public Transport	LRT1 - Metrolink	NTA-C5-355	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen’s Green.	
354	Public Transport	LRT1 - Metrolink	NTA-C5-354	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p>
				Proposal for MetroLink terminus further out in south Dublin.	

					No change required
351	Public Transport	LRT1 - Metrolink	NTA-C5-351	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
349	Public Transport	LRT1 - Metrolink	NTA-C5-349	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus in the city centre.	
357	Public Transport	LRT1 - Metrolink	NTA-C5-357	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
348	Public Transport	LRT1 - Metrolink	NTA-C5-348	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	

347	Public Transport	LRT1 - Metrolink	NTA-C5-347	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
346	Public Transport	LRT1 - Metrolink	NTA-C5-346	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
344	Public Transport	LRT1 - Metrolink	NTA-C5-344	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or Earlsfort Terrace.	
344	Public Transport	LRT1 - Metrolink	NTA-C5-344	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or Earlsfort Terrace,	
358	Public Transport	LRT1 - Metrolink	NTA-C5-358	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
342	Public Transport	LRT1 - Metrolink	NTA-C5-342	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
341	Public Transport	LRT1 - Metrolink	NTA-C5-341	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
338	Public Transport	LRT1 - Metrolink	NTA-C5-338	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
335	Public Transport	LRT1 - Metrolink	NTA-C5-335	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
360	Public Transport	LRT1 - Metrolink	NTA-C5-360	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
329	Public Transport	LRT1 - Metrolink	NTA-C5-329	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
324	Public Transport	LRT1 - Metrolink	NTA-C5-324	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
323	Public Transport	LRT1 - Metrolink	NTA-C5-323	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

					<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
321	Public Transport	LRT1 - Metrolink	NTA-C5-321	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
361	Public Transport	LRT1 - Metrolink	NTA-C5-361	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
363	Public Transport	LRT1 - Metrolink	NTA-C5-363	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
316	Public Transport	LRT1 - Metrolink	NTA-C5-316	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus closer to a more urban centre, and co-located with a dedicated park and ride facility.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
315	Public Transport	LRT1 - Metrolink	NTA-C5-315	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
364	Public Transport	LRT1 - Metrolink	NTA-C5-364	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
245	Public Transport	LRT1 - Metrolink	NTA-C5-245	Need to reconsider terminus of metrolink	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				St Stephens Green suggested	
242	Public Transport	LRT1 - Metrolink	NTA-C5-242	Need to reconsider terminus	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				St Stephens Green Proposed	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
220	Public Transport	LRT1 - Metrolink	NTA-C5-220	Reconsider terminus at Charlemont	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				St Stephens Green / OConnell St suggested	
401	Public Transport	LRT1 - Metrolink	NTA-C5-401	Objection to terminus at Charlemont	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Suggest St Stephens Green.	
422	Public Transport	LRT1 - Metrolink	NTA-C5-422	Objection to Charlemont Terminus, St Stephens Green, OCS or Cathal Bruga Barracks a better solution.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
735			NTA-C5-735		
150			NTA-C5-150		
839			NTA-C5-839		

584			NTA-C5-584		
490			NTA-C5-490		
425	Public Transport	LRT1 - Metrolink	NTA-C5-425	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
421	Public Transport	LRT1 - Metrolink	NTA-C5-421	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
420	Public Transport	LRT1 - Metrolink	NTA-C5-420	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
418	Public Transport	LRT1 - Metrolink	NTA-C5-418	Objection to MetroLink terminus at Charlemont.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a

				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
409	Public Transport	LRT1 - Metrolink	NTA-C5-409	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
407	Public Transport	LRT1 - Metrolink	NTA-C5-407	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
390	Public Transport	LRT1 - Metrolink	NTA-C5-390	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
389	Public Transport	LRT1 - Metrolink	NTA-C5-389	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
388	Public Transport	LRT1 - Metrolink	NTA-C5-388	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or O'Connell Street.	
383	Public Transport	LRT1 - Metrolink	NTA-C5-383	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
382	Public Transport	LRT1 - Metrolink	NTA-C5-382	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
371	Public Transport	LRT1 - Metrolink	NTA-C5-371	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a</p>

				Proposal for MetroLink terminus at St Stephen's Green.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
365	Public Transport	LRT1 - Metrolink	NTA-C5-365	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green or Parnell Square.	
21	Public Transport	LRT1 - Metrolink	NTA-C5-21	I support the plan for a metro to the airport. I think the line should immediately replace the existing Luas Green line from Charlemont to the south.	<p>Comment in support of strategy measure is noted. The Green Line capacity enhancement project will cater for growth in demand on the Green Line to a point beyond 2042. Furthermore, the current MetroLink project does not preclude the future upgrade of the Green Line to Metro while facilitating an alternative alignment which could also cater for demand on this corridor.</p>
731	Public Transport	LRT1 - Metrolink	NTA-C5-731		
398	Public Transport	LRT1 - Metrolink	NTA-C5-398		
22	Public Transport	LRT1 - Metrolink	NTA-C5-22	I think We need more work on the plan of metrolink so It goes to South dublin and not just the south city. I also think we need to get started on plans like Dart Plus and metolink as soon as possible.	<p>Noted. Assessment of further metro extensions demonstrated that they were not viable up to 2042. No change required.</p>
33	Public Transport	LRT1 - Metrolink	NTA-C5-33	The two most important pieces of infrastructure in the state are: the Metrolink to Dublin Airport which will offer a viable, reliable alternative to private car and taxi travel to and from the airport; and the Dart Underground which would result in the single biggest increase in heavy rail capacity across the city and open opportunites for an expanded Dart to operate across the city and wider metropolitan area. Both schemes should be the highlighted as key developments of national importance.	<p>MetroLink is a priority for the NTA. Analysis for the transport strategy demonstrated that DART+ Tunnel was not required by 2042, due in part to the electrification of the Phoenix Park Tunnel and associated significant uplift in capacity and frequency.</p> <p>No change required</p>
37	Public Transport	LRT1 - Metrolink	NTA-C5-37	The metrolink needs to be prioritised as a matter of urgency. 10 years is far too long to wait for a system in North county Dublin. The greater Swords area is grossly	<p>The NTA concur that MetroLink is a priority and intend to lodge a Railway Order in 2022 and deliver it as soon as planning consent and funding are available</p>

				underserved by public transport, including the airport which now no longer has the 747 service. It therefore takes over an hour to get to town from the airport/swords at peak meaning private transport is the only viable option. With growing population all across swords and north county Dublin, this means more cars on the roads, higher volumes of traffic and longer times to city centre. The metro is beyond overdue at this point and will pay for itself in spades over time. No European city has ever regretted investing in a metro service	
48	Public Transport	LRT1 - Metrolink	NTA-C5-48	Metrolink was meant to be completed by 2027 and the only date given in this is that the the NTA will seek planning consent for the Metrolink in 2022 subject to approval. This is not good enough for Dubliners or the people of Ireland. This means that it is impossible to meet the 2027 date, so Metrolink has been postponed.	The NTA concur that MetroLink is a priority and intend to lodge a Railway Order in 2022 and deliver it as soon as planning consent and funding are available
432			NTA-C5-432	Object to terminus at Charlemont	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
				Suggest St Stephens Green as alternative.	
823			NTA-C5-823		
777			NTA-C5-777		
					No change required
647			NTA-C5-647		
288			NTA-C5-288		
727			NTA-C5-727		The NTA concur that MetroLink is a priority and intend to lodge a Railway Order in 2022 and deliver it as soon as planning consent and funding are available
58	Public Transport	LRT1 - Metrolink	NTA-C5-58	Restore public trust by getting on with MetroLink without any further delay.	
431	Public Transport	LRT1 - Metrolink	NTA-C5-431	Object to terminus at Charlemont	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a

				Suggest St Stephens Green as alternative	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
416	Public Transport	LRT1 - Metrolink	NTA-C5-416	Object to terminus at Charlemont	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
271	Public Transport	LRT1 - Metrolink	NTA-C5-271		
414	Public Transport	LRT1 - Metrolink	NTA-C5-414	Suggest that Charlemont Terminus is undesirable next to Dartmouth Square	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Suggest St Stephens Green as alternative	
424	Public Transport	LRT1 - Metrolink	NTA-C5-424	we again call on this plan to ensure a seamless link is created between the northern terminus of Metrolink and the Northern Railway line - ideally in the Rush/Lusk area which is only a few Km from the planned Metrolink terminal.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
423 766 727 235 562	Public Transport	LRT1 - Metrolink	NTA-C5-423 NTA-C5-766 NTA-C5-727 NTA-C5-235 NTA-C5-562	The Feasibility Study, which was produced by NTA/Jacobs, needs significant further work as indicated in detail in the submission. MSWG had offered in the past to assist with the Terms of Reference for this study; however, this offer was not accepted. MSWG is still prepared to provide assistance.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an</p>

				This further work should be carried out under the aegis of a Monitoring Committee, comprising the NTA and public and community representatives. The draft findings should be discussed with this Committee and the consultants should be solely responsible for the content of the final report.	<p>acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
				In the Draft Strategy, the fact that not one but two Luas lines are mooted beyond 2042 (subject to analysis) surely arises from the tacit acceptance by the NTA that buses alone do not have the necessary capacity in South West Dublin.	
				However, the only public transport proposal in the Draft Strategy for South West Dublin for the next 20+ years is BusConnects. MSWG has already shown that buses do not have the capacity to deliver the modal shift that is required[10].	
				Beyond the next 20 years, the possibility of two Luas lines is mooted. However, these are subject to “detailed appraisal, planning and design work”. Given the narrow streets in South West Dublin and the previous negative conclusions on Luas for South West Dublin, this possibility has no substance, lacking evidence.	
				The current MetroLink proposal provides that it proceeds south from St Stephens Green to Charlemont and that the Tunnel Boring Machine is parked beyond Charlemont at Manders Terrace. This only made any sense if the Luas Green line was going to be converted to metro.	
				It is now apparent that the interchange between the Green Luas line and MetroLink should be located at St Stephens Green rather than at Charlemont.	
				As the conversion of Luas to metro has been abandoned, and Charlemont would not be suitable as the interchange between Luas and MetroLink, there is no remaining reason to point MetroLink at the Luas Green Line. Accordingly, MetroLink should go no further south than St Stephens Green.	

				Delivery of MetroLink should proceed on this basis as quickly as possible, to An Bord Pleanála and on to construction.	
				While MetroLink is proceeding rapidly, the following tasks should take place well before the Tunnel Boring Machine approaches St Stephens Green:	
				The Feasibility Study should be revised and developed as described above;	
				Further design work should occur as appropriate regarding where MetroLink should go for 1-2 kms south of St Stephens Green;	
				This stump of MetroLink beyond St Stephens Green should be agreed by Government and submitted to An Bord Pleanála.	
				The stump is built as approved	
				Completion of the continuation of MetroLink to South West Dublin would occur as a follow on project.	
399	Public Transport	LRT1 - Metrolink	NTA-C5-399	Trams must be of a contrasting colour to their surrounding environment.	Noted. These are detailed fleet suggestions which are most appropriately dealt with via existing channels of communication with the NTA and TII rather than a high-level regional transport strategy.
				If the tram is silent, additional sound needs to be added to the vehicle to make it safe, in areas where there are pedestrians	
				The handrails should contrast strongly with the background against which they will be seen such as seats, walls, etc. and therefore yellow backgrounds are not acceptable.	
				The button to open and close the door of the tram should make a sound to help people with impaired vision to find it when it is ready to be pressed.	
				The buttons need to be sited between 900 and 1200mm above the tram floor and should be in strong contrast with the door	
				Door opening buttons should provide audible, tactile, and visual confirmation that the button has worked	

				An emergency call button should be provided in carriages, with CCTV focused on it so that if someone presses it without good reason, or by accident, this will be seen.	
				Audio announcements should also be in operation at all times so transport users know what stops they are approaching.	
				NCBI strongly recommends consultation from procurement stage in accessible design features which support safe and independent travel needs of blind and vision impaired commuters. This includes consideration of layout, contrast, lighting, glare, tactile, safety and audible features	
372	Public Transport	LRT1 - Metrolink	NTA-C5-372	I am extremely disappointed that yet again Metro North has been put on the long finger	MetroLink is a priority for the NTA and its delivery will be subject to the planning process and the availability of funding. The NTA will lodge an application for a Railway Order in 2022 and construct the project as soon as possible after that.
276	Public Transport	LRT1 - Metrolink	NTA-C5-276		
446	Public Transport	LRT1 - Metrolink	NTA-C5-446	Design of Metrolink should seek to serve T1,T2 and potential T3 at Airport.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report
				Design should be underground, and not overground	
301	Public Transport	LRT1 - Metrolink	NTA-C5-301	In an ideal world there should be no discussion about a terminus for the Metro at Charlemont. In my opinion Metro is the best option for the area of Rathmines, Terenure , Templeogue and to terminate at Firhouse. I firmly believe it is the only way to get the public to use public transport efficiently, possibly money spent will prove to be a wiser investment.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report
823	Public Transport	LRT1 - Metrolink	NTA-C5-823		
701	Public Transport	LRT1 - Metrolink	NTA-C5-701		
584	Public Transport	LRT1 - Metrolink	NTA-C5-584		

325	Public Transport	LRT1 - Metrolink	NTA-C5-325	Querying suitability of Charlemont as MetroLink terminus.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
469	Public Transport	LRT1 - Metrolink	NTA-C5-469	Consideration should be given to providing a dedicated community liaison rep once the Metrolink Railway Order is submitted.	<p>Noted. The manner of communications between the transport agencies and the public during the period of planning and construction will be considered at that time. No change to the transport strategy report required.</p>
715	Public Transport	LRT1 - Metrolink	NTA-C5-715	Objection to MetroLink terminus at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>No change required</p>
				Proposal for MetroLink terminus at St Stephen's Green.	
885	Public Transport	LRT1 - Metrolink	NTA-C5-885	Support for delivery of Metrolink.	<p>Comments in support of strategy measures is noted.</p> <p>Local cycling and walking links will be improved as part of on-going investment in local areas. Further development of feeder buses is provided for under BUS5, in addition to those already being rolled-out under BusConnects</p>
				If and when this is delivered, we must make sure that people will not have to get into their cars to travel from one side of Swords to the other. They should be able to travel quickly, efficiently and in an environmentally friendly way to the MetroLink. This will benefit all of the Greater Dublin Area, particularly those living in the rural villages and rural areas who will be able to get to Swords relatively quickly and then on into Dublin City. It is not just a service for Swords, or Fingal, or the airport; it is infrastructure that will benefit the whole of the Greater Dublin Area.	
886			NTA-C5-886		
859			NTA-C5-859		
812			NTA-C5-812		

796			NTA-C5-796		
774			NTA-C5-774		
188	Public Transport	LRT1 - Metrolink	NTA-C5-188	Metrolink: linking Dublin to the airport for American tourists should not be a higher priority in this strategy then making the city more accessible to the people who actually live here. Tearing up a huge section of the Green Line, which was only completed in 2017, instead of creating a Metrolink that links up with the planned Green Line to Finglas makes no sense. A Metrolink would be great, but only if it links in with new public transport, not tearing up the transport we already have.	Noted. MetroLink will deliver significant benefits for people across the GDA. It does not just serve Dublin Airport and it will not involve tearing up any of the Green Line. No change required.
506	Public Transport	LRT1 - Metrolink	NTA-C5-506	However, I regret the decision to delay the building of the Metrolink. The Metrolink has been delayed way too much. Make a decision about the link to the airport and stick to it.	Project is defined and will be delivered once planning consent and funding are obtained.
835	Public Transport	LRT1 - Metrolink	NTA-C5-835	The line to Lucan should be prioritised and a LUAS to Finglas/Swords/Dublin Airport would be better than an underground Metro in a city the size of Dublin. Overground feels safer and this would help to reinvigorate areas of Dublin City and County.	Metro is proposed in order to provide the required capacity. No change required.
839	Public Transport	LRT1 - Metrolink	NTA-C5-839	We again reiterate our concerns about the transparency of the overall consultation process in	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
				particular the opportunity for interested and informed community groups to have direct meetings	
				with the NTA. For example, the lack of early consultation on Metro southside feasibility studies has	
				deprived communities and interested parties of the opportunity to interrogate choices around public	
				transport which will impact future generations.	
793	Public Transport	LRT1 - Metrolink	NTA-C5-793	The Luas south of Charlemount needs to be upgraded to high-frequency Metro, as was the original plan. It's foundations were built to accommodate this upgrade. Thousands of new apartments are being built or are planned from Sandyford to Cherrywood	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
717	Public Transport	LRT1 - Metrolink	NTA-C5-717		

					No change required
789	Public Transport	LRT1 - Metrolink	NTA-C5-789	It is vital that Metro capacity is not hobbled by restricting platform lengths such that Metro train sizes can not be increased to meet future demand. The history of Luas (and indeed DART), strongly suggests that the most efficient way of adding capacity is to increase tram/train length. It would be a catastrophic error to build infrastructure which could not easily accommodate larger trains when this becomes necessary.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
789	Public Transport	LRT1 - Metrolink	NTA-C5-789	NTA should liaise with the planning authorities to ensure that the former Harcourt Street railway alignment between Sandyford and Carrickmines is protected with a view to extending Metro south to Cherrywood and beyond. In this scenario the existing Sandyford to Carrickmines Luas would operate as a feeder service.	Noted. Most of the alignment is in use as the Green Line. As Metro to Cherrywood does not form part of this strategy, it will not be feasible to protect the Harcourt Line corridor in this location.
755	Public Transport	LRT1 - Metrolink	NTA-C5-755	I do not believe that a Metro terminating in Charlemont can pass a business case. You will have trains becoming increasingly empty as they move south from city centre, rather than getting the best value from the infrastructure by picking up loads for the southside.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
				There are several negatives to Metro as proposed:	
				- A new product and technology in a city that has quite a few different modes already	
				- Unattractiveness of transfer from Luas to Metro when Luas is still a surface option	
				- The closed system, especially if applied to surface stops, will be very unattractive, as it eliminates the option of crossing the track and adds a bridge crossing.	
				The option of extending Sandyford Luas underground at/before Charlemont and operating as a Luas product to Dublin Airport/Swords has been dismissed, primarily based on capacity. This would have significant benefits:	
				- Much less disruption to existing Luas (than Metro to Sandyford)	
				- Uses familiar technology, economies of scale in tram operation	
					No change required

				Questions on the scale of demand	
				Building the Metro alignment to Luas standard would allow the full cross city potential to be achieved; and would, I suggest, provide adequate long term capacity on both the northside and southside corridors.	
743	Public Transport	LRT1 - Metrolink	NTA-C5-743	<ul style="list-style-type: none">• The current proposal facilitates interchange with existing rail services at Glasnevin and Tara Street stations only. It is as though connectivity has been deliberately designed out of this scheme.	MetroLink proposes the following interchanges with other rail - Glasnevin; Tara Street; O'Connell Street; St Stephens Green and Charlemont, plus several interchanges with orbital bus. The NTA does not accept that connectivity has been designed out.
					The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
				<ul style="list-style-type: none">• The proposed route terminates suddenly just south of Charlemount.	
				<ul style="list-style-type: none">• The proposed gauge is 1,435mm rather than 1,600mm, the existing Irish gauge. As such it could never be integrated into the existing rail system.	
					MetroLink is not intended to carry freight
				<ul style="list-style-type: none">• A metro system could never carry rail freight.	The most advantageous manner in which demand for travel to Dublin Airport can be met is via MetroLink. Capacity on the northern line is required to serve development in this corridor and for regional and Intercity travel.
				A main line rail link to the Airport would provide better value for money, would provide interconnectivity to most of the country and would be in line with EU transport policy (see below).	MetroLink is a fundamental requirement for transport in Dublin and its cancellation would have serious adverse impacts on future mobility in the GDA and on the delivery of housing and other land uses.
					No change required
				The advantages of building an airport rail link as a heavy rail system outweighs this particular advantage.	
				Metrolink should be cancelled.	
740	Public Transport	LRT1 - Metrolink	NTA-C5-740	Metro Link is a crucial link in the public transport infrastructure and ought to be prioritised for funding. Waiting another 20 years will do a disservice to the region.	MetroLink is a priority for the NTA and its delivery will be subject to the planning process and the availability of funding. The NTA will lodge an application for a Railway Order in 2022 and construct the project as soon as possible after that.

651	Public Transport	LRT1 - Metrolink	NTA-C5-651	Whatever becomes of the MetroLink proposal - I believe integrating it into the Luas network rather than as a standalone underground makes more sense and would be more cost-effective alongside a specific direct airport tunnel route from Heuston as outlined above	MetroLink will be integrated into Luas via several interchange points and is designed to terminate at Charlemont in a manner which would facilitate its continuation to south west Dublin. Analysis for this transport strategy has shown, in a manner consistent with previous work, that the demand from the south west would not justify Metro. 2 Luas lines have been proposed instead which would directly benefit more people than a single metro line.
				this spine from Swords/Airport via Ballymun, DCU, to O'Connell Street should be continued to that large area of south-west Dublin currently not served, specifically a route between the city centre and Kimmage/Tempogue. This could combine with the green line at O'Connell Street/Marlborough Street, branch off up Dame Street from Trinity, and serve St. Patrick's Cathedral and Cork Street before going on to Kimmage, Tempogue and Firhouse before continuing to meet the red line at Tallaght.	
651	Public Transport	LRT1 - Metrolink	NTA-C5-651	Separate to all of this, I want to highlight the effective use of the Irish language in branding the Luas (as had been the case with CIÉ and Iarnród Éireann before the recent anglicization of brands), and encourage that if an underground metro is built, rather than being called a Metro, an Irish word should be used relating to underground or burrowing (Fo-Thalamh (FT), Tollán, Broc, Péist).	Noted. This is a scheme level matter.
ray			LRT4 - Luas Bray		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
295	Public Transport	LRT4 - Luas Bray	NTA-C5-295	The strategy should look to extend the Luas further past the Dart station to serve the high population south of the town centre. Without upgrade of the Green line the journey times and capacity limitations will not make this a viable option for travel to the city centre or beyond from Bray.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
793	Public Transport	LRT4 - Luas Bray	NTA-C5-793	The Local Authority recommends the inclusion of an objective in the NTA's Transport Strategy to prioritise the delivery of the transport infrastructure projects and services identified in the Bray and Environs Transport Study (2019) or any updated study or Transport Assessment carried out for the area in conjunction with the NTA, in order to support the growth strategy of the RSES and Dublin MASP and ensure a coordinated and orderly approach to growth in the area	Noted. It would not be appropriate to highlight one particular study or growth area in this manner
beg			LRT5 – Luas Poolbeg		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
62	Public Transport	LRT5 – Luas Poolbeg	NTA-C5-62	Luas Poolbeg needs to be planned for now	Noted. Luas Poolbeg will be delivered in as timely a manner as feasible according to design, planning and funding.

889	Public Transport	LRT5 – Luas Poolbeg	NTA-C5-889	prioritise Poolbeg Luas in line with development of SDZ	Noted. Luas Poolbeg will be delivered in as timely a manner as feasible according to design, planning and funding. The residential development does not require the Luas.
887	Public Transport	LRT5 – Luas Poolbeg	NTA-C5-887	run luas poolbeg down Pearce St.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
776	Public Transport	LRT5 – Luas Poolbeg	NTA-C5-776	Bring forward the delivery of a Luas extension to the Poolbeg peninsula, to ensure	Noted. Luas Poolbeg will be delivered in as timely a manner as feasible according to design, planning and funding. The residential development does not require the Luas.
				the early delivery of sustainable, quality public transport to new planned housing	
				and potential future development;	
nes			LRT6 – Post-2042 Luas Lines		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
332	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-332	The Dublin MASP and RSES Chapter 8 Table 8.2 Rail Projects for the Region refers to an assessment, and, if appropriate, planning and design of Luas network expansion to Hazelhatch and Booterstown.	The NTA undertook a detailed assessment of all travel throughout the GDA as part of the preparation of the Transport Strategy. This was set out in a suite of supporting documents published with the draft. It would not be appropriate to list a selection of the places in the GDA for which specific proposals were not justified by that analysis. Light Rail is a mode most amenable to high density urban corridors and would not be justifiable in places like Hazelhatch, which will be served by DART in any case. The rationale for a Luas to Booterstown is also not clear. If this position relates to Orbital light rail, this is covered under Measure LRT7. No change required.
				The Draft Transport Strategy does not reference this assessment in measures for light rail and	
				Luas extensions, but it does provide for DART + South West and electrification of the Kildare	
				Rail Line to service Dublin Heuston to Hazelhatch-Celbridge. To ensure that transport	
				infrastructure priorities of the RSES are addressed, the status of these potential extensions or	
				replacement by other mode(s) should be referenced in the final Transport Strategy.	
62	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-62	The future plans for some of the luas tracks lack any thought especially when you overlay this map with Dart/ Dart + rail lines	The NTA does not accept this. The Transport strategy provides for a web of rail/light rail plus Orbital Light rail, the latter which will build upon significant uplift in orbital bus services.
138	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-138	I believe that rather than simply extending old Luas lines, new lines should also be constructed. This would connect the areas of Dublin with a notable lack of the Luas, such as from Blanchardstown through Inchicore to Tallaght and from Portmarnock through Clontarf down towards Terenure.	Noted. The Luas lines provided for in the Transport Strategy comprise the appropriate response to the forecast future demand for travel

455	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-455	Alternative of a future-proofed, medium to long term Metro Southwest solution was not even considered in the GDATS Dublin South West document as part of the differential analysis for the region.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
				While an on-road LUAS expansion may appear to be a more cost effective and viable option in the short term, it will do nothing to future-proof public transport for the city.	
				A clear indication of the options / alternatives for the provision of LUAS services for our area proposed in this document, prior to the commencement of the statutory consultation for CBC11 for An Bord Pleanala.	
				A metro should be the backbone of any integrated, multi-modal, transport system	
454	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-454	New Luas should be implemented sooner, and in managed, phased programme.	<p>Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>
				This along with other major infrastructure should take place in advance of Demand in order to provide the sustainable transport options which to assist in meeting the Climate Targets.	
446	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-446	There should be a push towards underground services vs Luas given the similar timelines presented (post 2042)	<p>Underground services should be provided where the forecast demand for travel justifies the much greater expense. No change required.</p>
890	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-890	In terms of light rail, what about a line to Blanchardstown, using the Old Cabra Road, that would be a highly effective method of taking traffic off this regional road, car parks could be established where owners could leave their cars and travel into Dublin City proper	<p>Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.</p>
859	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-859	Additional metro routes should begin construction during 2022-2042 period to serve areas with high populations that are currently lacking a rail connection. Two routes that should be considered for a metro line are the routes between the city centre and Tallaght via Terenure and the city centre along part of the N11 corridor via UCD.	<p>Noted. The analysis for the transport strategy did not demonstrate any corridors, other than the MetroLink and green Line corridors which would justify Metro. No change required.</p>
824	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-824	As it stands it looks like post-2042 concepts are being used to disguise a scaling back of the in-scope plans (ie. 2022-2042). Including extremely hypothetical maps of post-2042 after the real maps feels dishonest. I suggest de-emphasising post-2042, for example by removing the maps but keeping the descriptions.	<p>Noted. The NTA took the view that, given the uncertainty around how transport demand will grow post-pandemic, a post 2042 picture should be provided which could be expedited if remote working etc do not occur to the extent predicted at present and if policies around alternative modes to the car develop further.</p>
822	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-822	While welcoming the identification of additional Luas lines, including the Green Line reconfiguration to provide for a line from the City Centre to Bray via UCD and Sandyford, UCD are disappointed that this is not planned for delivery until “at a point beyond 2042”	<p>Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>

809	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-809	I'm supportive of the Tyrrelstown, Blanchardstown and Lucan Luas but I believe they should be prioritised pre 2042	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
856	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-856	It is not clear why there is a delay on delivery, needs to be set out more clearly	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
386	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-386	bring the Luas to Terenure /Rathfarnham area it is crying out for decent transport that buses will not resolve.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
823	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-823	Proposals may see a need post 2042 to upgrade the Bus Link to Luas - a second major public transport investment in a short time span is a questionable use of public money.	The NTA propose that all infrastructure and traffic management measures set out in BusConnects will not only serve demand for travel up to and beyond 2042 on these corridors, but that also in those corridors where further analysis confirms the requirement for Luas, it would accommodate the light rail as well as bus services. These bus services are likely to include radial city-bound services as well as elements of orbital and feeder services
795	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-795	Each of the proposed "Post-2042 Luas Lines" (measure LRT6) should be progressed now and completed before 2042. 20 years is more than enough time to complete all of these projects. The NTA should determine which of these projects to prioritise, with a view to having as many as possible completed by 2030 and the rest by 2042.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
777	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-777	As the streets in South West Dublin were too narrow for one Luas in 2008 and 2016, what are the chances that they will be wide enough to accommodate two Luases post 2042	Noted. The previous analysis was undertaken using different assumptions and were undertaken in a vastly different transport policy and land use policy environment, i.e. pre Climate Change Act and Climate Action Plans. As such the assumptions in terms of traffic management measures were relatively conservative. Such measures would facilitate the delivery of Luas.
769	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-769	,It is respectfully submitted that the proposed Luas extension should be brought forward as a pre-2042 project, with the planning and design stage to commence in the period up to 2030 and the construction of the project to occur during the 2031 to 2042 period	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
597	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-597	I have no issue with these being prioritised and one of our local TDs has indicated a pot of money is already ringfenced for this.	Noted. The National Development Plan provides for the progress of the 4 Luas Lines through planning and design. Luas Finglas has progressed through many stages including non-statutory public consultation and it would be wrong to de-prioritise it at this stage. Luas Bray is a long-standing objective, which had made significant progress prior to the recession in 2010. It is also important for facilitating growth in this area and along this corridor. Luas Poolbeg, similarly made progress prior to the recession and is critical for the development of employment lands in the SDZ. The NTA does not concur with the respondents analysis of Lucan, which also includes a major centre and trip attractor at Liffey Valley, and it is the case that this Luas, like others, will only progress in line with further analyses, route selection etc.
				Beyond this however, I think your draft plan should not prioritise any expensive project. I object therefore to the implicit preference in the plan for	
				Luas Finglas	

					<p>It is not in the interests of the NTA to re-prioritise these projects as they are required this side of 2042 in all forecast scenarios. The demand for the lines identified for opening post-2042 are not. The respondents contention that high density development will appear once a Luas is built to the south west is not supported by the Dublin City Development Plan or current development patterns in this wider area.</p> <p>No change required.</p>
				Luas Bray	
				Luas Poolbeg	
				some more BusConnects stuff principally around fleet and more priority measures particularly on orbitals	
				Luas Lucan which seems further down the road	
661	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-661	Your suggestion of a Luas line through Terenure as mapped in the strategy as part of the Red Line redesign (Tallaght-Knocklyon-City Centre) is to be welcomed, but post 2042??. The core bus corridor project will effectively re-model our suburbs in the Terenure Rathgar area and given the prospect of a second massive infrastructure project down the line I believe all future possibilities should be fully disclosed, explored and planned for now, before construction of the core bus corridors for the area.	<p>Noted. The CBC programme is an essential permanent requirement for those corridors as they will accommodate bus services beyond 2042, and in those locations where subsequent strategies consistently see the need for Luas, they will accommodate light rail. The CBC projects have been subject to several rounds of public consultation and multiple significant redesigns as a consequence. Planning applicaitons will be lodged in 2022.</p> <p>The Dublin South west corridor is predominantly residential, most of which is low density. There are no significant areas for development other than Tallaght and Ballycullen. Development patterns elsewhere comprise small infill blocks towards Dublin City Centre. This contrasts starkly with corridors such as the Luas Green Line, the MetroLink corridor, Poolbeg or Bray. It is also a contrast to other corridors identified for Luas post 2042 such as Dunsink-Tyrellstown and Clongriffin-Belcamp.</p> <p>The Census takes several years to be processed and used for transport planning. The NTA is required by legisaltion to produce a strategy in 2022.</p>
584	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-584	It difficult to understand how the current population level in our area does not justify earlier upgrading of public transit, given the short term climate change imperative to switch from car to public transport. Upgrade could also alleviate some of the overcrowding on the Green Line. Your conclusions are based on census data from 2016. it is not appropriate to finalise this strategy until census data is available following the April 2022 census.	
502	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-502	2008 Study by RPA found that	<p>Noted. The previous analysis was undertaken using different assumptions and were undertaken in a vastly different transport policy and land use policy environment, i.e. pre Climate Change Act and Climate Action Plans. As such the assumptions in terms of traffic management measures were relatively conservative. Such measures would facilitate the delivery of Luas.</p>
				o Many streets were too narrow to accommodate a Luas	
				o There would not be enough passengers to justify it.	
				what are the chances that these streets will be wide enough to accommodate two Luases post2042?	

492	Public Transport	LRT6 – Post-2042 Luas Lines	NTA-C5-492	Blanchardstown Does NOT need a luas. Majority of roads in blanchardstown are one lane in each direction and therefore hav no space for a luas.	Blanchardstown will be provided with a Luas line in accordance with demand post 2042. The NTA does not accept that there is not potential to deliver a light rail line in this major suburb of the city
uas			LRT7 – Orbital Luas		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
732	Public Transport	LRT7 – Orbital Luas	NTA-C5-732	Maybe consider an orbital Luas type on street rail link route that could link all the routes together as well as linking in city centre. This may reduce the dependency on any one line for traffic easing facilities. This could also include a Park and Ride facility which would ease traffic overall and will reduce emissions overall.	Noted. Orbital Luas is covered under LRT7.
735	Public Transport	LRT7 – Orbital Luas	NTA-C5-735		
887	Public Transport	LRT7 – Orbital Luas	NTA-C5-887	support for development of orbital luas	Noted. Orbital Luas is covered under LRT7.
809	Public Transport	LRT7 – Orbital Luas	NTA-C5-809	An orbital Luas, supported by a link road further west should be prioritised now, not later.	Noted. Orbital Luas is covered under LRT7.
793	Public Transport	LRT7 – Orbital Luas	NTA-C5-793	. It is requested that in addition to LRT7, consideration be given to some rebalancing of the focus in the 2040 strategy to place more emphasis on achieving high quality cross county public transport as opposed to an overly dominant emphasis on strong radial alignments to and from the city centre	Noted. Orbital cross-county movement is also catered for by BusConnects, orbital bus priority and network improvements additional to this, as well as LRT7.
651	Public Transport	LRT7 – Orbital Luas	NTA-C5-651	Proposals above would facilitate the development of an orbital route to link these spinal routes with those areas remaining in need of service could be a long term goal (UCD-Landsdowne-Ringsend-The Point-East Wall-Clontarf DART-Clontarf-Dollymount-Raheny-Coolock-Artane-Beaumont-DCU-Poppintree-Blanchardstown-Hansfield-Lucan-Clondalkin-Tallaght-Firhouse-Knocklyon-Ballyboden-Dundrum-UCD). Segments of this orbital route could be developed first as priority areas (such as a link from the red line to Clondalkin and Lucan). The main purpose of an orbital route would be to connect communities to the spinal routes rather than to provide journeys in themselves (similar to the Bus Connects plans), and any examination of feasibility should look at the potential overall contribution to the transport network.	Noted. Orbital Luas is covered under LRT7.
492	Public Transport	LRT7 – Orbital Luas	NTA-C5-492	I do NOT support the Metro West plans. Metro West is holding up valuable lands at porterstown etc and this can	MetroWest does not form part of the transport strategy and is not being pursued.

				be used for housing. The idea needs to be scrapped as its taking up too much space.	
ine			LRT8 - Luas Green Line		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
889	Public Transport	LRT8 - Luas Green Line	NTA-C5-889	increase the Green Line in terms of frequency in preparation for Cherrywood coming online	Noted. Covered under LRT8
859	Public Transport	LRT8 - Luas Green Line	NTA-C5-859	The line should be extended south to Sandyford by upgrading the line to metro standard as was proposed in the previous strategy.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. One of the early changes was to remove the upgrade southwards to Sandyford, due to the constraints associated with it. The option to do this still exists and the transport strategy does not preclude it being pursued in the future. The proposal however, is to provide an additional Luas line to Sandyford via UCD to cater for additional demand in this corridor.
812	Public Transport	LRT8 - Luas Green Line	NTA-C5-812	The Luas Green line is already beyond a sustainable capacity between the city centre and Sandyford. Terminating the metro upgrade at Charlemont will exacerbate this. A very small number of people at Dunville Avenue objected. This was mostly based on misleading or false claims about the potential duration of disruption involved during construction. To abandon a critical upgrade based on a handful of objectors is a huge waste.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. One of the early changes was to remove the upgrade southwards to Sandyford, due to the constraints associated with it. The option to do this still exists and the transport strategy does not preclude it being pursued in the future. The proposal however, is to provide an additional Luas line to Sandyford via UCD to cater for additional demand in this corridor.
822	Public Transport	LRT8 - Luas Green Line	NTA-C5-822	we would submit that capacity increases are accelerated so that they are delivered before 2030 to support the sustainable development of UCD and the wider South Dublin area	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
839	Public Transport	LRT8 - Luas Green Line	NTA-C5-839	We welcome that the NTA has ruled out the replacement of the Luas Green Line from	Noted. The current proposal for MetroLink will facilitate its extension southwards in 3 ways - via the existing Green Line, to the south west or to UCD/N11 Corridor. The NTA is of the view that the non-insertion of a measure comprises its removal. The upgrade of the Green Line to Metro is not being pursued, nor are any other Metro proposals up to 2042. No change required.
				Beechwood/Dunville southwards with a high-speed integrated rail-link from its plans.	
				The previous (deferred) proposal for a segregated above ground high-speed metro on the southern	
				alignment from Charlemont should be formally removed from the Strategy.	

820	Public Transport	LRT8 - Luas Green Line	NTA-C5-820	The Luas Green line upgrade to metro standard and tie-in to MetroLink should be returned to the strategy.	The option to do this still exists and the transport strategy does not preclude it being pursued in the future. The proposal however, is to provide an additional Luas line to Sandyford via UCD to cater for additional demand in this corridor.
777	Public Transport	LRT8 - Luas Green Line	NTA-C5-777	It is welcome that the NTA has finally decided not to convert the Luas Green Line to metro beyond Charlemont, either in the period up to 2042 or thereafter.	Noted.
651	Public Transport	LRT8 - Luas Green Line	NTA-C5-651	The Green line to Finglas could be extended further towards Blanchardstown, serving the industrial parks and national sports complex, Blanchardstown Shopping Centre, Mulhuddart, Ongar and tying in with the Commuter/DART plans for Hansfield Station.	Noted. The approach being pursued is to provide an additional corridor to serve north Blanch via Dunsink and the rest of Blanch via a separate alignment.
398	Public Transport	LRT8 - Luas Green Line	NTA-C5-398	I think the Metro should immediately replace the existing Luas Green line from Charlemont to the south.	Noted. The current proposal for MetroLink will facilitate its extension southwards in 3 ways - via the existing Green Line, to the south west or to UCD/N11 Corridor. The NTA is of the view that the non-insertion of a measure comprises its removal. The upgrade of the Green Line to Metro is not being pursued, nor are any other Metro proposals up to 2042. No change required.
793	Public Transport	LRT8 - Luas Green Line	NTA-C5-793	DLR is concerned that there will not be a direct metro link from Cherrywood, Sandyford or Dundrum to Dublin Airport as provided for in the previous NTA Strategy. This may have a negative impact on the continued development of the Sandyford and Cherrywood areas as strategic employment /mixed use districts as set out in the MASP in the medium term.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. One of the early changes was to remove the upgrade southwards to Sandyford, due to the constraints associated with it. The option to do this still exists and the transport strategy does not preclude it being pursued in the future. The proposal however, is to provide an additional Luas line to Sandyford via UCD to cater for additional demand in this corridor.
SW			Metro SW		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
345	Public Transport	Metro SW	NTA-C5-345	South West terminus	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.
288	Public Transport	Metro SW	NTA-C5-288	I remain strongly of the view that the only way to provide adequate public transport to the south west city is by way of an extension of the airport metro from St Stephen's Green to a terminus in that area	

				I believe Tallaght is the appropriate terminus, because this would give an alternative high quality public transport option from Tallaght and relieve congestion on the Red Line.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
455	Public Transport	Metro SW	NTA-C5-455	My observation is: we need a mass transit option in the South West area, sooner. Some sort of link through the area between Tallaght Luas and the Luas at Dundrum/Churchtown would assist, although a north south system is also needed.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
296	Public Transport	Metro SW	NTA-C5-296		
661	Public Transport	Metro SW	NTA-C5-661		
334	Public Transport	Metro SW	NTA-C5-334		
339	Public Transport	Metro SW	NTA-C5-339		
450	Public Transport	Metro SW	NTA-C5-450	Dublin South West is the only area without a rail line. Buses are not a long term solution. The line needs to run into the city and not terminate at Charlemont.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanála for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services</p>
889	Public Transport	Metro SW	NTA-C5-889		

					and that over time, the potential exists for a light rail option to be implemented as the population grows.
392	Public Transport	Metro SW	NTA-C5-392	Keep the option of Metro SW open, as it may need to be considered in 10 yrs.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
232	Public Transport	Metro SW	NTA-C5-232	Residents have been campaigning for years for a metro system and what we are being offered is absolutely no improvement to local transport for the foreseeable future, at huge local inconvenience and great cost to the area.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
232	Public Transport	Metro SW	NTA-C5-232		
794	Public Transport	Metro SW	NTA-C5-794		
519	Public Transport	Metro SW	NTA-C5-519	Only public transport shown in plans is for buses to service whole Terenure area only until at least 2042!!!! - we need proper examination for the metro or luas.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy.

					<p>These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p> <p>A more detailed response to this issue is provided in the main consultation report</p>
859	Public Transport	Metro SW	NTA-C5-859	<p>Additional metro routes should begin construction during 2022-2042 period to serve areas with high populations that are currently lacking a rail connection. Two routes that should be considered for a metro line are the routes between the city centre and Tallaght via Terenure and the city centre along part of the N11 corridor via UCD.</p>	<p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p> <p>The N11 Corridor is proposed to be served by Luas, as the demand for travel into the future was found not to justify Metro as per the UCD Metro study.</p>
754	Public Transport	Metro SW	NTA-C5-754	<p>I find it astounding that there is no plan to implement a metro or luas system to the South West of Dublin. We are being left behind with so much investment elsewhere.</p>	<p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p> <p>A more detailed response to this issue is provided in the main consultation report</p>
597	Public Transport	Metro SW	NTA-C5-597	<p>metro SW should be given further consideration</p>	<p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p> <p>A more detailed response to this issue is provided in the main consultation report</p>
784 765 766 235 562	Public Transport	Metro SW	NTA-C5-784 NTA-C5-765 NTA-C5-766 NTA-C5-235 NTA-C5-562	<p>we are calling for:</p>	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver</p>

					<p>it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
				(i) Proper consideration to be given to the Feasibility Study on extending the Metro to Dublin South-West by an independent working group to include political representatives.	
				(ii) The Government to step in without delay and bring to An Bord Pleanála a plan to bring MetroLink to St Stephens Green. Continuation of MetroLink to Dublin South-West would be a follow-on project from Stephen's Green thus effecting massive savings in terms of cost and time. '	
767	Public Transport	Metro SW	NTA-C5-767	On MetroLink proposals specifically, the Association of Residents of Terenure, Terenure Residents Association and Terenure West Residents Association and the Metro SouthWest Group have clearly outlined their desire to see the MetroLink extended in a SouthWest direction. In addition, the Dartmouth Residents Group have made a strong and persuasive case to me as to the unsuitability of the proposed Charlemont Station.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanála for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
				Thus, I would submit that the Interchange between MetroLink and the Green Luas Line should be located in St Stephen's Green, and that a Feasibility Study should be developed to examine the prospect of routing the Metro towards the SouthWest, so as to meet the public transport needs of communities in Terenure and surrounding areas.	
514	Public Transport	Metro SW	NTA-C5-514	We fully support the proposals of submission NTA-C5-235 to revise the Feasibility Study for a Metro South West	The NTA undertook a comprehensive assessment of a Metro from

				towards Knocklyon. The analysis conducted to date does not adequately predict the future load occupancy of such a Metro nor fully weight its importance from a sustainability/emissions reducing perspective.	Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
711	Public Transport	Metro SW	NTA-C5-711	Support for a rail feasibility study for Terenure	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
502	Public Transport	Metro SW	NTA-C5-502	The Metro South West Group has carried out a lot of research into continuing MetroLink	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report. The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
				to South West Dublin. Echoing A Platform for Change, this shows that buses alone would not be sufficient to serve the transport needs of South West Dublin	
490	Public Transport	Metro SW	NTA-C5-490	Support MSWG submission	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a

					<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
230	Public Transport	Metro SW	NTA-C5-230	That the NTA further scope out metro lines from the Charlemont Hub to Dublin South, South West and/or South East rather than proposing Luas lines	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
288	Public Transport	Metro SW	NTA-C5-288	Your radius of 600 metres is also very unambitious. I would likely consider walking to your suggested Terenure stop, even though it is outside your arbitrary 600 metre zone.	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a

				<p>Further if there were a cycle station at Terenure, Amsterdam or Copenhagen style, that would be a very short hop for a cyclist. I think you have grossly underestimated the potential. I should note that it is common for people in Terenure to drive to the Luas at Milltown, so people are prepared to travel a distance for a decent public transport option.</p>	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
288	Public Transport	Metro SW	NTA-C5-288	Published forecast passenger numbers would suggest to me that there is a stronger case for a south west metro than there is for a Swords metro.	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
629	Public Transport	Metro SW	NTA-C5-629	Lack of comprehensive analysis of rail option to serve South West Dublin. There appears to be mention of a light Rail through Crumlin post 2042 but no clarity. Flawed	Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a

				analysis of Metro which did not consider Park and, Metro route through the city centre as against a stop south of the city e.g. Charlemont. Commuters need solutions to deliver to their destination. Proper potential commuters who would switch to a Metro from e.g. Tallaght should be considered.	<p>Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.</p>
nus			MetroLink Terminus		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
519	Public Transport	MetroLink Terminus	NTA-C5-519	Why is the suggestion of terminal at Charlemont being entertained at all ??? It's a ludicrous plan and surely Stephen's Green makes more sense as a terminal???	<p>Noted. The MetroLink project has been subject to detailed alignment options assessment; preferred route development; detailed engineering design and is now being finalised for lodgment to An Bord Pleanala for a Railway Order consent. There have been several rounds of public consultation and the NTA have amended the project several times in response to issues raised. The MetroLink project comprises a light rail line from Charlemont to Swords and the NTA will seek consent to deliver it this year. Any change to that project would delay it further and would undermine the significant work undertaken to date and would not be an acceptable course of action after many years of development. A more detailed response to this issue is provided in the main consultation report.</p> <p>.</p>
ine			New Luas Line		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
333	Public Transport	New Luas Line	NTA-C5-333	Request for Luas line from Rathfarnham to city centre via Terenure, Rathgar, Rathmines.	The NTA undertook a comprehensive assessment of a Metro from Knocklyon to the City Centre. In addition, the NTA undertook a Dublin

					South West Study. Both were published alongside the transport strategy. These were undertaken using different methodologies and from different perspectives - one being a scheme appraisal and the other a study of a geographic area and its full range of travel needs. Both, however, came to a similar conclusion, and one which corresponds to previous assessments of this location, i.e., that demand for travel in this part of the city can be most appropriately met by a web of bus services and that over time, the potential exists for a light rail option to be implemented as the population grows.
829	Public Transport	New Luas Line	NTA-C5-829	NTA should consider the feasibility of an Ultra Light Rail (ULR) or Very Light Rail (VLR) system to cover the Sallins - Naas - PuncHESTOWN - Ballymore Eustace - Russborough House - Poulaphouca - Blessington region	Light Rail is a mode most amenable to high density urban corridors and would not be justifiable in places like the West Wicklow / Kildare area
sal			New Rail Line proposal		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
194	Public Transport	New Rail Line proposal	NTA-C5-194	Proposal for new outer orbital rail alignment- Clongriffin - Dublin airport - Clonsilla - Adamstown - Saggart Luas - Tallaght Luas - Leopardstown Luas - Shankill Dart.	Noted, Covered under LRT7
126	Public Transport	New Rail Line proposal	NTA-C5-126	Please spend the whole transport budget on a proper underground that Dubliners can use forever.	Noted. No change required.
62	Public Transport	New Rail Line proposal	NTA-C5-62	It is extremely disappointing that there is no reference to a feasibility project for “Metro South” despite the widespread need and public support for the same.	The strategy contains an appropriate blend of rail and bus proposals, building on existing infrastructure such as the heavy rail lines; providing new Luas lines; new bus corridors; and for the incremental upgrade of certain bus corridors to light rail. All of this is based on forecast demand for travel.
62	Public Transport	New Rail Line proposal	NTA-C5-62	Provide a Luas from Kilmacud to Booterstown via UCD along Eastern Bypass Reservation	Noted. Covered under LRT7
68	Public Transport	New Rail Line proposal	NTA-C5-68	Construct a cable car system instead of rail lines	Noted. No change required.
138	Public Transport	New Rail Line proposal	NTA-C5-138	If the Metrolink is successfully launched before 2040, consider additional lines extending west, perhaps as far as the Dublin/Kildare border. Otherwise, consider more train links between Dublin and Kildare i.e. from Clane or from Naas (we miss having a train station).	Noted. Proposals are appropriate to the forecast demand for travel. No change required.
66	Public Transport	New Rail Line proposal	NTA-C5-66	Start the railline at the Airport Terminal, to the Old Airport Road, crossing over into lands to Stillage Park Golf Club, along the Northside of M50, crossing under or over the M50	Proposal noted. No change required.

				to Elmgreen Golf Club, then linking up to Navan Road Parkway Rail Station.	
143	Public Transport	New Rail Line proposal	NTA-C5-143	Ireland's population is increasing and hence underground transport should be given priority.	Noted. The Transport Strategy provides the appropriate response to the population growth forecast.
439	Public Transport	New Rail Line proposal	NTA-C5-439	Support for reopening of Drogheda to Nvan Line	Noted. The strategy proposes a dedicated line to Navan
405	Public Transport	New Rail Line proposal	NTA-C5-405	The towns of Ashbourne and Ratoath are the second and fourth largest towns in County Meath with a population of approximately 13,000 and 9,000 respectively. Given the substantial growth of these towns in recent years, due mainly to their strategic proximity to Dublin, it is considered imperative to consider the long-term requirement of these towns beyond the lifetime of the County Development Plan. Given the development pressures and potential for the population growth in these towns, it is considered appropriate to include the potential concept of a rail link, having regard to the long-term sustainability requirements for the towns.	Noted. The scale of growth envisaged and the scale of investment required to provide rail to these settlements would mean that rail lines would not be viable other than as stops on a line between Dublin and another major town. No change required.
886	Public Transport	New Rail Line proposal	NTA-C5-886	A high-speed line between Dublin and Belfast with only one stop in Dundalk would be of huge advantage to commuters as it would free up capacity on the existing line to allow for enhanced electric commuter train services during peak-times for services south of Dundalk	Noted. The provision of a new high-speed rail line separate to the existing one is not feasible for a vast number of reasons - property acquisitions and demolitions, environmental constraints, costs and demand for travel, being the main ones.
875	Public Transport	New Rail Line proposal	NTA-C5-875	As the city grows an underground similar to so many other capital cities must be considered as time goes on it will become more expensive and difficult to achieve.	Noted. The current forecast population and employment figures only justify underground rail on the Airport-Swords Corridor. It should be borne in mind that undergrounds in many other cities were developed incrementally over more than a century without the same level of public participation, environmental considerations or feasibility assessment requirements.
877	Public Transport	New Rail Line proposal	NTA-C5-877	opportunities for passing loops and additional tracking need to be examined north of Bray	Noted. The transport strategy provides for a number of rail and bus measures which will transform the quality of the public transport offer on the SE Line and the proposals set out in this submission will be considered as part of DART+, DART+ Extension and on-going improvement works to the SE rail line under our investment programmes.
				This can also be achieved through triple tracking through stations, as currently exists at Bray	
				Station. .	
				A study to ascertain potential additional tracking and passing locations between	
				Greystones and Pearse Station.	
				Improvements to Greystones, Bray, and Dun Laoghaire stations to increase train	
				frequency.	
807	Public Transport	New Rail Line proposal	NTA-C5-807	There should be a link planned between Malahide and Swords to join the Dart and Metro lines outside the city.	Noted. This link will be provided by bus as the numbers using it would not justify rail/

800	Public Transport	New Rail Line proposal	NTA-C5-800	I propose replacing the Core Bus Corridors 1 (Malahide Rd), 9 (Templeogue), and 10 (N11 Stillorgan Bypass) with highly segregated light rail system interlinked with Metrolink based on the German Stadtbahn model.	The analysis undertaken has demonstrated that these corridors are not likely to require transitioning to light rail until after 2042. No change required.
				Detailed description of each option is provided in the submission	
762	Public Transport	New Rail Line proposal	NTA-C5-762	The long term solution to improving services on the northern rail line is to upgrade the Howth Junction-Connolly line to four tracks as has been done to part of the Heuston-Kildare rail route.	The complexity and cost of doubling the line from Howth Junction to Connolly, including the acquisition and demolition of many properties is not necessary in order to provide a significantly enhanced level of service on the northern line up to 2042. This measure will be considered in the longer term
743	Public Transport	New Rail Line proposal	NTA-C5-743		
743	Public Transport	New Rail Line proposal	NTA-C5-743	The existing freight-only line from Navan to Drogheda could be reinstated for passenger services.	Noted. The strategy proposes a dedicated line to Navan
743	Public Transport	New Rail Line proposal	NTA-C5-743	Long-term plans should include a branch off the Dublin-Belfast rail line (north of Donabate) running past Swords (with a park-and-ride station), through Dublin Airport and then in to Dublin.	Noted. The most advantageous manner in which demand for travel to Dublin Airport can be met is via MetroLink. Capacity on the northern line is required to serve development in this corridor and for regional and Intercity travel.
				Such a rail link would:	
				• Increase passenger numbers using Dublin Airport.	
				• Benefit the populations outside Dublin.	
				• Improve tourism throughout the country.	
				• Make the Airport a well-connected business hub.	
				• Provide a much needed rail link to Swords.	
				• Take cars off the road.	
				• Depending on the route selected, increase capacity on the northern line into Dublin.	

				• Facilitate rail freight from the Airport	
651	Public Transport	New Rail Line proposal	NTA-C5-651	building an inner orbital light rail to connect the current city centre Green line and Heuston with the Liberties, Phoenix Park, Cabra, Stoneybatter, serving both locals and tourists; developing a heavy rail (ideally high-speed) line to connect Dublin to Derry/Donegal and the Northwest; and connecting the Sligo mainline route and Maynooth DART direct to Heuston by developing a new heavy rail corridor from Leixlip to Heuston via Lucan, Chapelizod and Ballyfermot, providing quicker commuter access to the city and the rest of Kildare served by Heuston.	Noted. Orbital light rail is covered under LRT7. The advantages of connecting the Sligo Line to Heuston are not clear, relative to the City Centre. It should be noted that passengers on the Sligo Line will be able to interchange at Glasnevin to get to Heuston and environs.
230	Public Transport	New Rail Line proposal	NTA-C5-230	Also provide for a subway station at Phoenix Park very close to Dublin Zoo utilizing the existing Phoenix Park tunnel in turn creating a mini circle line encompassing Broombridge, Heuston and Connolly stations linking existing suburban / proposed dart , metro, luas and intercity lines.	An underground station within the Park at Dublin Zoo would not serve many people and provide an extremely challenging environment in terms of disruption from construction. The mini circle line is effectively part of the strategy using the Tunnel.
230	Public Transport	New Rail Line proposal	NTA-C5-230	That the NTA re-evaluate Metro West.	Noted. Orbital light rail is covered under LRT7.
egy			Proposed Alternative Strategy		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
788	Public Transport	Proposed Alternative Strategy	NTA-C5-788	This submission sets out a proposed alternative transport strategy for the GDA in a comprehensive report addressing rail, light rail and bus, with supporting maps and rationale.	The Newton Plan is noted and welcomed, in particular those elements which correspond to the overarching principles of the transport strategy or align approximately with measures being proposed. In summary, the transport strategy is based not only on operational considerations and filling in perceived gaps in the network, but on a detailed, comprehensive analysis of forecast future travel demand based on land use data provided by the planning authorities and a robust transport modelling exercise. in more detail, an orbital Luas is covered under Measure LRT7; the future use of Adamstown station remains a suburban commuter DART node with high-frequency connections into Dublin City Centre in accordance with the DART+ programme and the Adamstown SDZ Planning Scheme; the C-Spine and supporting local services has commenced operations and will be subject to on-going review; the NTA and Dublin City Council will prepare a detailed City Centre Plan which will be subject of public consultation exercise at which point more detailed locally-focussed submissions can also be made. Support for pedestrianisation is noted and covered under Measure WALK7. Finally, it is the experience of the NTA and local authorities that there are rarely simple solutions to local traffic congestion as residents and business have a wide range of interests and objectives for their area.
				Key points:	
				1. Orbital LUAS providing links with intercity rail at the Adamstown Hub - saving Dublin commuter time and allowing access to all parts of Dublin without requiring passengers to go to City centre first.	
				2. Missing Link (see (M) in The Newton Plan) giving direct access to Dublin airport via rail to all mainline rail passengers including Belfast. This does not require tunnel digging or station change in the City.	
				3. The return of the Baggot St tram.	

				4. Pedestrian walkways direct from Ballsbridge to Parnell Square.	
				5. The ‘Glink’ (G-Link) - vastly increasing LUAS capacity in Dublin City, solving congestion. This is a simple concept involving trams accessing St Stephen’s Green now in both directions by adding a line from Fatima. Every second tram from Docklands loops back from Heuston via Fatima and St Stephen’s Green.	
				6. Rail access to Dublin airport via all existing Dart lines.	
				7. Greater efficiency in use of bus fleet by contra flow bus lanes on the Quays. North, South, East and West bus routes turn around on the Quays to pick up more out-of City passengers.	
				8. Higher priority and safety for cyclists on the Quays	
ral			Public Transport General		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
266	Public Transport	Public Transport General	NTA-C5-266	The remaining 80% of the NTA GDA transport budget, after allocating 10% for both walking and cycling, to be spent 2:1 in favour of public transport over road building	Noted. The proposed split in funding would allocate a higher share to roads than active travel - 27% vs 20%. The strategy allocates funding in line with Government policy priorities. No change required. The transition to zero emissions bus fleet is set out in the strategy and is ambitious. The expediting of this transition will depend on funding. Park and Ride is covered under INT3. Comments in support of strategy measures are noted. Bans on vehicle types in Dublin City Centre and congestion charging are being considered as part of the Dublin City Centre Plan and wider Demand Management policies, but their application will depend on their potential impact relative to the other traffic management measures being considered which will also benefit walking, cycling and public transport and improve air quality and the public realm.
				- Ensure all new urban buses are 100% electric	
				- Establish more Park and Ride facilities and Bike and Ride facilities to maximise connectivity between and within different modes of transport	
				- Implement the BusConnects projects, in conjunction with communities to optimise layout	
				- Focus on reducing train journey times and increasing frequency on all inter-city rail routes to better compete with car journeys	
				- Progress the full electrification of the rail network and upgrading/expanding the current network	

				- Progress the appraisal, planning and design of the Luas extension into other areas of the greater Dublin area (e.g. Bray, Lucan, etc)	Taxis are part of the public transport fleet and there are no plans to remove them from bus lanes
				- Ban all vehicles with diesel engines from Dublin city centre by 2025 and extend the ban to all petrol vehicles by 2030	
				- Immediately implement a daily congestion charge on all private vehicles entering Dublin city centre.	
				- Ban taxis and hackney cabs from using bus lanes	
				- Increase levels of security on all forms of public transport	
264	Public Transport	Public Transport General	NTA-C5-264	This submission is the same as the Climate and Health Alliance one - NTA C5-266	<p>Noted. The proposed split in funding would allocate a higher share to roads than active travel - 27% vs 20%. The strategy allocates funding in line with Government policy priorities. No change required.</p> <p>The transtion to zero emissions bus fleet is set out in the strategy and is ambitious. The expediting of this transition will depend on funding.</p> <p>Park and Ride is covered under INT3.</p> <p>Comments in support of strategy measures are noted.</p> <p>Bans on vehicle types in Dublin City Centre and congestion charging are being considered as part of the Dublin City Centre Plan and wider Demand Management policies, but their application will depend on their potential impact relative to the other traffic management measures being consdeired which will also benefit walking, cycling and public transport and improve air quality and the public realm.</p> <p>Taxis are part of the public transport fleet and there are no plans to remove them from bus lanes</p>
405	Public Transport	Public Transport General	NTA-C5-405	It is important that the strategy addresses connectivity for rural areas in the region as these communities are largely car based. Focus on greenways, bus services, footpath provision etc. is required.	Noted. Rural transport is addressed throughout the strategy report. No change required.
856	Public Transport	Public Transport General	NTA-C5-856	Competitive Advantage needs to be afforded to public and active travel, over private car usage.	Noted. The NTA welcome the support for the measures in the transport strategy and agree with the prioritisation of sustainable modes.
				This needs to be reflected in	
				a. Design of the active travel and public transport network, adhering to a sincere	
				prioritisation of the road user hierarchy as laid out in DMURS.	
				b. Design and planning of an integrated multi-modal (active and public transport)	
				system should be considered from the start including public transport being high	
				priority nodes on the active travel network.	

				c. Urgent reallocation of road space to active travel and public transport which will	
				result in a reduction in capacity for private car usage.	
				d. Prioritisation of active and public transport with regard to time including traffic	
				signaling to prioritise active and public transport over and above private car	
				traffic.	
				e. De-network the private car network (e.g. as long provided for in Groningen,	
				recently achieved in Ghent and planned for Birmingham) and within the strategy	
				provide for car free zones, filtered permeability, bus gates, introduction of Low	
				Emission Zones.	
				f. Consideration should not be given to alleviation of private car congestion to the	
				detriment of public and active travel.	
				g. Improve permeability for active travel networks and ensure they are the most	
				competitive, more convenient, direct and cohesive routes.	
				h. Enforcement of traffic laws, including working with the Garda Síochána and Local	
				Authorities to enforce illegal parking on paths and cycle lanes and use of	
				cameras mounted on buses and other public vehicle fleets to gather data on	
				traffic law breaches.	
782	Public Transport	Public Transport General	NTA-C5-782	greater consideration needs to be given to research and engagement with the student cohorts and secondary school students that may be excluded from further education opportunities due to transportation poverty.	Noted. The central thrust of the transport strategy is to ensure that housing development, including student-specific housing, is provided in a consolidated manner based on accessibility to facilities such as 3rd level education, reducing the need for students to travel long distances at relatively high costs. It is also based on providing a fully comprehensive and integrated public transport network that allows people across the GDA to access services that bring them to their destinations. It should be noted, however, that not every single dwelling in the region can have direct access to every destination and that some areas will always have more transport options than others. No change required.

ves			Public Transport Incentives		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
266	Public Transport	Public Transport Incentives	NTA-C5-266	To achieve a shift in use, the GDA strategy should introduce public transport incentives as	<p>Noted. The transport strategy provides for on-going review of the fare structures and ticketing options for public transport. The central thrust of the investment programme for transport is to rebalance journey times and their reliability towards public transport through providing for bus priority and new rail lines. In relation to disincentivising private car use, the strategy provides for a suite of demand management measures required, inter alia, to meet our 2030 emissions targets, including reduction in parking numbers and the reallocation of road space from cars to sustainable modes, as is proposed in BusConnects, for example.</p> <p>No change required</p>
				demonstrates that introducing these initiatives, such as shorter travel times and lower costs, could bring about a tangible shift from private car to public transport, contributing to lower emission levels and a healthier population. These should be tied in with financial disincentives for private vehicle use such as the introduction of a congestion charge, road pricing, higher parking fees, and the removal of car parks within parts of the GDA. This could	
				only be implemented once the active travel and public transport network is widely expanded and improved.	
RT+			RAIL1 – DART+		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
196	Public Transport	RAIL1 – DART+	NTA-C5-196	Implement timetables and train operational policies that minimise journey times for passengers. Eliminate the extended stops at stations.	Noted. One of the core objectives of DART+ is to improve journey times.
381	Public Transport	RAIL1 – DART+	NTA-C5-381	We would respectfully request that the strategic decision taken for the proposed new Maynooth West train station should form an integral part of the DART + West proposals, or if this is not possible because of timing issues, that the current proposals would at a minimum provide the necessary passive provision including sufficient space for such a station and its associated facilities, including access, and that the overall design of the re-aligned track to the west of Maynooth would explicitly make provision for this future station to be accommodated.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
43	Public Transport	RAIL1 – DART+	NTA-C5-43	The DART+ line should be continued into to Sallins/Naas and Newbridge Train Stations.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
747	Public Transport	RAIL1 – DART+	NTA-C5-747		

399	Public Transport	RAIL1 – DART+	NTA-C5-399	As the DART network expands, money from the funding for this should be allocated towards the provision of:	Noted. The NTA provides funding for these measures and their accuracy and quality is an operational matter below the remit of the transport strategy. Covered under measure INT16
				- reliable and accurate audible announcements on platforms, and	
				- reliable and accurate audible announcements on trains.	
				When expanding the DART service, it is important to ensure, at the procurement stage, that all new equipment is accessible for people with impaired vision, and other disabilities. It is important that during procurement stage, buyers remember that touchscreens are inaccessible for people with impaired vision. (see above, under “Luas Cross City”) and consider providing a port for customers' own headphones, to allow them to access information in an audible way.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
79	Public Transport	RAIL1 – DART+	NTA-C5-79	Dart should continue to Kilcock and Enfield at the same time as building the line to Maynooth	
747	Public Transport	RAIL1 – DART+	NTA-C5-747		
680	Public Transport	RAIL1 – DART+	NTA-C5-680		Measure RAIL6 addresses new stations including those on the stretch referred to. Glasnevin station's construction is covered as part of the MetroLink project and is a significant project whose construction may commence before DART+ is complete.
404	Public Transport	RAIL1 – DART+	NTA-C5-404	it would be worth including more stations between Heuston station and the proposed MetroLink Glasnevin Station on the DART+ W line.	Measure RAIL6 addresses new stations including those on the stretch referred to. Glasnevin station's construction is covered as part of the MetroLink project and is a significant project whose construction may commence before DART+ is complete.
				It would make more sense to have Glasnevin Station in place in the short-term before MetroLink gets going, or at least have the option to alight at the point where DART+ SW meets DART+ W in the short-term, before MetroLink it built.	Noted. DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow is not feasible before 2030, however, the delivery of DART+ itself will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies; regular timetables; and the roll-out of battery operated carriages to improve journey times and reduce
320	Public Transport	RAIL1 – DART+	NTA-C5-320	Prioritise DART to Wicklow town	

844	Public Transport	RAIL1 – DART+	NTA-C5-844		emissions in the first phase of the strategy. The full electrification of the line to Wicklow will be delivered after 2030.
369	Public Transport	RAIL1 – DART+	NTA-C5-369		It should also be noted that the south east corridor will benefit from significantly enhanced bus services, supported by bus priority measures on the N11 to be rolled out in the short term. Additionally, the N11 corridor is a priority for Park & Ride. Making such provisions for the bus mode will allow for greater flexibility in terms of serving demand from this corridor to locations along and close to the N11 such as Cherrywood, UCD and Sandyford, not readily served by DART. No change required.
368	Public Transport	RAIL1 – DART+	NTA-C5-368		
299	Public Transport	RAIL1 – DART+	NTA-C5-299		
733	Public Transport	RAIL1 – DART+	NTA-C5-733	The abandonment of a proposed vehicular crossing of the railway at Coolmine should be reconsidered and/or alternatives considered, such as a U-shaped bridge (Coolmine Option 6 of the Preliminary Options Selection Report document) utilising the existing car-park at Coolmine Train Station to get the required gradient above the railway line.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
153	Public Transport	RAIL1 – DART+	NTA-C5-153	The number of peak hour services from DART from Greystones could easily be increased by having a DART parked over night on the siding at Greystones that depart between 8:00 and 8:30. This is a simple operational matter and is simple down to lack of security facilities for the overnight parking, which can be easily changed.	Noted. Additional services will be provided under DART+ . No change required
188	Public Transport	RAIL1 – DART+	NTA-C5-188	Heavy rail: orbital lines and increasing the lines should be a priority. Including a stop at Dublin Airport that goes all the way around the city to Bray, linking in at commuter towns along the way, should be a priority.	Noted. Orbital light rail is covered under measure LRT7
281	Public Transport	RAIL1 – DART+	NTA-C5-281	The rail network should be electrified	The transport strategy provides for a fully electrified rail system for the GDA.
278	Public Transport	RAIL1 – DART+	NTA-C5-278	Request to extend DART+ South to Wicklow town.	Noted. DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow is not feasible before 2030, however, the delivery of DART+ itself will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies; regular timetables; and the roll-out of battery operated carriages to improve journey times and reduce emissions in the first phase of the strategy. The full electrification of the line to Wicklow will be delivered after 2030.
272	Public Transport	RAIL1 – DART+	NTA-C5-272	Request to extend DART+ South to Wicklow town.	Noted. DART+ Coastal south will progress in line with the project emerging as part of that programme. Extending DART+ to Wicklow is not feasible before 2030, however, the delivery of DART+ itself will facilitate significant enhancements to rail services along the south east line. This will include higher frequencies; regular timetables; and the roll-out of battery operated carriages to improve journey times and reduce

					emissions in the first phase of the strategy. The full electrification of the line to Wicklow will be delivered after 2030.
258	Public Transport	RAIL1 – DART+	NTA-C5-258	I suggest examining the possibility for building a tunnel extending the Phoenix Park-Glasnevin section that is currently proposed to be repurposed as part of the DART network, to instead develop a Heuston to Airport direct express line, to be extended on to Swords and meeting with the mainline to Belfast at some point north of Malahide.	Noted. The proposals set out in the transport strategy are based on forecast demand for travel as well as operational and infrastructure considerations. Demand for travel to Dublin Airport and Swords is proposed to be met by MetroLink.
651			NTA-C5-651		
506	Public Transport	RAIL1 – DART+	NTA-C5-506	I welcome the decision to upgrade the existing overland rail lines to DART standard and to run a DART service on them. These should be ready by 2027 or as soon as possible thereafter.	Comment in support of strategy measures is noted
516	Public Transport	RAIL1 – DART+	NTA-C5-516	Electrification of the train line to Drogheda is welcome, but the following could be borne in mind. If the Dart is extended to Drogheda, it should still be an express services that does not stop at every station between Malahide and Dublin. Otherwise the journey will become longer, not shorter. Also the current Dart trains are more suited for short journeys. They have proportionally more standing room than commuter trains. The seats are not as comfortable, and there are no tables. This type of train would not be suitable for longer journeys.	Noted. DART Services are proposed to stop at every station. No change required.
517	Public Transport	RAIL1 – DART+	NTA-C5-517	More services should stop at Gormanstown Train Station rather than driving to Balbriggan.	Noted. The service pattern on the northern line will be reviewed and amended as appropriate as the DART+ Coastal North project proceeds through planning and design, including public consultation.
877	Public Transport	RAIL1 – DART+	NTA-C5-877	The potential for DART+ Coastal to negatively impact Inter City services must be mitigated.	Noted. In delivering significant uplifts in rail capacity and frequency, the use of shuttle services and interchange will be explored and introduced as appropriate. The NTA is of the view that, in line with other regions with developed rail networks, interchange between high frequency services can be more attractive to people in the GDA than direct low frequency irregular services, such as those that operate on the current south east line. No change required.
				Contained in the supporting documents for DART+ West, document Annex-3-4A Appendix A	
				Peak Hour Service Plans contains a service plan that includes no through paths for the	
				Rosslare-Dublin commuter service into the capital, instead allocating all services south of	
				Greystones to an interchange located there. Such a solution would be unacceptable for	
				commuters living south of Greystones and brings into serious question the viability of	
				extending the DART south of Greystones to Wicklow.	
877	Public Transport	RAIL1 – DART+	NTA-C5-877	SECTION 12.4 DART+ and Rail, p. 147	Noted. The NTA is not in a position to commit to double tracking the line between Bray and Greystones. Passing loops and other measures to

				12.4.6 DART+ Coastal South	increase frequency will be explored in full as part of DART+ coastal south.
				add bullets	
				A study of potential passing and overtaking opportunities between Bray and Pearse	
				station to enhance train service capacity and journey speed	
				<ul style="list-style-type: none"> • Commitment to double track all, or part thereof, of the line between Greystones and 	
				Bray	
864	Public Transport	RAIL1 – DART+	NTA-C5-864	Consideration should be given, in the context of the TEN-T Core network between Belfast and Cork, to link Dublin Airport from the Belfast line direct to Central Dublin and Heuston Station as part of the proposed Dart+ Tunnel scheme.	Noted. The most advantageous manner in which demand for travel to Dublin Airport can be met is via MetroLink. Capacity on the northern line is required to serve development in this corridor and for regional and Intercity travel.
				Allowing all Dublin-bound InterCity trains to terminate at Dublin Airport would revolutionise InterCity rail travel in Ireland and give it a new lease of life.	
873	Public Transport	RAIL1 – DART+	NTA-C5-873	Celbridge Community Council welcomes the DART+ South West and DART+ West projects as both the Maynooth and Kildare train lines are used by commuters from Celbridge and the increased frequency of services and capacity should make travel by rail an extremely attractive alternative to driving.	Comment in support of strategy measures is noted.
				Consideration should however be given to prioritising cycle infrastructure connecting Celbridge to Hazelhatch training station and to enhancing the routing of the L58 and L59 local bus routes that serve train Hazelhatch and Confey train stations. See comments in Cycling and BusConnects sections.	
809	Public Transport	RAIL1 – DART+	NTA-C5-809	the elimination of level crossings as part of the upgrade of the Dart should not be mandated as an essential part of the project	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
852	Public Transport	RAIL1 – DART+	NTA-C5-852	DART + to Salins as a priority.	Comment in support of strategy measures is noted. The reuse of the remaining elements of the old Tullow line can be explored by the local

				opportunity for greenway or new railine on old Tullow Trainline	authorities and the NTA would cooperate with this. It is not a matter for the transport strategy. No change required.
796	Public Transport	RAIL1 – DART+	NTA-C5-796	Commuter rail services must be prioritised, including the DART+ Expansion Programme	Comment in support of strategy measures is noted.
366	Public Transport	RAIL1 – DART+	NTA-C5-366	proposed replacement of pedestrian and cycle access over the railway due to the closure of Ashtown level crossing under DART+ West, I believe it conflicts with many of the objectives of the Transport Strategy for GDA in that it disincentivises walking and cycling (due to safety concerns) and increases incentives to drive, reduces connectivity to the community at the other side of the railway tracks and the many amenities there and makes access to the railway for those with disabilities, particular in the event that lifts are out of order	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
789	Public Transport	RAIL1 – DART+	NTA-C5-789	While it appears that no final decisions have been made in respect of the track configuration at Glasnevin Junction, the high-level plans appear to contemplate services to both Docklands and Connolly from both the Maynooth and Kildare directions. While such traffic flows should indeed be facilitated, it is inconceivable that there would a pattern of high frequency services continually conflicting with each other at Glasnevin Junction. Without grade separation of the junctions such criss-cross movements would greatly decrease the capacity of both routes and result in delays and disruption where none need exist.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
740	Public Transport	RAIL1 – DART+	NTA-C5-740	The Dart + West needs to be extend to Kilcock asap rather than waiting for an extended period of time	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
740	Public Transport	RAIL1 – DART+	NTA-C5-740	The Dart Plus South West need to be more ambitious with extensions to Newbridge via Sallins/Naas, a town with a population more than 28,000, located on the Kildare Line.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
679	Public Transport	RAIL1 – DART+	NTA-C5-679	we eagerly await further information from Irish Rail on their original proposal to destroy the Ashtown community as part of DART+West. I urge the NTA to familiarise itself with the real-world effects of certain plans that are promoted in its literature.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
nel			RAIL2 – DART+ Tunnel		

ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
5 R	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-5 R	link high speed national rail through tunnel - cork to belfast	Noted. The strategy proposes a suite of transport infrastructure and services which is appropriate for meeting forecast travel demand for the GDA and takes into account national rail policies, objective and requirements, which do not indicate that high-speed direct services to Cork from Belfast are required. No change required.
21	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-21	3. Putting Dart+ Tunnel on the shelf is hugely disappointing. It is more than just "an additional line," it is a much-needed connection from Heuston to Connolly, a gap that the Phoenix Park Tunnel is not meeting.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
887	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-887		
873	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-873		
33	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-33	The two most important pieces of infrastructure in the state are: the Metrolink to Dublin Airport which will offer a viable, reliable alternative to private car and taxi travel to and from the airport; and the Dart Underground which would result in the single biggest increase in heavy rail capacity across the city and open opportunities for an expanded Dart to operate across the city and wider metropolitan area. Both schemes should be highlighted as key developments of national importance.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
62	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-62	There is no mention as to whether the required infrastructure and tracks will be constructed for The DART+ Tunnel as part of the process at the new Spencer Station for Dart +West Project.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
454	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-454	DART+ tunnel should be implemented.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
				This along with other major infrastructure should take place in advance of Demand in order to provide the sustainable transport options which to assist in meeting the Climate Targets.	
149	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-149	The tunnel should be brought forward and completed as soon as possible.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required

149	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-149	If the DART Tunnel is not to be brought forward, then provision must be made for the underground station box during DART+ trackworks and station construction at Spencer Dock to prevent this unnecessary, disruptive and financially wasteful relocation during the eventual tunnel construction works.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
154	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-154	Query about where the DART+ Tunnel will be located - either in the previously planned location or a new one?	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
258	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-258	The most pressing future rail development in the State is the Dart+ Tunnel.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
506	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-506	However, I regret the delay in building the Dart Underground connector rail. This is a seriously regressive step.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
864	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-864	DART Underground and Dublin Airport Heavy Rail link must be built	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
				The most pressing future rail development in the State is the DART Underground project	
859	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-859	DART+ Tunnel is a vital piece of transport infrastructure that must be delivered before 2042	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
824	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-824		
704	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-704		
830	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-830	Option to use cut and cover of canals for new DART+ proposal	Noted. It is not clear what is being put forward here, DART+ will use existing track infrastructure and the Canals are a vital amenity for Dublin City.

820	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-820	DART+ Tunnel should be brought back into the strategy with updating of the planning documents that successfully recieved planning permission in 2011 commencing as soon as possible.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
796	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-796	Periodic reassessment of transport patterns and the need to progress DART+ Tunnel is welcome; however, it is critical that DART+ Tunnel is processed earlier whenever it's necessitated by changing transport patterns. The GDA Transport Strategy must specify the threshold for its earlier development and include a review mechanism to provide updates on DART+ Tunnel.	Noted. It is a statutory requirement to review the transport strategy every 6 years.
793	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-793	Dun Laoghaire Rathdown County Council has serious concerns about the assessment of the DART+ Tunnel. the assessment of the DART+ Tunnel appears to seriously overstate the costs and understate the benefits	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
				The initial cost estimate is uplifted by 65% (for S1R09 it increases from 2.6Bn€ to 4.29Bn€), which is then further increased to 5Bn€ to 6Bn€ without explanation. The main benefit of the tunnel would be to relieve the congestion on the tracks north of Connolly, thereby allowing significant increases in services throughout the DART Network. However, it appears that the assessment is based on providing only 2 additional train services throughout the network. Finally, the text implies that time savings for public transport users would be included in the cost-benefit analysis but that time savings for users of other modes would not be included. If this is correct, it would be an extraordinary departure from normal procedures, would seriously understate the benefits of the DART+ Tunnel, and would undermine the credibility of the whole assessment.	
762	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-762	Iarnród Éireann strongly believe that DART+ Tunnel is essential in the medium to long-term for the continued development of the rail network in the GDA, post completion of the DART+ Programme as defined in the National Development Plan.	Comment in support of strategy measures is noted.
				Iarnród Éireann welcome its inclusion in terms of alignment protect in this Strategy period and will continue to work with the Authority as required to ensure this critical route alignment is secured.	
380	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-380	This project has been discussed in various iterations since 1971. A half-century later,	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep
				no progress has taken place. In light of the exceptionally long lead-ins and delivery	
				timelines for major infrastructure projects in Ireland, it would be a serious mistake to	

				await the completion of MetroLink before even beginning serious preparatory work on	DART+ Tunnel under ongoing review. No change required
				DART+ Tunnel. T	
743	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-743	With the advent of DART+, the justification for DART Underground has been reinforced. It must therefore be included and prioritised in any transport plan stretching out to 2042.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
740	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-740	Delivery of the Dart tunnel would provide a seamless service and would improve capacity and this project needs to be re-instated for an earlier delivery date. The Phoenix Park tunnel is a good short-term option, but it is not a replacement for the Dart tunnel.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
728	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-728	Why has the decision to cancel/delay Dart+ Tunnel been based solely on the Jacobs report when an identical alignment has a full business case completed by Irish Rail back in 2010?	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
				We know that the The Irish Rail business case, based on the Wider Economic Benefits model, found a 4 to 1 return on investment for that recommended route, and there seems to have been no dicussion about how the Jacobs report (which is not a full business case) only found a 1 to 1 ROI.	
692	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-692	I'm puzzled why the Dart+ Tunnel (aka DART Underground) has been pushed back yet again. This link would be a massive multiplier in enabling rapid access to the City Centre.	Based on analysis undertaken for 2042, the net increase of people using public transport as a result of the delivery of DART+ Tunnel would only be in the order of 10,000 passengers a day, out of a total of about 1.4 million. The reduced importance of DART+ Tunnel in this Transport Strategy, relative to previous transport strategies, is primarily due to the opening of the Phoenix Park Tunnel and its incorporation into the DART network under DART+ South West. Much of the potential demand for travel via the DART+ Tunnel is now, and in future will be, accommodated by the Phoenix Park Tunnel. We propose to keep DART+ Tunnel under ongoing review. No change required
393	Public Transport	RAIL2 – DART+ Tunnel	NTA-C5-393	Respondent is of the view that the 10,000 total public transport trips that DART + was assessed as adding to the GDA network contradicts the previously forecast number of trips in DART+ Tunnel itself.	The DART+ Tunnel was found to add 10,000 Public transport trips to the GDA network overall. This does not contradict previous forecasts of numbers using the tunnel itself. The analysis found that the vast majority of passengers travelling through DART+ Tunnel were transferring from other rail lines, including the Phoenix Park Tunnel.
ion			RAIL3 - DART Extension		

ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
246	Public Transport	RAIL3 - DART Extension	NTA-C5-246	Naas commuters welcome the NTA’s plan to extend DART to Sallins/Naas (Measure RAIL3). This extension is badly needed on the line and should be implemented as soon as possible. The NTA could expand on the feasibility of extending DART/high frequency rail to Naas sooner than 2030 using battery electric trains on this line. The NTA could specify whether DART expansion to Sallins/Naas could be implemented sooner with the introduction of battery electric trains on the lines.	Noted. It is the intention to introduce battery electric services in advance of DART+ Extension. The precise service details are not defined at this stage.
762	Public Transport	RAIL3 - DART Extension	NTA-C5-762	Iarnród Éireann welcomes the inclusion of DART Extension in the Draft Strategy. The DART+ Programme will transform the capacity of the existing lines in the GDA. Iarnród Éireann believe that the revised Strategy to 2042 should include provision for a further expansion and enhancement of the DART network in the GDA and wider Eastern Region.	Noted. Measure RAIL3 provides for signiifcant expansion of DART beyond the current DART+ programme
				it is essential that it considers extending further the electrified area across each of the lines and providing other infrastructure enhancements as below:	
				Sallins / Naas	
				Kilcock	
				Wicklow	
ine			RAIL4 – Navan Rail Line		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
189	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-189	The potential built constraints identified relating to Navan Rail Phase 2 M3 Parkway to Navan need to be address in advance of Railway Order stage to accelerate delivery of the project relating to Route A Option A old alignment.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required. In relation to rail freight proposals, the NTA will cooperate with Irish Rail in the roll-out of their Rail Freight strategy. Supporting bus services in Navan Town will be developed as appropriate. New measure on Town bus services added
608	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-608	The Old Navan Railway Station should be priority for re-development as central station rather than building station station 50 meters away to maxmize existing Irish rail infrastructure	

886	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-886	The potential built constraints relating to Dusany Nature Reserve can adopt best practice from prior experience of protecting River Tolka flow on Navan Rail Line Phase 1 from Consilla to M3 Parkway also from Dublin Airport experience with Pier D walkway infrastructure protecting the Old Central Terminal Building. The old rail line track bed and infrastructure (Old Bridge) alignment on the boundary of Dusany Castle lands should act as an buffer to protect the nature reserve for Route A option.	
864	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-864	To blend with recent launch of Rail Freight Strategy 2040 the NTA, Irish Rail and Meath County Council need to consider building an extension of line on existing infrastructure in Navan Town to develop a new rail head to promote ro-ro freight traffic into Dublin Port	
217	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-217	A strong local bus feeder network could be developed at existing Navan Station as infrastructure in place and expanded from existing local route services N1,N2 to include Athboy, Kells, Ballivor with joint TFI Bus/Rail Leapcard to encourage switch to rail transport.	
216	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-216		
215	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-215		
209	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-209		
499	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-499		
631	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-631		

426	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-426		Comment in support of Navan Rail Line is noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
207	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-207	support the proposal for a Navan Rail Line	
				I believe the final Transport Strategy must be amended to bring forward the start date for construction of the Navan Rail Line. The current vision for construction beginning at some stage post 2030 simply isn't acceptable.	
881	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-881		
330	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-330		As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
122	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-122	Protect Dunsany Nature Reserve	
669			NTA-C5-669		
849			NTA-C5-849		
847			NTA-C5-847		
825			NTA-C5-825		
816			NTA-C5-816		

816			NTA-C5-816		
811			NTA-C5-811		
801			NTA-C5-801		
785			NTA-C5-785		
713			NTA-C5-713		
703			NTA-C5-703		
697			NTA-C5-697		
695			NTA-C5-695		
683			NTA-C5-683		
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528			NTA-C5-528		
521			NTA-C5-521		
72			NTA-C5-72		
152			NTA-C5-152		
863			NTA-C5-863		
813			NTA-C5-813		
846			NTA-C5-846		
658			NTA-C5-658		
657			NTA-C5-657		

173			NTA-C5-173		
687			NTA-C5-687		
612			NTA-C5-612		
610			NTA-C5-610		
596			NTA-C5-596		
510			NTA-C5-510		
654			NTA-C5-654		
655			NTA-C5-655		
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646			NTA-C5-646		
627			NTA-C5-627		
649			NTA-C5-649		
648			NTA-C5-648		
628			NTA-C5-628		
609			NTA-C5-609		
675			NTA-C5-675		
97	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-97	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
598			NTA-C5-598		

120	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-120	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
120	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-120	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
84	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-84	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
111	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-111	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
96	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-96	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
100	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-100	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
206	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-206	support for navan rail line	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
71	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-71	I object to the planned route of the Dunboyne-Navan railway through Dunsany nature reserve. As the leaders of the reserve have stated, the rail line would majorly impact the free movement of animals through the reserve and reduce the biodiversity of the forest. To destroy a nationally recognised large-scale rewilding project in a transport strategy that uses the label "sustainable" is obvious greenwashing and undermines the integrity of the entire strategy.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
853	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-853		
73	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-73	I would like to voice my concerns over the plans to cut through the Dunsany Nature reserve as part of the Dunboyne Navan Rail Link. In this time of climate crisis I do	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

				understand the need for more public transport, but to cut through a nature reserve makes no logical sense. I would appeal to you to look at a new way to provide this link with ought destroying animal habitats and splitting a nature reserve in two.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
74	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-74	Dunsany nature reserve is an important rewilding project and one of the few safe spaces for Irish wildlife to flourish. It should not be cut in half for railway access to kilmessan. It should be bypassed and links should go to larger towns such as trim and kells. This plan would destroy a large sectionof mature woodland and by cutting the reserve in half it would limit the safe movement of the animal population.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
75	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-75	It is utterly illogical to have the Navan Dunboyne railway line going through Dunsany Nature Reserve. It is the only rewilding project and essential in ensuring Ireland's environmental commitments.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
76	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-76	I am supporting the Dunsaney reserve in Co Meath in their request to be bypassed by the new proposed rail link to Navan. There should be no need for the destruction of this ancient native woodland and rewilding habitat. Leave Dunsaney be. Thank you	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
77	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-77	I don't consider a plan to put a railway through Dunsany Nature Reserve, in any way sustainable. Missing out on other important towns & totally annihilating the commendable work Dunsany are doing for the environment & nature is not a suitable answer. Please find an alternative route & leave Dunsany intact to continue with their important work, which benefits all of us.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
78	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-78	It is vitally important to support rewilding initiatives such as Dunsany. This proposal would split it and render it useless. Also, there seems to be other routes that would serve more population centres.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
104	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-104	the current plan for the new Dunboyne to Navan rail link cuts right through the Dunsany Nature Reserve, which will impact the rewilding efforts in place there. Please consider reshaping the rail to be less harmful on such a precious land resource and instead focus on getting more high speed rails all across Ireland that do not harm what limited wild places we have left.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
103	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-103	THE PROPOSED NAVAN RAIL LINE WILL RUN THROUGH DUNSANY ESTATE THE ONLY REWILDING PROJECT IN IRELAND AND YET DOES NOT SERVICE MANY TOWNS WHICH NEEDS SERVICING. i WOULD ASK YOU TO REVIEW THIS, AS YOU ARE DESTROYING NATIVE TREES AND HABITATS FOR WILDLIFE AND NOT SERVICING TOWNS AND CENTRES OF POPULATIONS THAT MOST NEED THE RAIL LINE	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
102	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-102	I've recently read that part of the train line proposal is intended to be cutting through the Dunsany Nature Reserve. I object to this in the strongest of terms. We should not be allowing the disturbance of any of our dedicated reserve areas. They are reservations for a reason and not just until they become an inconvenience to expansion of infrastructure. When finally getting policies focused on protecting the environment, one would hope that preservation of nature reserves would be a no brainer.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.

101	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-101	I object to the plans to cut through Dunsany Nature Reserve. Utterly ridiculous and unnecessary.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
98	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-98	It would be irresponsible not to consider abandoning the proposed Kilmessan route and avoiding the Dunsany Nature reserve altogether in favour of a train line that better serves the more populous towns in the area.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
95	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-95	Please do not cut through Dunsany Nature Reserve's ancient woodland. A different plan must be made to preserve this essential part of our country's history. Nature is all we have. Build the road around it. There is no need to put a road through ancient woodland. It was there first! Respect nature!	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
94	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-94	The route of the Navan Line should be reconsidered as to not spoil the Dunsany Reserve rewilding project.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
93	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-93	It seems conter productive for the proposed railway to destroy lands in the Dunsany Nature reserve and rewilding project for a seemingly inefficient route	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
	Public Transport	RAIL4 – Navan Rail Line			
92	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-92	This rail extension brings little benefits in terms of commuting. To serve small villages, the proposed route will cut through the Dunsany Nature Reserve, which is the pride of Ireland that gained worldwide attention.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
91	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-91	The proposed extension of the rail line from M3 Parkway to Navan via Kilmessan is completely flawed on several grounds. Firstly your stated policy of environmental protection is rubbished by the wanton destruction the proposed route WILL cause to the nature reserve at Dunsany estate.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
91	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-91	Secondly the proposed route abjectly fails to cater to the transport needs of Dunshaughlin, Ratoath and Ashbourne. The rail line should clearly run EAST of Ratoath with a stop at FAIRYHOUSE race course and one north of Ratoath to centrally and simultaneously capture users from all these villages. Thirdly putting a station in the tiny village of Kilmessan is CONTRARY to the county development plan and constitutes ribbon development, further undermining any claims to be "environmentally sustainable". To fail to capture rail users from the villages above means with the proposed route can never be profitable.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
90	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-90	The plan that includes a rail line that cuts through rewilding lands at Dunsany is not only unacceptable to propose but counterproductive to the goals of helping support our Irish environment and is a complete waste.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation

					as appropriate, these issues will be more appropriately addressed at that stage. No change required.
89	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-89	Running a rail through this estate will harm an ancient woodland and at the same time fragment a landscape which is important for many already threatened species.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
88	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-88	Bypass Dunsany Reserve' s ancient woodland in the Dunboyne to Navan Rail link. This is Irelands only major rewilding project. Support it not hijack it.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
87	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-87	This plan cuts through woodland and will divide some of the last major green spaces in Ireland - this isn't environmental	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
85	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-85	The proposed extension of the above rail line cuts through Dunsany nature reserve which is a protected area and would result in a destruction of a wildlife habitat	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
85	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-85	Also the route serves only 3 additional stops, in particular the small village of Kilmessan so is a waste of public money. There are better alternatives eg Trim Ratoath Ashbourne and Kells.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
813	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-813		
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
656	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-656		As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
598	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-598		
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
611	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-611		As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.

627	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-627		As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
83	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-83	The proposed Dunboyne to Navan rail link cuts through the Dunsany Nature Reserve, destroying a large swathe of mature woodland and cutting off vital connectivity for flora and fauna.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
82	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-82	To spilt a beautiful, unique rewilding site would be a backwards step in a world that so desperately needs positive environmental action.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
82	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-82	This proposed railway won't serve enough population centres to warrant such destruction of the reserve.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
152	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-152		As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
81	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-81	, I implore the planners to consider bypassing the estate in the interests of the animals and plant species to which the estate is a home	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
39	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-39	I request a move forward of this timeline, the money being spent on projects in Dublin is extensive and nothing is being done for Navan	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
115	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-115	I also highly contest the idea of destroying the Dunsay nature reserve and destroying yet more of the planet with the climate crisis so serious right now.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
115	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-115	I would be willing to approve the construction if it served more population centres	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
114	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-114	The navan rail line is obviously vital infrastructure. The proposed route, through Dunsany nature reserve, leaves a lot to be desired. The Irish effort at restoring native	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

				landscape is pathetic. Dunsany is probably the only success story. To gut this with a rail line, which is not hitting the major population centres in the area, is madness.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
114	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-114	The route should be re-examined and adjusted to avoid the nature reserve, and to offer an alternative to car use to more towns in the Meath area.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
113	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-113	The proposed heavy rail plan from Blanchardstown to Navan (through Dunboyne) completely misses the heavily populated town areas, such as Trim, Ratoath and Kells, but include a stop through a village Kilmessan that goes through the ONLY nature reserve in the area - Dunsany Nature Reserve!	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				I understand this plan has the best intentions of reducing the car traffic and tackling Climate Change but the current plan is completely missing the point, set to impact a unique nature area and completely missing town areas that strongly rely on personal vehicles and daily commute. We are not letting our beloved nature spot suffer damage from this poor rail strategy, please revise the plan!	
113	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-113	The proposed heavy rail plan from Blanchardstown to Navan (through Dunboyne) completely misses the heavily populated town areas, such as Trim, Ratoath and Kells, but include a stop through a village Kilmessan that goes through the ONLY nature reserve in the area - Dunsany Nature Reserve!	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				I understand this plan has the best intentions of reducing the car traffic and tackling Climate Change but the current plan is completely missing the point, set to impact a unique nature area and completely missing town areas that strongly rely on personal vehicles and daily commute. We are not letting our beloved nature spot suffer damage from this poor rail strategy, please revise the plan!	
112	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-112	The proposed new rail line m3 motor way to Navan should not be put through Dunsaney Nature Reserve. This goes against the natural echo system being re built proudly within the Meath area.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
110	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-110	Outside the DART+ programme, the Strategy includes the following infrastructure projects:	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				Provision of a new rail line from the M3 Parkway to Navan.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				I strongly oppose this, you CAN'T just cut straight through Dunsany Nature Reserve.. it's A RESERVE!!	
109	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-109	The current plan would	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				destroy a major section of mature woodland, split the estate in	

				half which would stop free movement of the animal population	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				and would be a critical blow to the rewilding project which they	
				have worked so hard to establish	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
109	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-109	t the current plan misses all the major population	
				centers in the area including Ratoath, Ashbourne, Trim and	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				Kells.	
108	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-108	Please bypass Dunsany Nature Reserve in the planning of the new Dunboyne to Navan line under discussion.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
107	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-107	The National Transport Authority must bypass Dunsany Reserve and service the major population centers without impacting such an important project which could be a model for other parts of Ireland, and other countries' rewilding projects.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
107	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-107	I do believe that the current plan misses all the major population centers in the area including Ratoath, Ashbourne, Trim and Kells.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
106	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-106	Building railway through the Dunsany wildlife reservation will go directly against climate action and wildlife habitat preservation.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
106	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-106	Better line would be Dunboyne- Dunshaughlin- Navan, or even better Dunboyne- Summerhill- Trim- Navan which will serve much large population many of which commute to Dublin thus saving more car journeys.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
105	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-105	the current proposal for the Navan rail line would do irreparable harm to the Dunsany project.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
99	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-99	The provision of a rail line to Navan is a fantastic development, however it simply must not come at the	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

				expense of the Dunsany rewilding project, the only large scale rewilding project in the country	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
80	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-80	The proposed line will cut through the Dunsany nature reserve. Given the current biodiversity I oppose the further destruction of ancient woodland and other essential habitats withing the estate.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
80	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-80	The plan also does misses the major population centers in the area, including Rathoath, Ashbourne, Trim and Kells.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
134	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-134	I live in Dunshaughlin, Co Meath and I have just being informed that the rail line will not be up and running until 2031. This is very disappointing news.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				There is so much benefit to proceeding with this line now, why and what are you waiting for?	
133	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-133	Although Ireland needs better connectivity of public transport, I do not feel that the proposed Dunboyne to Navan rail link will be helpful. It misses out on some of the bigger towns with large populations and instead proposes to cut across Dunsany Reserve.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
132	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-132	While public transport is vital for reducing carbon, putting a railway through Dunsany Nature Reserve is highly objectionable.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
130	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-130	I have reviewed your proposed plans for the extension of the Navan railway line from Dunboyne. The previous documentation, suggests it would go via Dunshauglin, following the old line which would cut across the Dunsany Nature Reserve and potentially destroy a good section of our forest, farmland and rewilded areas we have here.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
130	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-130	Any project like this must attempt to serve the greater county which must have a provision for Ashbourne and Ratoath.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
128	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-128	I would like to submit a comment about the proposed Dunboyne to Navan rail link, which currently misses all the major population centers in the area including Ratoath, Ashbourne, Trim and Kells, and cuts across Dunsany reserve.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
128	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-128	I urge you to reconsider your current plan and alter it can achieve the goal of taking more cars off the road AND protect Dunsany Nature reserve. Thank you for your time.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

					environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
125	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-125	Mature trees on the Dunsany Reserve would be felled to facilitate the rail line	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				The felling of the trees and the clearing of vegetation would have such a negative impact on the rewilding project undertaken by Randall Plunkett on Dunsany Reserve (the only one of its kind in Ireland) would be to such an extent to make this project totally unviable	
				The removal or up-grading of a number of old stone bridges such as those found at Batterstown, Black-Lodge and Kilmessan would also be detrimental to the built environment	
				Some of the original station houses along the line have been repurposed, example being the Station House Hotel in Kilmessan. Consequently, there will have to be major changes to the route taken by the line to facilitate these building.	
				The original line was single track whereas the new line is expected to be twin track, again requiring mass clearing on either side and destruction of the natural environment.	
				The proposal to use the old disused rail line was put forward in 2009 even though nine other routes were examined. When the N3/M3 motorway was being built was it not suggested to incorporate a rail line to run parallel with it? This new proposed route was costed in 2009 at €500 million, who knows what the new price would be.	
123	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-123	To put a rail line through this estate is enviromental sabotage and must be reviewed urgently with an alternative route that take in areas of higher population than the current one considered	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
123	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-123	It bypasses Ratoath, Ashbourne, and Trim which all have large growing populations. Kilmessan is on the route and while Kilmessan has seen growth in recent years it is no where comparable to Ratoath and Ashbourne.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
121	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-121	I would like to object to the rail line cutting through Dunsany Reserve. This is one of the few places in Meath that wildlife is allowed to flourish and is left Undisturbed. Running the train line through the site would offset much of the positive effect on the environment that creating would hope to achieve.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation

					as appropriate, these issues will be more appropriately addressed at that stage. No change required.
119	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-119	The current plan would destroy a major section of mature woodland, split the estate in half which would stop free movement of the animal population and would be a critical blow to the rewilding project which they have worked so hard to establish.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
119	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-119	I and many others do believe that the current plan misses all the major population centers in the area including Ratoath, Ashbourne, Trim and Kells.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
118	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-118	I feel that the route of going through Dunshaughlin and Kilmessan is highly questionable. The climate crisis requires projects like Dunsany Reserve to be respected, that would mean not cutting through it with a Rail line when there is a more sensible alternative.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
118	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-118	Surely it would make more sense to use a different route going through greater populated areas e.g. Ratoath.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
117	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-117	Currently, the proposed route for the Navan rail line cuts completely through Dunsany Estate to destroy the nature reserve there, and services the tiny town of Killmessan instead of avoiding this important nature reserve and instead servicing nearby Trim, which is a larger and more important town to service. The route should be changes so that the nature reserve is saved and a more rational route which servces more people is constructed.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
117	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-117	Currently, the proposed route for the Navan rail line cuts completely through Dunsany Estate to destroy the nature reserve there, and services the tiny town of Killmessan instead of avoiding this important nature reserve and instead servicing nearby Trim, which is a larger and more important town to service. The route should be changes so that the nature reserve is saved and a more rational route which servces more people is constructed.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
116	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-116	This proposal would impact the estate massively inhibiting animal movement, destroy mature woodland and cut the estate off from any Greenways that they are linked with	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
397	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-397	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
429	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-429	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

					environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
86	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-86	I want to object to the railway line going through Dunsany Estate.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
86	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-86	The railway needs to connect the highly populated areas such as Ratoath, Trim, Kells and Navan.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
139	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-139	The NTA should consider this political campaign as a high risk to the successful completion of the Navan Rail line.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
136	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-136	It is assumed this submission relates to Dunsany, as it came in at the same time but it is not clear.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				The route selection process should also be obliged to consider the integration and protection of area that protect and promote biodiversity, recognising the benefits that accrue over time. This consideration should also afford protection to projects that promote biodiversity, route selection should afford maximum protection to projects that promote biodiversity and are active and working.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
127	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-127	The route planned does not appear to have been well considered to reduce impact to nature which is severely under threat at present.	
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
142	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-142	I would like to submit a comment about the proposed Dunboyne to Navan rail link, which currently misses all the major population centres in the area including Ratoath, Ashbourne, Trim and Kells,	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
142	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-142	I urge you to reconsider your current plan and alter it in order to achieve the goal of taking more cars off the road AND protect Dunsany Nature reserve.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
279	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-279	Planning and route selection should start at the earliest opportunity next year (2022) in order to ensure that the project's long-term benefits are maximised.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

				The earlier the electrification process commences, the better.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				Alanna Homes considers that Route B is the preferred route for a number of reasons, including the facts that: it is more accessible to passengers, which would make its financial performance stronger; it is more favourably located to facilitate economic development in Dunshaughlin; and Route B is better-placed to enable a future rail spur to Ashbourne and Ratoath, which would extend the benefits of rail transport in Co. Meath.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				In seeking to facilitate more employment in Meath, the Meath CDP 2021-2027 provides for an additional Strategic Employment Sites in a number of settlements in the County, including Dunshaughlin. The new Strategic Employment Site in the town is shown in the land use zoning map below and represents the largest employment development site in the town. Alanna Homes considers that the development of this important site will be best enabled by Rail Route B as opposed to Rail Route A	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				Route B is better located than Route A for attracting greater patronage because it is closer and within walking distance from the centre of the town, and would obviate the need for pedestrians or motorists to negotiate the M3 Motorway interchange to access the station to the west associated with Route A.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				The stronger patronage associated with Route B's more accessible location will enhance its financial performance relative to Route A.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				Given the eastern station's more favourable location to and from Dunshaughlin, it will be better placed to catalyse economic development and new jobs in the town. The catalysing effect of the new railway will extend the labour/skills pools in respect of Dunshaughlin and thereby enhance the prospect of investment in the town's Strategic Employment Site, the largest employment-zoned lands in Dunshaughlin.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;
				Route B will serve to protect the investment in the M3 Motorway by discouraging increased local traffic from using the Dunshaughlin interchanges.	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

				Route B and the eastern station are more favourably located in respect of attracting patronage from people resident in Ratoath and Ashbourne, and the potential future rail spur connecting the station at Dunshaughlin with future stations in Ashbourne and Ratoath would be less costly and more feasible compared with Route A and its associated station to the west of the M3	environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				Route B will attract higher supplementary development contributions compared with Route A.	
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				Route B will enhance the attractiveness and marketability of Dunshaughlin for both residential and commercial purposes than Route A.	
372	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-372	• The Luas Lucan and New Station at Kylemore are strongly supported and should be prioritised in recognition of the potential for the delivery of these two projects in bringing forward the City Edge development and the development of other brownfield land in a sustainable manner.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
79	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-79	Protect Dunsany Nature Reserve	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
79	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-79	Better to serve Ratoath, Trim and Kells	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
141	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-141	By cutting across this land you will be dividing the nature reserve and stopping wild and endangered animals from crossing, you will be destroying this project making it absolutely pointless	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
141	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-141	This route does not even serve the greater population areas of ratoath or trim. Instead you choose to pass through the tiny village of kilmessan.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
144	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-144	The current plan would destroy a major section of mature woodland, split Dunsany nature in half which would stop free movement of the animal population and would be a critical blow to the rewilding project.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
144	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-144	the current plan misses major population centers in the area including Ratoath, Ashbourne, Trim and Kells .	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

					environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
405	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-405	The Council welcomes the inclusion of Measure Rail 4 which supports the provision of a new rail line from the M3 parkway to Navan in the Draft Strategy and the accompanying detail provided in Section 12.4.10.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				the delivery of critical rail infrastructure would serve to strengthen the transport links in the County and would significantly improve the County's economic competitiveness	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				It is essential that the Strategy contains sufficient support and definitive timelines in order to enable the project to proceed to the planning phase without delay.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
408	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-408	My submission to you now is to request for an acceleration of the timeline outlined in the draft strategy so that delivery of this much needed infrastructural project is brought forward to be operational in advance of 2030.	
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
467	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-467	To whom it may concern, I wish to inform you of my anger at the proposed rail line going though Dunsany Castle Estate.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				The Baron of Dunsany has made huge strides in returning his estate to nature and the proposal for a rail line to cut right through the estate is abhorrent and demonstrative of the total lack of regard this government has for our environment.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
464	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-464	The naval rail line running through dunsany is not a good idea as it will impact the area which has been used for rewilding The development of rail services through out the country is necessary but not at the expense of wildlife. Areas like these need to be protected.	
					As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
463	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-463	This rail line would split the estate in half, causing major problems with habitat fragmentation, a leading cause of biodiversity loss due to an inability for fauna to intermingle without crossing this hazardous rail line. This is rail line would cut off Dunsany from other greenways in the area and would severely curtail the hard work of the project thus far and in the future.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
463	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-463	moving this line could better serve the population centres.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
460	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-460	I would like to emphatically object to the proposed Dunboyne to Navan rail link.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies;

					environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				This route would cut across Dunsany Nature Reserve with disastrous consequences for the rewilding project located there,	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
460	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-460	This plan should be redesigned to serve communitites such as Ashbourne, Trim, Kells,	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
453	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-453	Please reconsider the route that brings the railway li e through Dunsany Nature Reserve. This route also omits other major towns in Meath that would greatly benefit from a rail line to Dublin.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
452	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-452	The current plan misses all the major population centers in the area including Ratoath, Ashbourne, Trim and Kells and cuts through Dunsany nature reserve. The route selection process should consider the protection and integrity of areas that promote and protect biodiversity, recognising the benefits that accrue from these projects over time and should afford maximum protection to these areas of biodiversity.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
452	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-452	The current plan misses all the major population centers in the area including Ratoath, Ashbourne, Trim and Kells and cuts through Dunsany nature reserve. The route selection process should consider the protection and integrity of areas that promote and protect biodiversity, recognising the benefits that accrue from these projects over time and should afford maximum protection to these areas of biodiversity.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
258	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-258	To wait until 2042 to build the M3 Parkway-Navan line is not acceptable and will only continue to make road congestion on the M3/N3 corridor even worse. The revised strategy must include an aggressive timeline to build the railway. In the interim, the existing freight line from Drogheda to Navan must be put into passenger service. Even now, with the restricted train paths to Dublin, a basic commuter service could be provided by Iarnród Éireann.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
546	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-546	A train line through Dunsany estate would be hugely harmful to the already lacking biodiversity of Ireland. Ireland continuously fails to meet conservation targets set and this harmful infrastructure is part of the reason why.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
556	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-556	This project isnt taking into wildlife into account. This proposed route will divide a nature preserve in two. It's easy to forget about the animals and their needs when we work towards the future. You are affecting some of Irelands most biodiverse forests! These places will be forever changed by your choices. Don't destroy the forests just for public transit. Redesign it to allow for wildlife to coexist with it.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.

557	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-557	I am totally against the planned railway line between Navan Dunboyne. This plan does not adequately address the need for sustainable transport in the most populated areas including Ashbourne, Trim, Ratoath and Kells.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
				The plan would destroy a massive section of mature woodland. It would split the estate in half thereby stopping the free movement of animals on the reserve. This would do great damage to the rewilding project. Ireland has no other major rewilding project and no government plans for any.	
558	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-558	I am deeply concerned by, and must object to the current proposed strategy of extending the Dunboyne Navan rail line - in particular with respect to the impact on the local environment. Part of this route includes the Dunsany nature reserve, which is Irelands largest rewilding project and is recognised internationally.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
573	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-573	I object to the navan rail going threw dunsanny nature reserve or anywhere close stopping expansion of vital rewilding project	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
574	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-574	I wish to object to the building of a railway between Dunboyne and Navan on the Dunsany conservation land. Destroying this sensitive and precious asset is contrary to the purpose of preventing climate change and clean transport. Doing it by compulsory purchase is outrageous government overreach. Please consider alternatives.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
855	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-855	Support Navan Rail, but delivery timeline is too slow.	Comment in support of Navan Rail Line is noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
789	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-789	The long mooted “on again/off again” Navan rail link needs to be progressed in order to provide a quality public transport route through the rapidly growing corridor between Dublin and Navan. Development of this route needs also to be considered in the context of the Strategic Rail Review with possible extensions onward to Kells, Cavan and onwards to counties Fermanagh and Donegal.	Comment in support of Navan Rail Line is noted
762	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-762	Iarnród Éireann welcome the inclusion of the Navan rail Line extension from M3 Parkway.	Comment in support of Navan Rail Line is noted
743	Public Transport	RAIL4 – Navan Rail Line	NTA-C5-743	this project should be prioritised.	Comment in support of Navan Rail Line is noted

ons			RAIL6 – New Rail Stations		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
199	Public Transport	RAIL6 – New Rail Stations	NTA-C5-199	Request for rail station at Bettystown.	Noted. Covered under Measure RAIL6. No change required.
310	Public Transport	RAIL6 – New Rail Stations	NTA-C5-310		
880	Public Transport	RAIL6 – New Rail Stations	NTA-C5-880		
626	Public Transport	RAIL6 – New Rail Stations	NTA-C5-626		
625	Public Transport	RAIL6 – New Rail Stations	NTA-C5-625		
198	Public Transport	RAIL6 – New Rail Stations	NTA-C5-198	New Dart Stations for Bettystown and Colpe.	Noted. Covered under Measure RAIL6. No change required.
317			NTA-C5-317		
289			NTA-C5-289		
287			NTA-C5-287		
285			NTA-C5-285		

721			NTA-C5-721		
681			NTA-C5-681		
606			NTA-C5-606		
520			NTA-C5-520		
504			NTA-C5-504		
157			NTA-C5-157		
				New Dart Stations for Bettystown & Colpe.	Noted. Covered under Measure RAIL6. No change required.
197	Public Transport	RAIL6 – New Rail Stations	NTA-C5-197		
				New train stations Bettystown and Colpe	Noted. Covered under Measure RAIL6. No change required.
178	Public Transport	RAIL6 – New Rail Stations	NTA-C5-178		
186			NTA-C5-186		
158			NTA-C5-158		

191			NTA-C5-191		
280			NTA-C5-280		
172	Public Transport	RAIL6 – New Rail Stations	NTA-C5-172	New train stations Bettystown and Colpe	Noted. Covered under Measure RAIL6. No change required.
181	Public Transport	RAIL6 – New Rail Stations	NTA-C5-181		
184	Public Transport	RAIL6 – New Rail Stations	NTA-C5-184	New train stations Bettystown and Colpe	Noted. Covered under Measure RAIL6. No change required.
413	Public Transport	RAIL6 – New Rail Stations	NTA-C5-413	new station at Bettystown	Noted. Covered under Measure RAIL6. No change required.
327	Public Transport	RAIL6 – New Rail Stations	NTA-C5-327	New Station at Bettystown	Noted. Covered under Measure RAIL6. No change required.
161	Public Transport	RAIL6 – New Rail Stations	NTA-C5-161		
177	Public Transport	RAIL6 – New Rail Stations	NTA-C5-177		
163	Public Transport	RAIL6 – New Rail Stations	NTA-C5-163		
405	Public Transport	RAIL6 – New Rail Stations	NTA-C5-405	It is requested that Measure Rail 6 – New Rail Stations be revised to include the provision of a potential new rail	Noted. Covered under Measure RAIL6. No change required.

				station in Bettystown as part of the Dart Expansion works to Drogheda.	
405	Public Transport	RAIL6 – New Rail Stations	NTA-C5-405	The provision of a further Train Station in the Southern Environs of Drogheda, given its designation as a Regional Growth Centre, would prove beneficial to the growth and economic development of the town and is also worthy of consideration.	Noted. Covered under Measure RAIL6. No change required.
520	Public Transport	RAIL6 – New Rail Stations	NTA-C5-520		
159	Public Transport	RAIL6 – New Rail Stations	NTA-C5-159	more rail stops in Colpe south Drogheda and in Bettystown	Noted. Covered under Measure RAIL6. No change required.
170	Public Transport	RAIL6 – New Rail Stations	NTA-C5-170	new station at Bettystown and Colpe	Noted. Covered under Measure RAIL6. No change required.
256	Public Transport	RAIL6 – New Rail Stations	NTA-C5-256	New Station at Bettystown	Noted. Covered under Measure RAIL6. No change required.
246	Public Transport	RAIL6 – New Rail Stations	NTA-C5-246	Welcome the intention to deliver a new railway/DART station west of Sallins (Measure RAIL6). This will definitely alleviate many teething issues with regard to this station and improve the health and safety of Naas commuters.	Noted. It is intended to progress DART+ projects as currently defined with a number of new stations such as Heuston West and Spencer Dock and deliver additional stations as separate projects. No change required
				More information on the timeline and scope of these projects should be presented in the plan. For instance, if these improvements will be separate projects or be delivered in conjunction with new stations at Cabra, Heuston West, etc.	
505	Public Transport	RAIL6 – New Rail Stations	NTA-C5-505	An extensive study carried out by Athlone Institute of Technology on the potential of a new railway station between Enfield and Mullingar in 2007 found that such a move would be very viable and would have widespread public support. It is an objective of the new County Meath Development Plan that Hill of Down station be reopened and a park and ride facility be provided there.	Noted. New stations are provided for under Measure RAIL6. No change required.
506	Public Transport	RAIL6 – New Rail Stations	NTA-C5-506	A new station should be provided at Kylemore/Ballyfermot at the same time as DART+ West	Noted. It is intended to progress DART+ projects as currently defined with a number of new stations such as Heuston West and Spencer Dock and deliver additional stations as separate projects. No change required
752			NTA-C5-752		

670			NTA-C5-670		
513	Public Transport	RAIL6 – New Rail Stations	NTA-C5-513	Train stations are needed at Bettystown and Mornington.	Noted. Covered under Measure RAIL6. No change required.
516	Public Transport	RAIL6 – New Rail Stations	NTA-C5-516	Train stations needed at Bettystown and Mornington	Noted. Covered under Measure RAIL6. No change required.
541	Public Transport	RAIL6 – New Rail Stations	NTA-C5-541	I would like to raise the possibility of re-opening the Hill of Down station as this could facilitate Ballivor and a large hinterland.	Noted. Covered under Measure RAIL6. No change required.
886	Public Transport	RAIL6 – New Rail Stations	NTA-C5-886	Support for New Stations at Dunleer and North Drogheda	Noted. Covered under Measure RAIL6. No change required.
779	Public Transport	RAIL6 – New Rail Stations	NTA-C5-779	The Dart+ SouthWest is very welcome, but we feel that the Cabra station should be included in the first phase of delivery to service the growing population in Cabra. With Cabra Station less than 10mins from TU Dublin this would serve the new population of Students and Staff working in the Campus, currently 12K but will grow to 20K	Noted. It is intended to progress DART+ projects as currently defined with a number of new stations such as Heuston West and Spencer Dock and deliver additional stations as separate projects. No change required
789	Public Transport	RAIL6 – New Rail Stations	NTA-C5-789	A clear statement and policy should be promulgated in regard to the provision of new stations with due consideration being taken of the proximity to existing stations, the effect on journey time for existing users, the effect on rolling stock and driver resources and the effect on track capacity.	Noted. Covered under Measure RAIL6. No change required.
789	Public Transport	RAIL6 – New Rail Stations	NTA-C5-789	Moving Docklands station to Spencer Dock would be a retrograde step as the Spencer Dock site is constrained and offers only marginally improved interchange with LUAS for onward travel to the Point or to double back towards the city centre which for the most part would be more easily reached by Metro via Glasnevin or for Kildare line commuters via Heuston and LUAS.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
742	Public Transport	RAIL6 – New Rail Stations	NTA-C5-742	provide an additional station on the North Side of Drogheda	Noted. Covered under Measure RAIL6. No change required.
				Provide an additional station at Colp to serve the South side of Drogheda	
698	Public Transport	RAIL6 – New Rail Stations	NTA-C5-698	DART expansion ought to include provision of new stations along western line out of the city centre at Heuston West, Inchicore & Ballyfermot	Noted. It is intended to progress DART+ projects as currently defined with a number of new stations such as Heuston West and Spencer Dock and deliver additional stations as separate projects. No change required

603	Public Transport	RAIL6 – New Rail Stations	NTA-C5-603	raise is the possibility of re-opening the Hill of Down station as this could facilitate a Ballivor and a large hinterland.	Noted. Covered under Measure RAIL6. No change required.
494	Public Transport	RAIL6 – New Rail Stations	NTA-C5-494	The area around Croke Park/Clonliffe/Ballybough/East Drumondra is already a heavily densified residential area and while a DART startion at Drumondra station is welcomed, it is 1km from Croke Park and thus not very practical for those living close to the stadium	Noted. It is intended to progress DART+ projects as currently defined with a number of new stations such as Heuston West and Spencer Dock and deliver additional stations as separate projects. No change required
				There is the case to be made for the highly useful nature of the station on match days/concert days and importantly with the new large scale housing development on the Holy Cross site on Clonliffe Road, there will be 1000s more people living within a few minutes walk of a potential Croke Park station.	
des			RAIL7 – Station Upgrades		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
740	Public Transport	RAIL7 – Station Upgrades	NTA-C5-740	Develop concessionary stands at commuting stations for newspapers / coffee etc	Noted. Covered under RAIL7
ail			regional and intercity rail		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
877	Public Transport	regional and intercity rail	NTA-C5-877	SECTION 12.4.11 Regional and Intercity Services, p.150	Noted. Include specific reference to SE Line
				REVISE TO:	
				The NTA will support the delivery of improved regional and intercity services to enhance	
				connectivity within and to the GDA. The improvement of frequency and capacity of services will	
				help to promote public transport usage between settlements within the GDA as well as	

				improving access to the GDA from the regions. The NTA will continue to work with Irish Rail to	
				make improvements to services within the region.	
				As part of these improvements, the NTA, in conjunction with Irish Rail, will undertake an	
				assessment of the need for further infrastructural enhancements on the Northern and Rosslare	
				Lines to facilitate the combination of intercity and commuter services on these lines. A study of	
				potential passing and overtaking opportunities between Greystones and Pearse station will be	
				performed to investigate enhancing train service capacity and journey speed, including the use	
				of double tracking between Greystones and Bray	
257	Public Transport	regional and intercity rail	NTA-C5-257	While it may be outside the scope of the current study, DublinTown would add its voice to the calls for the	Noted. The Transport Strategy's rail proposals sit within the nationwide strategy for rail investment. No change required.
				connection of the State's five largest urban centres by high speed rail and also the inclusion of Belfast within this	
				network.	
762	Public Transport	regional and intercity rail	NTA-C5-762	it is welcomed by Iarnród Éireann that the Draft Strategy confirmed that NTA will support the delivery of improved regional and intercity services to enhance connectivity within and to the GDA, with Measure RAIL5 noting it [the NTA] "will continue to work with Irish Rail to improve regional and intercity services which will benefit connectivity within and to the GDA."	Noted. No change required
737	Public Transport	regional and intercity rail	NTA-C5-737	the Council would support any project that would enhance the level of services and improve	Noted. No change required
				connectivity including investment in the Dublin-Belfast inter-city service.	
ity			Safety and Security		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
266	Public Transport	Safety and Security	NTA-C5-266	the provision and extension of security personnel across the entire public transport fleet is crucial as female passengers and staff themselves have cited security as a major barrier	Noted. Covered under Measure RAIL9

889	Public Transport	Safety and Security	NTA-C5-889	Safety on public transport must be a priority, with adequate security on the all routes, in stations and with well-lit, secure access to public transport stations.	Noted. Covered under Measure RAIL9
886	Public Transport	Safety and Security	NTA-C5-886	The verbal and physical abuse suffered by passengers can be a significant deterrent to commuters from using the service. This needs to be addressed and requires a strategic approach and detailed action plan to ensure the public continue to have confidence and feel secure in using the service.	Noted. Covered under Measure RAIL9
812	Public Transport	Safety and Security	NTA-C5-812	The Gardai have the powers they need to arrest people breaking the law. Please could they use them and police public transport properly.	Noted. Covered under Measure RAIL9
869	Public Transport	Safety and Security	NTA-C5-869	Need for greater security on PT.	Noted. Covered under Measure RAIL9 and RAIL7
				Also need to provide facilities for passengers - toilets at stations etc.	
796	Public Transport	Safety and Security	NTA-C5-796	The GDA transport network must be viewed as safe and secure for inhabitants, workers, students, visitors, and tourists at all times of the day.	Noted. Covered under Measure RAIL9
374	Public Transport	Safety and Security	NTA-C5-374	Kilbarrack Station appears to have security staff assigned to it on a regular basis, but it seems like a temporary measure. A more definite plan to address long term security.	Noted. Covered under Measure RAIL9
ncy			Service efficiency		
ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
62	Public Transport	Service efficiency	NTA-C5-62	The NTA need to consider running dedicated Luas Trams from the Point station to terminate at Heuston Station given the overcrowding of the trains at peak travel/ commuter times and to avoid sending empty trains out of the city after they pass Heuston.	Noted. This is an operational matter. No change required
838	Public Transport	Service efficiency	NTA-C5-838	Design a network providing transport services apart from congestion/peak times	Noted. The transport strategy and the projects currently being pursued by the NTA will deliver higher frequencies throughout the day.
nes			Timelines		

ion	Category	Topic	Submission	Submission Summary	NTA Deliberations
11	Public Transport	Timelines	NTA-C5-11	The timeline for the expansion of heavy rail is too slow and should happen before 2042	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
12	Public Transport	Timelines	NTA-C5-12	The Strategy timelines should be more ambitious, notably in relation to proposed Luas llines	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
889			NTA-C5-889		
874			NTA-C5-874		
15			NTA-C5-15	A national rail and bus public transport system is crucial to achieving the rapid transition	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				we urgently need. People Before Profit calls for a much faster and more comprehensive	
334			NTA-C5-334	development of a national public transport infrastructure. In our recent Budget 2022	
				document we included a costed demand to make public transport free immediately and	
				to add substantial public transport capacity. People Before Profit calls for a much faster and more comprehensive	
				development of a national public transport infrastructure.	
19	Public Transport	Timelines	NTA-C5-19	I am deeply disappointed to again see major rail and light rail projects kicked further down the road.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
330	Public Transport	Timelines	NTA-C5-330		
				I believe the NTA need to revisit the timetable for these major public transport projects and seek the resources from the government to deliver these projects in a quicker timeframe.	
20	Public Transport	Timelines	NTA-C5-20	This transport strategy will only serve to provoke public ire and the lack of near-term ambition displayed will serve to undermine Dublin's future growth in both economic and social terms.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of

					uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				Other areas such as poor outcomes on climate impact and overspends on infrastructure plans dating back, in some cases, for decades, also serve to damage or destroy public faith/confidence in ever achieving the goals in this strategy.	
				long stalled projects need to be advanced in the short to medium term, and existing projects sped up. While this does reflect some impatience on the part of the public, I feel it is required to undo some of the lack of investment characterising the austerity period post-2007.	
31	Public Transport	Timelines	NTA-C5-31	Shocking, how can something that gets planning permission in 2022 take 20 years to build? In 2018 they said it could be done in 7. The can just can't be kicked down the road again.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
33	Public Transport	Timelines	NTA-C5-33	this draft strategy has delayed Dublin and Ireland's public transport agenda back by at least 20 years. This strategy should offer ambitious but achievable targets for the development of new and expanded public transport services across the capital such that additional capacity is offered before existing sytems are at, or over- capacity.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
34	Public Transport	Timelines	NTA-C5-34	Rail infrastructure like the Metrolink, the Dart Underground need to be rapidly fast-tracked as they will allow radical densification in parts of the city, which is desperately needed to reduce the carbon emissions of population growth.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
48	Public Transport	Timelines	NTA-C5-48	I have to say chapter 12 is a terrible piece of work. It is so outrageously vague and gives no timelines on when and how these mass rail projects are going to be delivered.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
48	Public Transport	Timelines	NTA-C5-48	The three stop extension to the red line and the four stop extension to the green line shouldnt take this much tim	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
67	Public Transport	Timelines	NTA-C5-67	Given that this plan identifies Finglas as worthy of a Luas line could there not be more urgency in putting in the preliminary work in 2021 in order to have the line opened no later than 2025?	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				The Maynooth line is a case in point, trains were way over-capacity in 2019 prior to the pandemic which is how they will be again in another 2 years as we recover from the pandemic and the population continues to rise. Hard-pressed commuters on this line need to see the construction hoardings and scaffolding rise very soon on this line to upgrade it to DART standard. Again, preliminary	

				work should start on this now with delivery of the project as soon as possible in the 2020s.	
				We would all gain so much if DART+ tunnel was given greater priority in the plan.	
				We need to see MetroLink under construction by 2024 with completion by 2030 at the very least.	
146	Public Transport	Timelines	NTA-C5-146	8 new proposed Luas lines (post 2042) should be brought forward to be constructed in the 2030's.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				Design and public consultation should get underway in the next few years.	
146	Public Transport	Timelines	NTA-C5-146	Construction of the Extension of DART to Sallins/Naas, should begin immediately after DART has been built out to Hazelhatch Celbridge	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
148	Public Transport	Timelines	NTA-C5-148	Please bring forward the Metrolink project to its previous timeline, continue with the expansion of the Dart and starting the process of creating new Luas lines.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
250	Public Transport	Timelines	NTA-C5-250	The provision of automated underground and overground light rail needs to commence now rather than after 2042.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
890	Public Transport	Timelines	NTA-C5-890	The strategy for rail and light rail seems to say the least, very long-fingered, with a vague completion date of 2042 for a light rail line (not heavy DART rail line) to Dublin Airport	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
868	Public Transport	Timelines	NTA-C5-868	The public transport options should be accelerated and put in place urgently.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level

795	Public Transport	Timelines	NTA-C5-795		of investment available in the National Development Plan. No change required
842	Public Transport	Timelines	NTA-C5-842	In general I think the strategies that are being put into place are great but the changes need to be made much faster. 2040 is too late if all these changes are to make impact at all.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
859	Public Transport	Timelines	NTA-C5-859	The Draft Transport Strategy's public transport developments are unambitious particularly in relation to rail development in the Greater Dublin Area over the next 20 years.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
822	Public Transport	Timelines	NTA-C5-822	To fulfil the Travel Plan targets and continue to meet future demand to enable more people to access the Campus by sustainable means, the GDA Transport Strategy needs to incorporate a step-change in the delivery of public transport frequency, capacity and connectivity to and from the Campus. This is essential to meet future demand for Ireland's largest and fastest growing University and provide Campus accessibility across the GDA area.	Noted. The transport strategy will deliver this step change through BusConnects, DART+ and a potential Luas line to UCD. In addition, it is the view of the NTA - supported by the transport strategy - that many third level students should be in a position to walk and cycle to college through the provision of accommodation within or close to college campuses, complimented by the implemetation of the GDA cycle network.
804	Public Transport	Timelines	NTA-C5-804	It should be obvious to all of us that the scattergun approach to delivering long-promised public transport projects cannot continue. Without a serious commitment to delivering rail projects within a reasonable timeframe, we will continue to struggle in creating a city where more people feel safe and empowered to walk, cycle and rely on public transportation.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
791	Public Transport	Timelines	NTA-C5-791	The timeline for delivery is not quick enough.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				need bigger design teams to keep projects on schedule.	
				notably Finglas Luas needs to proceed quicker.	
795	Public Transport	Timelines	NTA-C5-795	I ask that the NTA show more ambition by committing to delivering the following projects as soon as possible, and certainly by 2042:	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				DART+ Tunnel	
				Metro South	
				Orbital Luas	
				Luas Poolbeg	

257	Public Transport	Timelines	NTA-C5-257	there is much within the plan that is welcomed by DublinTown,albeit that we propose consolidated delivery time periods.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				The Luas has proven to be immensely popular amongst commuters able to access it. DublinTown calls for the	
				acceleration of additions to the Luas network including those extensions currently proposed for after 2042. These	
				extensions are required if we wish to encourage people out of cars and onto the public transport network. Engaging	
				the large residential populations of Blanchardstown and Tyrrellstown into the Luas network will greatly increase	
				mobility options for those living there. However, it is somewhat meaningless to say that this infrastructure will be	
				delivered sometime after 2042. To have any credibility these timescales must be consolidated. Similarly, the rail line	
				to Navan, the reopening off which has been discussed for a very long time, must be given a realistic timeline for	
				completion.	
771	Public Transport	Timelines	NTA-C5-771	The long timelines are extremely problematic for development, particularly in Swords.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				Much of the phasing of development in the town is predicated on the delivery of Metrolink.	
				Either the project needs to be brought forward of transition provision, perhaps using the Port Tunnel, needs to be stepped up to allow active travel improvments and other development to progress.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
760	Public Transport	Timelines	NTA-C5-760	There needs to be a greater emphasis on public transport. The timelines for projects such as the Metrolink, Navan Rail Line and the Dart need to be accelerated and prioritised	
756	Public Transport	Timelines	NTA-C5-756	This plan is full of ambitious sounding goals, but light on the commitment to invest in necessary infrastructure immediately.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				Heavy rail is the highest capacity transport option and all parts of Dart+, including the Dart+ Tunnel interconnector, and Metrolink should be committed to, tendered and started within the next two years. The planning has already been done, and the environment and city cannot wait twenty more years for basic reliable rail transport, much of which was proposed along fifty years ago. Postponing the Dart Tunnel option for ten or twenty more years hampers the growth of passenger ridership in Dublin.	

667	Public Transport	Timelines	NTA-C5-667	Only two phases of infrastructure projects are listed. The NTA should strengthen the	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				measures by providing commit dates for the implementation of infrastructure	
750	Public Transport	Timelines	NTA-C5-750	The speed of the role-out of more luas services is too slow and needs to be urgently increased. A number of the post 2042 plans need to be brought forward with the aim of being operational in the next 10-15 years. The Finglas, Poolbeg and Lucan phases also need more ambitious timelines with an aim to be operational by the end of this decade at the very latest. If the 2030 emission targets that have been set under the Climate Action Bill are to be achieved, then the role-out of new public transport services like the Luas need to be prioritised and with more ambitious and stricter completion targets.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
838	Public Transport	Timelines	NTA-C5-838	Instead of accelerating public transport investment, the Strategy essentially justifies continued delays and postponements.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
706	Public Transport	Timelines	NTA-C5-706	We need Dart Underground, the Navan railway link, the Western Railway corridor, MetroLink, the Donegal railway link (perhaps via Cavan and Navan's rail line) and the Dart Plus project fully delivered within this decade	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				The Luas extensions to Lucan, Finglas, Poolbeg and Bray need to be prioritised, planned, and delivered within the next 10 years.	
698	Public Transport	Timelines	NTA-C5-698	Delivery of Metro for Dublin needs to be expedited, both Metro North, other prospective routes (West/South-West) & upgrade of Luas Green Line to Metro status	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
				Bus Connects roll-out ought to be expedited.	
693	Public Transport	Timelines	NTA-C5-693	We cannot wait til 2042 for upgrades to the Luas and the start on the Metro. These have to begin earlier. We need the Dart+ tunnel and the green line upgrade to the Metro. Please prioritise.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
480	Public Transport	Timelines	NTA-C5-480	Trinity is frustrated at the delays in big transport projects to date e.g. Metro Link and light rail extensions. Trinity would welcome high capacity rail infrastructure between Trinity, UCD, DCU and TUD.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
230	Public Transport	Timelines	NTA-C5-230	We cannot afford to wait years and decades when we will be all very old and our younger generations will grow as tired as ourselves of hearing about delayed or scrapped public transport projects for Dublin and Ireland. We must act now and prepare our country as it's population expands.	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
370	Public Transport	Timelines	NTA-C5-370	heavy rail and light rail projects will not start in the following 10 years. Is there a way to start the most important of them earlier?	Noted. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time

					taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
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Roads

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
455	13. Roads	congestion	NTA-C5-455	road and street network	Any exploration should be completed and reported on before any suggestion of additional high capacity on-road public transport such as extra LUAS lines are ‘cast in stone’ by statutory process. Congestion needs monitoring, including in cycle lanes and paths as micro-mobility choices and options grow, provision and adequacy may need adjustment.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. Monitoring of the road network occurs on an on-going basis and provision for alternatives to reduce the impact of congestion form the core part of the transport strategy. No change required.
502	13. Roads	congestion	NTA-C5-502	Road Congestion	the number of car trips is projected to fall by only a small amount (-1.8%) across the Greater Dublin Area. South West Dublin has poor public transport and the Strategy has no effective solutions. Accordingly, the predominance of cars can only persist and it is more likely than not that the number of car trips in South West Dublin is set to increase over the lifetime of the Strategy. But where will the cars go? As much of the existing road space is to be appropriated by BusConnects and cycling infrastructure, congestion can only get worse. For the immediate area around Wellington Lane, that road would be turned into a noisy, polluted parking lot, where neither buses nor cars would be able to move freely as motorists from Tallaght, Knocklyon etc., having no alternative means of moving about, would use Wellington Lane. Where have the additional fumes generated by all of these slow-moving vehicles been quantified? Where have the dis-benefits, such as time lost, fuel costs etc. been quantified?	The Transport Strategy is based on the provision of alternatives to the private car and on the overarching imperative to rebalance the transport system in favour of walking, cycling and public transport. Those with no choice but to use the car for various reasons will still be accommodated on the transport network. BusConnects, as part of a comprehensive package of measures to provide alternatives to the car, will accommodate unprecedented numbers of people in the GDA to choose not to use the car and, as such, the numbers of people affected by congestion is planned to reduce. The issue around Wellington Lane is a local matter which should not be dealt with at the level of a regional transport strategy. The Transport Strategy assumes a significant transition to low and zero emissions vehicles and is forecast to contribute to a 69% reduction in Co2 for example. Journey times overall are forecast to reduce as a result of the strategy and therefore time lost and increased fuel costs do not arise. No change required
796	13. Roads	Maintenance	NTA-C5-796	Poor State of Roads	All local authorities must continue improving road connectivity and road quality locally. Poorly maintained roads have a significant impact on competitiveness (e.g., journey times, capital overheads, etc) and is an additional	Noted. The transport strategy provides for the steady state maintenance of the transport system.

					cost to businesses at a local level. Surface quality impacts different categories of road users.	
737	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-737	Potential of Roads in Higher Tier Centres	While it is acknowledged that the greater proportion of public monies should deliver more efficient and environmentally friendly modes of transport, there also needs to be a wider cost benefit analysis of delivering key road projects in higher tier centres of regional importance particularly those that can demonstrate the achievement of three key principles of healthy place-making, climate action and economic opportunities. These three principles which underpin the Louth County Development Plan in turn realise the achievement of compact urban development, delivery of healthy communities, enhanced regional connectivity and a strong economy - all strategic objectives set out in the Regional Economic and Spatial Strategy.	Noted. No change required.
-57	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-57	Better maintained roads	Not wider road, better maintained roads	Noted. No change required.
332	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-332	Consistency with Climate Change	All road projects should be assessed for consistency with the reductions in climate emissions as required under the Climate Action and Low Carbon Development (Amendment) Act 2021 and the potential to undermine the economic viability of existing or proposed public transport, e.g., rail, including the Navan rail line	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
890	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-890	Status of Roads	road projects are to be reviewed, not cancelled	The Transport Strategy is a significant process for the review of transport policies and objectives in the GDA. As such, it reflects the outcome of a review. No change required.
844	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-844	Support for approach to road development	The commitment to dropping planned road expansion, and to replacing inefficient roads with bypasses and local active-travel/public realm improvements, is extremely welcome. Drastically reducing direct accesses to the N/M11 stretch from Bray down to Wicklow and their replacement with multi-modal local access would likewise be very welcome.	Noted. The N11/M11 improvement scheme is included in the strategy. No change required
873	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-873	budget for road reallocation	Principle 5 calling for reallocation of road space within bypassed urban areas to sustainable transport and/or public realm improvements for future road schemes is welcomed. It is imperative that the budget is allocated from the outset to allow the provision of these improvements in tandem with the provision of the road scheme	Comment in support of strategy measure is noted. The manner in which it is implemented is a matter for each individual scheme. No change required.
813	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-813	Prioritise PT over road building	Stop building and widening roads to accommodate private motor traffic - e.g. N3 to N4 connection. Induced demand will only soak up any new capacity. Instead invest in public transport links and cycling and walking routes.	Noted. No change required.
843	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-843	Roads construction must cease.	Roads construction must cease.	Noted. No change required

856	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-856	utilise existing road space for pt and active modes	Rapid delivery is a further reason for emphasising the reallocation of road space. The Strategy should prioritise designs which can be implemented within current road alignments or with minimal additional land and should implement them on the basis of trials with subsequent approval and amendment to be based on consideration of the results of the trial also ensure all utilities are implmented together.	Noted. However, the reallocation of space within the existing carriageway is not always easy to deliver rapidly.
820	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-820	Reduce Car Capacity	Any road upgrade projects within the urban areas in the GDA should be mandated to reduce capacity for private cars under the strategy.	Noted. The strategy places emphasis on the Road User Hierarchy in the development of all schemes.
799	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-799	strengthen language	MEASURE ROAD1 “5. That where a road scheme comprises an urban bypass, measures must be proposed and implemented to reallocate road space within the bypassed area to sustainable transport and/or public realm improvements;” This statement should be strengthened. It is well established that bypasses which do not actively prevent through-traffic on the bypassed street simply increase the overall road capacity and lead to more congestion. Therefore, this point should be amended to require that bypassed routes in villages, towns and cities are made impermeable to motor vehicles (except in certain circumstances, e.g. bus gates for public transport) as a condition of the construction of the bypass.	Noted. Such a management regime for those wishing to traverse settlements, while applicable in some cases, and dependent on local considerations, would not be appropriate for universal application via a transport strategy measure. No change required.
781	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-781	general comments	no new roads should be built unless they are for public transport routes current roads should be looked at for usage and damage. more roads should be brought under speed control and more traffic calming measures used. where possible roads that are used as short cuts should have the short cuts removed when utilitie companies dig up roads they should be forced to reinstate the road properly. potholes affect everyone including cyclists and pedestrians and a national program should be set up to remove them	Noted. The transport strategy contains measures addressing the traffic managemnet issues. Additional text on road maintenance can be included. National programmes are beyond the remit of the transport strategy to establish
788	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-788	Grade separation of urban roads	The need for over-and under-passes to separate local and through traffic on main archways has not been comprehensively identified and addressed. Addressing this would significantly alter travel time and reduce stress	Noted. This approach to traffic management would have a significant adverse impact on the urban environment. No change required.
792	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-792	Junction design	Don't allow cars to turn left from bus lanes	Noted. BusConnects designs provide for this measure. Outisde these core corridors, it will be a matter for local traffic management.No change required.

-21	13. Roads	ROAD10 – Urban Roads and Streets	NTA-C5-21	More needed on urban roads	Dublin needs a real strategy in which the city centre is treated as more than a rat run. Bus gates, one way systems and other filtered permeability measures need to be put in place, combined with a real strategy for where private car traffic should enter and travel through the city. Cars needing to get from one side of the city to the other need to be directed to ring roads and limited car priority zones, and the city centre and the Liffey waterfront need to be reclaimed for people, not treated as a motorway.	Noted. This will be address in the City Centre Transport Plan being undertaken by DCC and NTA.
698	13. Roads	ROAD10 – Urban Roads and Streets	NTA-C5-698	restrict access to city	It should be difficult for people to drive their car in the City Centre, and we ought to be explicit about this. We need to disincentivise car travel There should be no multi-lane roads in the heart of the City Centre (Dame Street & Patrick/High Streets especially egregious examples) Cars should be restricted from a greater variety of streets, to support re-allocation of road-space for active travel	Noted. This will be address in the City Centre Transport Plan being undertaken by DCC and NTA.
578	13. Roads	ROAD10 – Urban Roads and Streets	NTA-C5-578	Traffic Calming Terenure Road West	To improve the road for both pedestrians and cyclists consideration should be given to a one-way loop system incorporating Fortfield Road. This has been very successful in other suburbs such as monkstown prioritising pedestrians and cyclists over cars. Also serious consideration needs to be given to traffic calming measures on the road. It is unbelievable how there are absolutely no speeds signs indicating a car's speed or any signage at all relating to the required speed on the road with a large primary school on the road. On occasion i have seen cars traveling at 80KM an hour on this road which is absolutely an accident waiting to happen.	Noted. This is a local matter dealt with more appropriately outside the remit of the regional transport strategy. No change required
783	13. Roads	ROAD10 – Urban Roads and Streets	NTA-C5-783	Place making and LTNs	We note the broad ‘place making’ proposals in Chapter 13.6, in relation to Urban Roads and Streets, but would like to see this associated with the ‘Low Traffic Neighbourhoods’ outlined in 14.6, and in particular the reduction/removal of rat runs.	Noted. The strategy contains a broad suite of traffic management measures which are complementary to each other and which can be applied to varying degrees, in combination, depending on local circumstances. No change required.
524	13. Roads	ROAD2 - National Roads Requirements	NTA-C5-524	National Roads & Local Function	A number of Roads policies seem to imply that National Primary routes are not for local Wicklow traffic. The N11 is not just a road to get from Dublin to Rosslare, it is to provide for traffic generated in Wicklow and between Wicklow places. This especially is the case where as an N, rather than an M road, there is no alternative route. The only alternative route in the Greystones area is the R761 road which is overcrowded, has many residential properties, pedestrians, cyclists and is not very suitable for HGVs.	Noted. While the strategic function of national roads is paramount, the NTA acknowledge that they also perform a more localised function. No change required.
824	13. Roads	ROAD2 - National Roads Requirements	NTA-C5-824	Declassify the N31	I do not believe that the N31 is an appropriate national road. I suggest that the N31 designation be retired	Noted. This is an operational matter most appropriately dealt with outside the strategy. No change required
798	13. Roads	ROAD2 - National Roads Requirements	NTA-C5-798	N11 and Brexit	N11 Upgrade is made even more urgent by Brexit and increase in Goods movement into Rosslare	Noted. The N11/M11 improvement scheme is included in the strategy. No change required

650	13. Roads	ROAD2 - National Roads Requirements	NTA-C5-650	support n3 upgrade	<p>i support the n3 clonee littlepace castaheany m50 upgrade that has been mentioned by fingal, nta,transport infrastructure ireland, dept of transport and the NDP and various dublin 15 cllrs, senators and TDs</p> <p>this upgrade comes with significant junction upgrades throughout its route to make it safer for all</p> <p>TII owns the littlepace junction and roads there so can the nta ask them to make the a continuous yellow light for those turning left into the littlepace road when coming off the n3 slip road. this will ease congestion as majority of people coming off (evidence was provided by local cllr who did state that cars turning left at both slip roads make the majority than those going straight on) that sliproad are entering littlpace, this was discussed in fingal but tii own the road so fingal cant do anything.</p> <p>there are 2 lanes on that sliproad and one can be left turn only into littlepace road meaning a yellow light will work there and the same thing for turning left from littlepace road onto the r147 navan road. the 70 and 270 bus turn left into littlepace and turn left going out of littlepace so a continuous yellow light will work and it will speed up journey times on those bus routes.</p>	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
869	13. Roads	ROAD3 – National Roads Projects	NTA-C5-869	support removal of eastern bypass - but maintain existing arrangements (R131)	support removal of eastern bypass - but maintain existing arrangements (R131)	Noted. No change required.
708	13. Roads	ROAD3 – National Roads Projects	NTA-C5-708	N3-N4 link	St Catherine’s Park - I wish that under no circumstances should a road be considered through St Catherine’s Park in The North Kildare/Lucan area. It is a hugely important regional park and any plans for a road here should be immediately dismissed.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
642	13. Roads	ROAD3 – National Roads Projects	NTA-C5-642	support for road schemes	<p>1 - N3 Clonee/Castaheany to M50 Upgrade - this road has received funding and is also mentioned in the national development plan and in the NTA study, i SUPPORT this road upgrade and hope to see the NTA working with fingal cllrs in the blanchardstown area.</p> <p>2 - Littlepace Bridge Towards Damastown - i SUPPORT this bridge and want to see this constructed. This is similar to the snugborough bridge that is being constructed right now.</p> <p>3 - N4 Lexilip to N3 ongar/castaheany - i SUPPORT this upgrade and this has also been given funding in the 2022 published document from the department of transport.</p> <p>4 - NTA mention a new road near cherryhound and tyrrelstown and i SUPPORT this also.</p> <p>With the threat of closing the following crossings: ashtown,</p>	Noted. No change required.

					barberstown, porterstown, coolmine, clonsilla, blakestown - this area needs all the significant road upgrades we can get to make commutes safer for everyone.	
492	13. Roads	ROAD3 – National Roads Projects	NTA-C5-492	Support for N3 Scheme	NTA should encourage and work with Fingal COCO regarding the n3 clonee to m50 plans	Noted. The NTA work closely with the local authorities on transport and planning matters.
492	13. Roads	ROAD3 – National Roads Projects	NTA-C5-492	N3 Bridge	Leave the current n3 bridge ALONE please!	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
151	13. Roads	ROAD3 – National Roads Projects	NTA-C5-151	Dublin Tunnel	Recommendation that Dublin Tunnel be made a free flow route into the City for general vehicular traffic	Noted. The Tunnel is a free flow route for general vehicular traffic. The toll is there to discourage motorists from driving into the city centre at peak times.
138	13. Roads	ROAD3 – National Roads Projects	NTA-C5-138	Additonal Road Investment	Request for additional road investment, including Nass to Drogheda outer route	Noted. The strategy provides for online improvements for this corridor, not an additional major route.
138	13. Roads	ROAD3 – National Roads Projects	NTA-C5-138	Upgrrrade Strategic Road to Airport	Upgrade roads between J4 and Airport to provide and additional western entrance	Noted. Section 9.3 refers to western access to Dublin Airport. No change required.
332	13. Roads	ROAD3 – National Roads Projects	NTA-C5-332	Clarification of Schemes	In comparing the inclusion of road projects identified in Chapter 13, with projects under Table 8.4 of the RSES, it should be clarified if the following projects are intended for inclusion; <ul style="list-style-type: none"> o Osberstown Interchange and Sallins Bypass. o M4 Maynooth to Leixlip o N3 Clonee to M50 	Noted. The M4 and N3 are included in the text (13.3.2). Sallins bypass and interchange are complete. No change required.
381	13. Roads	ROAD3 – National Roads Projects	NTA-C5-381	New Motorway Interchange on M4	We suggest that the Transport Strategy would consider the potential for a new junction between the MWOR and the M4 to the west of Maynooth, enabling a secondary point of access for Maynooth for traffic on the M4.	Noted. The provision of additional interchanges on the national road network is a matter for the local authorities and TII. Such measures, however, may lead to increased attractiveness and use of the private car and as such, are not provided for in the transport strategy. No change required.
438	13. Roads	ROAD3 – National Roads Projects	NTA-C5-438	Clarify required on road projects set out in NDP	Strategy should provide clarity in respect of the N3 Clonee to M50 and M4 Leixlip to Maynooth projects which are also identified as key transport infrastructure investments for the metropolitan area in the RSES.	Noted. The M4 and N3 are included in the text (13.3.2)

332	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-332	Detail on EBP Reservation	The Assembly notes the decision by the NTA and Government not to proceed with the Eastern By Pass and given the inclusion of same in the Dublin City Development Plan and the Dún Laoghaire-Rathdown County Development Plan, requests the NTA to provide a detailed map of what lands along the former proposed route may now be considered for other purposes and what lands are still required for the Southern Port Route.	Noted. Measure ROAD4 has been updated to reflect the approach that will be taken more clearly. This matter will be addressed by the NTA, TII and the local authorities at the appropriate time after the transport strategy - and the associated removal of the Eastern Bypass - is approved.
-34	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-34	Revisit Eastern Bypass	Road infrastructure such as the Eastern Bypass should also be revisited and considered.	The Eastern Bypass has been revisited and considered and has been removed as a result.
822	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-822	Support for Eastern Bypass Removal	UCD would submit that the reserved lands within the UCD Belfield Campus and the footprint of the former Eastern Bypass reservation are developed in line with the aims of the UCD Campus Development & Travel Plans and that the transport approach is consistent with the holistic transport and development requirements of UCD. UCD would welcome early engagement with the NTA and TII in this regard.	Noted.
230	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-230	Support for Eastern Bypass	That the NTA reconsider dropping the Eastern Bypass from the draft plan to complete out a fully integrated M50 ring road for Dublin. This is ever so more important given that businesses are now utilizing Rosslare Port instead of Dublin Port to Holyhead, Wales for connectivity to mainland Europe.	Noted. The provision of a motorway through urban Dublin is no longer considered necessary from a transport planning and traffic management perspective or desirable from an environmental point of view. No change required.
793	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-793	Amend ROAD4	DLR welcomes the release of the lands which have long been reserved for the Eastern Bypass subject to undertaking an assessment of its potential use as a transport corridor accommodating sustainable transport modes. DLR would respectfully request that the text which states “from the Stillorgan Road to Sandyford” should be removed as it does not accord with the current proposed amendment to the Draft Plan which is presently on public display (Amendment 255 (and as shown on map 1,2,5 and 6) which requires that the full extent of the reservation to be subject to a study. In addition, DLR would respectfully request that Measure ROAD4 – Lands Reserved for the Eastern Bypass, be amended to more closely reflect the relevant part of Specific Local Objective 4 (Amendment 255) “a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This should include the consideration of sustainable transport, biodiversity and recreation projects.” This is required to reflect the function of DLR in terms of the determination of appropriate land use given the statutory function of the Planning Authority and the Elected members under the Planning and Development Act 2000 (as amended).	Noted. Change to strategy to be made as deemed appropriate.
783	13. Roads	ROAD4 – Lands Reserved for the Eastern Bypass	NTA-C5-783	Support	Welcomes proposed removal of EB corridor and re-use as sustainable transport corridor.	Noted.

437	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-437	Eastern Bypass and SPAR	ESB welcomes the updated assessments identifying that the scheme is no longer required. ESB note that a corridor reservation for the Southern Port Access Route (SPAR) will be retained. As a landowner on the Poolbeg peninsula ESB supports the delivery of the SPAR route option. Recommendation to release the lands for development as it removes potential constraints on the development of essential infrastructural projects	Noted. This matter will be addressed by the NTA, TII and the local authorities at the appropriate time after the transport strategy - and the associated removal of the Eastern Bypass - is approved.
524	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-524	Public Transport & South Port Access	I am concerned that the Eastern By pass omission inhibits access to the airport by buses and access to the Port by HGVs. The M50 will more congested especially as the Outer Orbital Route appears cancelled. As mentioned above access is needed for buses and HGVs from the N11 to the new South Port Access.	Noted. The provision of a motorway through urban Dublin is no longer considered necessary from a transport planning and traffic management perspective or desirable from an environmental point of view. No change required.
736	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-736	spar is time critical	The construction of the SPAR is time critical. This debate must address the following “is the Business and Tourism Services currently being delivered through Dublin Port going to remain a viable project.	Noted. The SPAR forms part of the transport strategy. No change required.
796	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-796	Support for SPAR	To support Dublin Port in scaling to full capacity by 2040, the GDA Transport Strategy must allow for the development of a Southern Port Access Route (SPAR) as a private road for port-related HGV traffic by Dublin Port itself. The construction of the SPAR is time critical and central to increasing port capacity. The GDA Transport Strategy and Government should provide for the possibility of the private SPAR road to subsequently be incorporated into a public SPAR if the project is approved and completed in due course.	Noted. The delivery of the SPAR is a matter for the public agencies, Dublin City Council, NTA, TII and Dublin Port. No change required.
776	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-776	Provide a time frame for delivery of the SPAR	Provide a time frame for delivery of the SPAR, that recognises the need for its early delivery to support the south bank Lo Lo operations, expanded capacity and wider developments envisaged by Dublin Port, in line with its 3FM project; and, Combine elements of the delivery of the SPAR and the Luas extension in to a single project to enable their early, integrated and cost effective delivery.	Noted. The delivery of the SPAR is a matter for the public agencies, Dublin City Council, NTA, TII and Dublin Port. The extension of Luas to Poolbeg is not provided for in the NDP and is not required to serve the residential element of the SDZ and tying it to the SPAR would delay the SPAR project and add significant cost burdens to its delivery. Furthermore the engineering feasibility of such a scheme has not been explored and such an assessment would also add significant delay. No change required.
410	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-410	Change Measure ROAD5	<p>Change Measure ROAD5 to:</p> <p>Dublin Port Company’s 3FM Project will deliver a new river crossing and road to link port lands on the south of the Liffey to port lands on the north of the Liffey and onwards to the Dublin Port Tunnel with the objective of taking port-related HGV traffic off the public road network within Dublin City.</p> <p>A reservation for this development should be included in the Dublin City Development Plan. The new bridge and road should be developed to a specification to allow the new route to be subsequently integrated by Dublin City Council into the local road network as a public road should that be warranted at a future date.</p>	Noted. The SPAR forms part of the transport strategy and is fully supported by the NTA and its delivery is a matter for the public agencies, Dublin City Council, NTA, TII and Dublin Port as key stakeholders in the project. Wording reviewed and amended as necessary.

410	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-410	Inconsistency of Measure ROAD5 with Strategy Road Principles	<p>Inconsistency with Principle 1: The identification of the SPAR as a public route implies that it would add significant road capacity for car trips. One likely effect of this would be to increase traffic in the increasingly constrained road network from Merrion Gates through Sandymount.</p> <p>Inconsistency with Principle 3: DPC believes that the combination of the enabling infrastructure for the Dublin Metropolitan Area Strategic Plan (notably the Dodder Bridge) and DPC's own active travel network (Appendix 1) provides an alternative solution to the car trip capacity which a public SPAR would deliver. Given that the SPAR is required for freight traffic, DPC's view is that its construction should proceed to meet this requirement in the first instance. Its possible subsequent opening as a public route could then be evaluated in future years.</p> <p>Inconsistency with Principle 4: DPC's proposed SPAR meets this requirement by making provision for a possible future LUAS line extension to the Poolbeg Peninsula and, in the wider context of the 3FM Project, by providing extensive (5km) active travel corridors throughout the Poolbeg Peninsula linking into a further 10km of active travel corridors being provided by DPC in the north port area (Appendix 1).</p> <p>Inconsistency with Principle 6: The reference to the Eastern Bypass in the draft wording of Measure Road 5 could be seen as suggesting that the public SPAR is, to some extent, intended to deliver a portion of the objectives of the Eastern Bypass. DPC's view is that the SPAR meets a separate and distinct need compared to the Eastern Bypass and that it would be better that Measure Road 5 made no reference to the Eastern Bypass.</p> <p>Inconsistency with Principle 7: A public SPAR would carry not only port-related freight traffic but would cater for car trips. As argued above, this additional capacity would create extra demand for car trips. Against this background, DPC believes that a public SPAR could diminish the Strategy Outcomes set out in Section 17 of the draft strategy. This, in turn, could support a planning argument against DPC's 3FM Project when it comes to be considered by An Bord Pleanála.</p> <p>DPC believes that this analysis warrants NTA's strategy</p>	Noted. This response is based on the definition of a public road as a road which is open to general traffic. That is not necessarily the case. The NTA has not been provided with any evidence that a Luas line would be feasible on the SPAR. Reference to Eastern Bypass is noted and an amendment will be considered.
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					adopting a conservative and safer approach in Measure Road 5 by facilitating DPC's development of the SPAR as a private road for port-related HGV traffic in the first instance.	
410	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-410	Delivery of SPAR	<p>By specifying that the SPAR will be delivered by Dublin City Council, with the support of TII and the NTA, the draft strategy creates a dependency on TII's project delivery capacity which cannot be relied on to deliver the SPAR in time to meet Dublin Port's needs.</p> <p>it is highly unlikely that a public SPAR could be delivered in time for DPC to complete construction of the 3FM Project by 2035 as planned.</p> <p>The SPAR can only be delivered on time if DPC is able to construct it as an integral part of the 3FM Project.</p>	Noted. The delivery of the SPAR is a matter for the public agencies, Dublin City Council, NTA, TII and Dublin Port and the mechanism for its delivery is not specified in the Transport Strategy.
438	13. Roads	ROAD5 – Southern Port Access Route	NTA-C5-438	Clarity on scheme	Given the identified need to include a reservation for the link road in the Dublin City Development Plan, the Strategy should provide further details to provide greater clarity and a fuller policy basis for the Southern Port Access Route. This may include a map showing the indicative extent of the required road consistent with Measure ROAD5	Noted. Measure ROAD4 has been updated to reflect the approach that will be taken more clearly. This matter will be addressed by the NTA, TII and the local authorities at the appropriate time after the transport strategy - and the associated removal of the Eastern Bypass - is approved.
405	13. Roads	ROAD6 – Catering for Orbital Movement in Leinster	NTA-C5-405	Online Improvements for Leinster Orbital	The Council request early engagement with the TII and NTA on this proposal which replaces the LOOR	Noted. No change required

737	13. Roads	ROAD6 – Catering for Orbital Movement in Leinster	NTA-C5-737	Measures to Address Congestion on M50 and Between Regional Centres	Louth County Council notes that the Leinster Orbital Route from Drogheda to Naas is not being progressed in light of the Government policy relating to reducing transport’s contribution to emissions. Whilst the reasons for this are acknowledged, it is critical that the Strategy includes measures to address the issue of congestion on the road network in the Region, particularly on the M50, as longer journey times’ result in a loss of competitiveness and higher costs for businesses. Consideration should therefore be given as to how investments in the road network can improve connectivity between the designated growth centres in the Eastern and Midlands Region whilst also removing non-Dublin bound traffic from the M50. There should be greater recognition generally for the role of Drogheda and Dundalk as regional growth centres and the interdependency of these centres on providing transport connections to other regions such as the north-west.	Noted. The transport strategy sets out the appropriate response to meeting forecast demand and climate change targets. While demand from County Louth into the GDA is fully accounted for, the NTA is bound by the DTA Act to provide a transport strategy for the GDA only. Drogheda (for the most part) and Dundalk are outside the GDA. No change required.
666	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-666	no n3-n4 link	An orbital route between N4 and N3 has been planned for many years with some proposals including destroying St Catherine's Park, a large public park north west of Lucan village. This must not be allowed to happen.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
642	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-642	support n3-n4 link	I want the NTA to keep pushing regarding the n4 leixlip to ongar n3 road. The road can still work without going near st catherines park, plenty of options available and as the NTA have said, this is necessary for not only connecting communities from dublin and kildare but to make it safer for road users when an accident has ocured and routes need diverting. Get on with this ASAP please.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
740	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-740	N3-N4 Link Road Route	Lucan Demesne/St Catherine’s Park in Leixlip is a much-valued amenity that connects people between Lucan and Leixlip. It is essential that the park remains intact and is not encroached on by any new road proposal. It is essential that another route be chosen for this road which has been removed from the Leixlip LAP and Kildare co co CDP. Broad consensus is to retain the park as is and not to plan for the imposition of an M50 relief road through it. The NTA should plan for better public transport links to ameliorate the pressure on the M50.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.
332	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-332	N3-N4 Link	NTA should encourage and work with fingal regarding the n3-n4 link road.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate,this option will be more appropriately addressed at that stage. No change required.

405	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-405	N3-N4 Link	The Council supports the inclusion of Measure Road 8 and welcomes the commitment that the NTA, in collaboration with TII and the relevant Local Authorities, will develop and construct an appropriate road link between the N3 and N4 national roads to improve resilience on the network.	Noted. No change required.
734	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-734	Protect Amenity Spaces in N3-N4 Corridor	There is already significant concern in the community regarding the current traffic issues in Strawberry Beds. To permit additional traffic flow in this area would attract major negative community reaction. If there must be a route selected, it should be one further west. Under no circumstances should the route go through the Liffey Valley and certainly not through the SAAO area.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
850	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-850	N3-N4 Link	While proposal to develop an interconnecting route between N3 and N4 are both welcome and overdue it is essential that this is positioned well outside the boundary of the Greater Dublin areas and well beyond the perimeters of Lucan and Dunboyne. This will avoid repeat of M50 scenario where traffic has to come into Environs of Greater Dublin to then make its way out again. Inter connector must be located through route which does not impinge on existing or future recreational areas. The route must intersect but not dissect the affected areas by drawing traffic out and away from affected and expanding residential areas to effectively deal with future as well as current needs of those of us in these areas.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
861	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-861	concerns on N3-N4 link	I have concerns about including the road link between the N3 and N4 as documented at Measure ROAD8 of the Draft Transport Strategy. In light of this, it is considered that it would be helpful to undertake a study a) to analyse the nature and extent of the risks posed by issues arising on the M50 between Junctions 6 and 7, and b) to consider the full range of options to respond to and mitigate those risks.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
666	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-666	no n3-n4 link	An orbital route between N4 and N3 has been planned for many years with some proposals including destroying St Catherine's Park, a large public park north west of Lucan village. This must not be allowed to happen.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
492	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-492	New Bridge over N3	. With the positives of this bridge, the NTA should work with Fingal COCO regarding a second bridge from the littlepace road to damastown.	Noted. The principles of road development will be applied to any road proposal in the GDA. No change required.
492	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-492	Build More Roads	ALL ROAD INFRASTRUCTURE SHALL BE ENCOURAGED as it benefits everyone!	Noted. No change required
526	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-526	Support Road Development Maynooth	The Western and Northern relief roads in Maynooth will open up potential for significant additional residential, commercial and business development supporting the needs of the metropolitan growth plan. These roads should support pedestrians, cycling, nature and a high quality of	Noted. No change required

					life and amenity and will help build new communities integrated into the town and the transport networks.	
492	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-492	Mill Road	Will Fingal CoCo and the nta reconsider opening up mill road under the n3 bridge so vehicles can enter connolly hospital. This road can be used the 38/38a.	Noted. This is a local matter that would be dealt with outside of the transport strategy process
740	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-740	Clane Congestion Following Sallins Bypass	While Sallins has had much needed relief brought about by the construction of the by-pass the new road lacks full cycle and pedestrian options which are both required. Additional traffic some of which is crossing from the M7 to the M4 is now causing congestion in Clane and on the Clane-Celbridge Road this requires both a study and a remedy.	Noted. The principles of road development will be applied to any road proposal in the GDA. No change required.
533	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-533	Objection to N3-N4 Link Road through Dublin 15	Any attempt to develop a new road link between the N3 and N4 national roads through the Dublin 15 area will generate significant objections, resistance and protest. Based on previous attempts, it is unlikely that Fingal County Council elected members will facilitate a road link between the N3 and N4 national roads that runs through the Dublin 15 area. The strategy should replace this proposed road and instead investigate alternative means using new technology, the rapid response of first responders and the M50 concessions depot to ensure adequate resilience along the section of the M50 between Junctions 6 and 7.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
384	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-384	Signal design	Improve design of traffic signals to improve flow of traffic, in particular mainline bus flows	Noted. Signal changes are considered a bus priority measure and will be examined as part of BusConnects and further investment. No change required
535	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-535	Objection to N3-N4 Link Road Affecting Open Space areas in Dublin West	8 out of 11 routes being considered for a new N3-N4 link road would affect vital green spaces including Porterstown Park, the Strawberry Beds and St Catherine's Park. The chosen route should go further west to avoid these areas. Ultimately, while this transport plan is to provide a backup for the M50, it should be strategically considered as an outer ring road for traffic to avoid the Dublin area while traversing from one national route to another and in this context a far more westerly route is surely preferable as a route for the future.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
698	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-698	Cycling and junctions (Ref. ROAD9, sub-point 5)	Each intersection ought to have cycling priority lights built into the junction's infrastructure.	Noted. This measure is being applied in the GDA as appropriate. No change required
381	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-381	Maynooth Western Orbital	<p>a coordinated road network expansion is required on the western side of Maynooth to facilitate the significant growth of the town as envisaged in the Regional Spatial and Economic Strategy.</p> <p>the Irish Rail proposals for the DART+ Depot to the west of Maynooth provide a road crossing over the railway further to the west of Jackson's Bridge. Whilst it is understood that this is proposed as a replacement to the existing L5041 across Jackson's Bridge which would be severed following construction of the railway, we would respectfully suggest that this crossing incorporates the future technical requirements of the Maynooth Western Orbital Road, so that it can serve as both the replacement of the L5041 and the future MWOR</p>	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.

					Accordingly, we would respectfully request that the finalised Transport Strategy would include an objective for the delivery of the Western Orbital Road for Maynooth in the short term.	
381	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-381	N3-N4 Link	Such a new road link would be best located between Maynooth and Dunboyne where suitable junctions can be provided on the M3 and M4 motorways. It can coincide with the proposed Submission to Proposed Variation no. 1 John Spain Associates Planning and Development Consultants 7 Maynooth Western Orbital Road at the southern end, and avail of the existing Dunboyne Bypass at the northern end. Thus, a single new road can serve multiple functions: a) Access to the Maynooth West Park & Ride site from the M4; b) A strategic regional link between the M4 and the M3 to complement the M50 with an outer orbital route for the Dublin Metropolitan Area; c) Local orbital route in Maynooth for access to the main growth zone to the west and north of the town.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
266	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-266	UPgrade of roads for sustainable modes	In maintaining and renewing any roads, it is imperative that includes the creation and upgrade of segregated cycling lanes and footpaths. All current roads within the GDA that do not have quality, safe, and most of all segregated active travel infrastructure must be upgraded in the short term to accommodate pedestrians and cyclists	Noted. Issue covered under ROAD1. No change required
539	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-539	Objection to N3-N4 Link Road through D15	8 out of 11 routes being considered by TII for a new N3-N4 link road going through D15 would affect our green spaces like Porterstown Park, The Strawberry BEDs and St Catherines Park. This area already has its fair share of noise and air pollution from the M50, N3 and N4. We do not see the necessity for this link road in our area.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
458	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-458	N3 N4 Link Road	if the link is too close to the city it will not maximise the potential for congestion reduction ring roads which are close to the city have the effect of encouraging an increase in population density inside the ring - the M50 is a good example of this - an increase in population density will add to congestion we need more open spaces and any road development which cuts down on access to open spaces is a poor option	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.

					for the people of West Dublin	
					in short we do not need another M50 running through West Dublin suburbs	
873	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-873	wording and emphasis of Road9	It would seem more appropriate if the recommendation that confirmation of consistency with the Transport Strategy is obtained from the NTA in advance of a road authority seeking development consent for a particular road scheme is a requirement rather than a recommendation.	Noted. While the NTA will continue to cooperate and coordinate with local authorities and make recommendations, including at planning consent stage, the local authority is the roads authority for their county or city and the NTA are not in a position to direct them in this regard.
405	13. Roads	Scheme Priority	NTA-C5-405	Road Scheme Priority	In relation to both Measure Road 6 and 8 the Council also would like more clarity on the priority of these schemes having regard to funding provided for in the National Development Plan 2021-30 and recent advice received from TII.	Noted. The prioritisation of road schemes is a matter for TII and the NDP. No change required
775	13. Roads	Scheme Priority	NTA-C5-775	palmerstown junction, griffeen ave roundabout scheme requirement	<p>The Palmerstown junction is a major issue for those using the N4 in an out of city direction in the evenings. The Lucan Planning Council sees this as a major omission in the free flow of traffic, and urges the NTA to take urgent steps to address this. The Newton plan includes a suggested solution which we would like to place on the table as a possibility which addresses local concerns.</p> <p>New housing developments in the greater Lucan area have inevitable consequences for road traffic, and we need another link to the N4 from Adamstown. The Hewlett-Packard road already exists as a private road, it could be used as a temporary measure under licence.</p> <p>Linking Blanchardstown via Intel is also possible. This would avoid having to build a major new bridge over the Liffey.</p> <p>The Griffeen Avenue roundabout just off the outer ring road (opposite Foxborough) needs major expansion. Its easy to achieve this now as the land beside it has been zoned for housing. This work is essential as its a major hold up for the entire Lucan South area. The solution is simple but it must be addressed now.</p>	Noted. The principles of road development will be applied to any road proposal in the GDA. No change required.
438	13. Roads	Statutory Oversight Roles	NTA-C5-438	Oversight Role of OPR	Chapter 13 would benefit from the inclusion of a further section or information about the oversight role of the Office in terms of its evaluation of development plans and local area plans for consistency with national and regional planning policy which extends to the Strategy	Noted. A greater degree of clarity has been provided via a new section 8.12 “Implementation of Measures to Integrate Transport and Land use Planning” and reference to the OPR in Chapter 19
751	13. Roads	Tolling	NTA-C5-751	Tolling and Fuel Economy	<p>Toll Plaza underwent a significant refurbishment in 2017 but there was no attempt to address the issue of buses having to stop at the Toll Plaza to proceed with their journey. This represents a significant cost as regard a fuel consumption for such vehicles.</p> <p>calculated that slowing down from cruising speed and starting up again over a 2km stretch uses 0.6 litres of extra fuel on each of our 2,000 trips a month – apart from the wear and tear cost.</p> <p>This translates to almost €2,000 per month and €24,000 per annum just for stopping to pay a toll electronically.</p>	Noted. This is an operational matter for TII and most appropriately dealt with outside the strategy. No change required

					With fuel costs currently increasing, this could be at least €30,000 for 2022.	
772	13. Roads	Tolling	NTA-C5-772	dynamic tolling on M50	The adoption of a fairer, and more dynamic method of tolling across the full length of the M50 might be a useful means of controlling traffic while increasing revenue to the State purse.	Noted, The Transport Strategy provides for the implementation of new tolling regimes on the M50 and will be subject to more detailed examination in due course.
788	13. Roads	Tolling	NTA-C5-788	M50 Toll	There is no provision for review of the positioning of the M50 toll. A Cost Benefit Analysis is overdue.	Noted, The Transport Strategy provides for the implementation of new tolling regimes on the M50 and will be subject to more detailed examination in due course.
778	13. Roads	Tolling	NTA-C5-778	tolling in strategy	There is no mention of a toll to access the city centre in a private (non delivery) vehicle. This should be changed. Consideration should be given to a blanket tolled access or alternatively to tolled access based on private vehicle weight or dimensions. This would incentivise use of public or sustainable transport and free up space for people, buses and deliveries	Noted, The Transport Strategy provides for the implementation of new demand management measures and will be subject to more detailed examination in due course.
381	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-381	Maynooth Western Orbital	<p>a coordinated road network expansion is required on the western side of Maynooth to facilitate the significant growth of the town as envisaged in the Regional Spatial and Economic Strategy.</p> <p>the Irish Rail proposals for the DART+ Depot to the west of Maynooth provide a road crossing over the railway further to the west of Jackson’s Bridge. Whilst it is understood that this is proposed as a replacement to the existing L5041 across Jackson’s Bridge which would be severed following construction of the railway, we would respectfully suggest that this crossing incorporates the future technical requirements of the Maynooth Western Orbital Road, so that it can serve as both the replacement of the L5041 and the future MWOR</p> <p>Accordingly, we would respectfully request that the finalised Transport Strategy would include an objective for the delivery of the Western Orbital Road for Maynooth in the short term.</p>	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
381	13. Roads	ROAD3 – National Roads Projects	NTA-C5-381	New Motorway Interchange on M4	We suggest that the Transport Strategy would consider the potential for a new junction between the MWOR and the M4 to the west of Maynooth, enabling a secondary point of access for Maynooth for traffic on the M4.	New access points to the M4 are a matter for TII and would have to be considered in the context of the need to encourage travel by sustainable modes.

458	13. Roads	ROAD9 – Regional and Local Roads Policy	NTA-C5-458	N3 N4 Link Road	<p>if the link is too close to the city it will not maximise the potential for congestion reduction</p> <p>ring roads which are close to the city have the effect of encouraging an increase in population density inside the ring - the M50 is a good example of this - an increase in population density will add to congestion</p> <p>we need more open spaces and any road development which cuts down on access to open spaces is a poor option for the people of West Dublin</p> <p>in short we do not need another M50 running through West Dublin suburbs</p>	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
332	13. Roads	ROAD1 – Principles of Road Development	NTA-C5-332	Consistency with Climate Change	All road projects should be assessed for consistency with the reductions in climate emissions as required under the Climate Action and Low Carbon Development (Amendment) Act 2021 and the potential to undermine the economic viability of existing or proposed public transport, e.g., rail, including the Navan rail line	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
332	13. Roads	ROAD8 – Emergency Diversion Routes	NTA-C5-332	N3-N4 Link	NTA should encourage and work with fingal regarding the n3-n4 link road.	Noted. As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, this option will be more appropriately addressed at that stage. No change required.
455	13. Roads	congestion	NTA-C5-455	road and street network	<p>Any exploration should be completed and reported on before any suggestion of additional high capacity on-road public transport such as extra LUAS lines are 'cast in stone' by statutory process.</p> <p>Congestion needs monitoring, including in cycle lanes and paths as micro-mobility choices and options grow, provision and adequacy may need adjustment.</p>	<p>As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage.</p> <p>Monitoring of the road network occurs on an on-going basis and provision for alternatives to reduce the impact of congestion form the core part of the transport strategy.</p> <p>No change required.</p>

14. Traffic Management and Travel Options

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
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-54	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-54	Maximum Parking Standards	In new developments, please ensure that local authorities never use minima parking standards	Noted. Transport Strategy provides for maxima only and the local authorities in the GDA apply this. No change required
266	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-266	EV incentives	the strategy must explore other measures to make the purchase of EVs more appealing, such as adopting incentives used in Norway including no road tolls and free parking in some areas	Further EV incentives are a matter for the Government and outside the scope of the transport strategy. No change required.
661	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-661	Additional E charge points	Additonal E charging required	Noted. This matter is beyond the remit of the strategy but is supported.
-55	14. Traffic Management and Travel Options	TM6 – Car Free Zones	NTA-C5-55	Support for car-free zones	Another great idea for improving infrastructure in general is to introduce car-free lanes	Roadspace alloacted for the sole use of buses, Taxis and bikes comprise car-free lanes. No change required.
201	14. Traffic Management and Travel Options	Car Idling	NTA-C5-201	Car Idling	Car idling should not be tolerated, especially at school gates and sporting facilities. An awareness campaign and fines are required.	Noted. The strategy provides for Green Schools Travel. No change required.
387	14. Traffic Management and Travel Options	Low Emission Zones	NTA-C5-387	Low Emission Zones	An additional measure that could be considered as part of this strategy is a low emission zone. Implementing a low emission zone in Dublin in conjunction with expansion of public and active transportation and supporting EV uptake could yield substantial improvements in air quality and consequently population health. Of note, there has recently been an exceedance of nitrogen dioxide (NO2), a predominantly transport related air pollutant, in Dublin, which further adds to the urgency of these measures from a public health perspective.	Noted. This matter is most appropriately dealt with in County / City Development Plans. The trasnport strategy does not preclude this but could benefit from reference to this measure.
-62	14. Traffic Management and Travel Options	Staggered start times	NTA-C5-62	Staggered start times	Consider a feasibility Study into staggered start times for School/ offices/ colleges to distribute traffic patterns over the morning peak	Noted. This matter would be most effectively managed at the local level and would be outside the remit of the NTA. No change required.
488	14. Traffic Management and Travel Options	TM General	NTA-C5-488	general consideraitons	<p>Standard of road signage, protective bollards/gating, road markings, junction/crossings very poor. Examples of walkways with no protective measures, markings, signage is evident across entire region of Fingal / Dublin.</p> <p>Litterally to the level of no paint on the road as a basic measure to drive safely. There are not enough speed reducing measures in towns.</p> <p>Improve basic standards in towns and regional roads.</p> <p>There is zero effort to reduce driving whilst on mobile devices/phones, specifically in towns.</p> <p>Have a digital and/or dedicated deterrent to reduce the mobile usage to zero when driving.</p>	Noted. Detailed design issues are a matter for local authorities and other roads authorities covered under ROAD1 (2) and enforcement of road traffic laws a matter for AGS and dealt with under INT20

480	14. Traffic Management and Travel Options	TM General	NTA-C5-480	suggested amendments to text included	<p>Variable Speed Zones could include Safe Routes to School Zones and peak school times too.</p> <p>- Page 174+. Parking Standards: In addition to the number of spaces, the placement of parking in front of homes wastes huge amounts of space in most developments, which could provide housing options and rental income. There appears to be no encouragement of the use of alleys or rear parking to encourage the construction of small homes / accessible accessory dwelling units or larger gardens for those who don't want/need parking, while managing refuse collection more effectively. Parking maximums rather than parking minimums is the right way to go. Where is the focus on bicycle parking though?</p> <p>- 14.11.1 Car Free Residential Developments: states: "In providing for car-free developments, the two key considerations will be the level of mobility that can be offered to future residents by the transport network in terms of public transport and the provision of high-quality cycle infrastructure, and the potential for adverse effects of overspill parking on neighbouring residential roads and streets." Provision of high quality cycle infrastructure and bicycle parking are symbiotic. Not everyone can store their bicycle at their home and older residential developments may not have lifts or underground bicycle parking. This section needs to name bicycle parking as the third consideration or state that 'high-quality cycle infrastructure' includes bicycle parking. Of note, there is a heading titled Residential Car Parking Standards (14.11.2) and a Table (15.1) setting out maximum parking provision. There no heading on Residential Bicycle Parking or the equivalent Table or Targets. Residential Bicycle Parking and the equivalent Table and Targets should also be considered for inclusion.</p> <p>- The draft strategy states: "Every mode of travel needs to be accommodated in some form in order to ensure that the needs of residents, businesses, workers and visitors are met. These needs, however, must be balanced in a way that favours sustainable mobility and the transition to a zero-carbon transport system, and the level of accommodation of each mode will not be equal on every road and street."</p> <p>Provision for safe/segregated cycling infrastructure is Trinity's priority. We have very high cycling mode share.</p> <p>Again Trinity would like to emphasise the importance of College Green to our university and the approaches to it – Dame St/Pearse St. Nassau Street and other routes.</p> <p>- 14.4 Reduced Speed Limits: Trinity strongly supports 30 km/h speed limits in Dublin and particular on Pearse Street which is very hostile to walking and cycling.</p>	<p>Noted. Variable speed limits are included in the suite of measures related to school zones and have been implemented in certain locations.</p> <p>The use of alleyways or laneways for parking is facilitated in many central urban locations. There may be local design and alignment issues which make this impossible or unsafe in a lot of places and the use of the lanes for access only is appropriate. No change required.</p> <p>Consider cycle parking suggestion in the context of the NCM</p>
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332	14. Traffic Management and Travel Options	TM General	NTA-C5-332	Support for TM Section	The Assembly welcomes the measures outlined at Chapter 14 of the Draft Transport Strategy and it is considered that they support the RSES, including Chapter 8 Integration of Land Use and Transport– Guiding Principles and RPOs 8.1 to 8.4 for the integration of land use and transport planning.	Noted.
838	14. Traffic Management and Travel Options	TM General	NTA-C5-838	road user hierarchy	Road User Hierarchy needs to be adhered to through planning, design and delivery of the new transport system for Dublin Adherence to DMURS Road User Hierarchy must be sincere, even if it results in reduced capacity and traffic flow for private car traffic.	Noted. No change required.
-42	14. Traffic Management and Travel Options	TM General	NTA-C5-42	Discourage Car Ownership	A target reduction of driving in Dublin of 3% is embarrassingly fickle. This plan should do more to discourage car ownership and use. Significantly fewer cars would be safer, healthier, quieter and cheaper. With less space taken up by cars, Dublin could accomodate more homes, parks and outdoor dining areas. Large, 100% car-free zones would make Dublin an enjoyable place to live.	Noted. No change required.
718	14. Traffic Management and Travel Options	TM General	NTA-C5-718	car should be reduced significantly to facilitate changes	The goal of the strategy should be to see an absolute reduction in the use of private motor vehicles (not simply a reduction in the share of journeys taken by car) Private motor vehicles are the least efficient use of public space, and the most polluting per mile travelled. Road space is a limited resource. That scarce resource should be assigned to sustainable transport modes first, and to private cars last. Any conflict between public transport vehicles/bikes/pedestrians and cars must be resolved in favour of the more sustainable mode. On-street parking is a particularly wasteful use of road space. It should be at the absolute bottom of the priority list. Storage of private vehicles cannot take precedence over faster public transport or safer cyclist and pedestrian journeys. Delivery vehicles, and delivery parking, are required elements of a functioning city. The space required for deliveries should be taken from private parking first, then private traffic lanes where necessary. It should only impede public and active transport where there is no other option. Businesses should plan for receiving deliveries, and not assume that all public space is theirs to use as they wish.	Noted. The central thrust of the transport strategy is to reduce the dominance of the private car and give significant advantage to sustainable modes, including the removal of on-street parking to facilitate bus and cycling, and the effective and efficient management of essential economic activities. No change required.
266	14. Traffic Management and Travel Options	TM General	NTA-C5-266	Support for Traffic Management Measures	The Climate and Health Alliance is fully supportive of these measures, in particular the reduction of road speed to 30km. As active supporters of the Love30 campaign, we would advocate for the immediate introduction of 30km speed limits on all urban and residential roads across the GDA. Doing so would make walking and cycling safer and more attractive to new users, improve physical health, and	Comment in support of strategy measure is noted.

					reduce toxic levels of air pollution as well as noise pollution.	
686	14. Traffic Management and Travel Options	TM General	NTA-C5-686	reallocation of road space, and ped/cycle priority	<p>Much higher priority needs to be given to reallocation of roadsapce and correct application of hierarchy in favour of sustainable transport modes. All junctions within the city should be single lane for private motor vehicles, with all other space allocated to other modes. No turning lanes, and no slip lanes.</p> <p>Unsignalised zebra crossings, which provide for pedestrian priority should be widely rolled out at all unsiganlised unjunctions.</p> <p>Through city centre travel by private vehicle should be eliminated.</p> <p>Much wider usage of filtered permiability and low traffic neighbourhoods. Rat running within the city should be eliminated.</p>	Noted. The transport strategy provides for many of the measures suggested and their implementation at the local level will be guided by local conditions and considerations. No change required.
748	14. Traffic Management and Travel Options	TM General	NTA-C5-748	Support for Aggressive Demand Management	We support aggressive Demand Management Measures including: Road Space Reallocation, Low Emission Zones, dynamic parking policy, congestion charges, removal of car parking spaces and reducing max parking spaces per unit (currently 0 to 0.5). Car sharing should be accommodated over private car ownership.	Noted. The transport strategy provides for many of the measures suggested and their implementation at the local level will be guided by local conditions and considerations. No change required.
567	14. Traffic Management and Travel Options	TM General	NTA-C5-567	detailed submisson on traffic management options for Dalkey	considered options on how to better service Dalkey village. - LA level details.	Noted. Issues to be dealt with via DLRCoCo and outside the remit of the transport strategy. No change required
748	14. Traffic Management and Travel Options	TM General	NTA-C5-748	Avoid-Shift-Improve approach can reduce Car Use	<p>Avoid-Shift-Improve approach is one in which electrification of the private car fleet is very much the last step after the Avoid and Shift stages.</p> <p>Citing growth in urban population as a reason for accompanying high private car modal share, does not seem to take into account that an approach of Avoid-Shift-Improve could actually succeed. Good planning, remote working, good siting of services, 15-minute neighbourhoods, well-designed public transport infrastructure and services, planned and integrated fully with active travel networks.</p>	Noted. The transport strategy is based around these concepts, in particular better land use planning. However, the NTA must take into account the existing legacy of dispersed population in particular outside the built up areas and provide an appropriate transport system for those locations. There will be locations where car use will continue to predominate and electrification is the most appropriate response to the need for reduced emissions.
691	14. Traffic Management and Travel Options	TM General	NTA-C5-691	Support for Demand Management	Modeal shift will require a consensus on the introduction of demand management principles in our city. Examples include fixed automatic number plate recognition (ANPR), bus only roads, adjusted (lower) road speeds for all vehicles, end to end priority for public transport modes, congestion charging (with higher band for SUVs), increase on street allocation to sustainable modes of transport. These will need to be complimented with active enforcement of these measures through visible and mobile policing with significant deterrents for any breach.	Noted. These measures are covered in the transport strategy and their implementation will be a matter ofa combination of government transport policy, NTA's programmes of investment in sustainable transport and local scheme pursued by County and City Councils. No change required.

746	14. Traffic Management and Travel Options	TM General	NTA-C5-746	Support for TM Measures	Measures TM5, TM6, TM7 The above measures are welcome and should be further supported where possible. Measure TM8 - Safe Routes to School This must be developed in conjunction with the GDA Cycle Network.	Support for strategy measures is noted.
250	14. Traffic Management and Travel Options	TM General	NTA-C5-250	Restricting Access to Certain Areas by Car	Camera based technology to control private car access to certain areas. For example, where people are using cars within their local area this would not be penalised whereas if cars are driving through areas that are not local to them, this would be chargeable. In the instances where people needed to travel to hospitals, a booking system would be available to allow them to pre-pay for journeys (above a number of journeys per annum).	Noted. No change required.
822	14. Traffic Management and Travel Options	TM General	NTA-C5-822	Demand Management Guidance	UCD requests that the proposed GDA Transport Strategy commits to providing employers with guidance and other measures relating to Demand Management of commuting parking to assist employers and private landowners such as UCD in establishing and aligning policy.	Noted. The NTA is engaged with employers through the Smarter Travel Workplaces programme and has provided guidance in the past. Consider a measures
843	14. Traffic Management and Travel Options	TM General	NTA-C5-843	Elimination of Private Car Use	Eliminating private car use should therefore be a key objective for the NTA.	There is no policy or objective to eliminate the car. No change required.
843	14. Traffic Management and Travel Options	TM General	NTA-C5-843	Support for road space reallocation	Road space must be radically re-allocated away from car-centric approaches, in favour of walking, cycling and public transport.	Noted. No change required.
843	14. Traffic Management and Travel Options	TM General	NTA-C5-843	Traffic Calming	Calming measures and one-way systems targeting motor traffic should be scaled up.	Noted. No change required.
843	14. Traffic Management and Travel Options	TM General	NTA-C5-843	Road Diets	“Road diets” must be introduced to combat “induced demand.”	Noted. The transport strategy, and on-going NTA schemes, provide for a reduction in roadspace allocated to the private car.
843	14. Traffic Management and Travel Options	TM General	NTA-C5-843	Ban SUVs	SUVs and SUV-style vehicles must be banned.	There is no legislation, policy or objective to ban SUVs. No change required.
796	14. Traffic Management and Travel Options	TM General	NTA-C5-796	Reduce Congestion	As both public and private vehicles are gradually replaced by electric alternatives, the implementation of the GDA Transport Strategy must remain focused on reducing congestion across the region as a high-priority issue that impacts quality of life.	Noted. The Strategy provides for the development of a range of sustainable transport alternatives that will reduce the numbers of people experiencing congestion.
-34	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-34	Traffic Management in Dublin City Centre	The trend for making car-free zones of the city is exclusionary and is linked to increased anti-social behaviour in the city centre. Older people are already avoiding the centre city and this should not be worsened. Better mass transit would have to be placed before more car-free zones are considered.	Noted. Car free zones will be rolled out in areas where they are appropriate and in a manner which balances the social, economic and environmental needs of places.
225	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-225	Opposed to reduction of car use	Driving should still be an option in the city centre. Does not believe that public transport can serve all demand. Concerned for the viability of Dublin city centre.	Noted. The transport strategy does not seek to remove driving as an option to access Dublin City Centre. No change required.
524	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-524	Longer Distance Buses Need to Access City Centre	The 15 Minute City concept allocates more road space to cycling & walking, short distance means of transport. However the closes in areas have not expanded population but the peripheral areas have. These are outside the 15 minute city. Longer distance buses must be given priority	15-minute city concept applies across urban areas and is frequently misunderstood. Dublin City centre has experienced significant population growth in recent decades, a trend that is likely to increase in coming years. The transport strategy provides for an

					over the short distance transport methods in the central area.	appropriate balance between facilitating travel from suburban areas by bus and rail, and providing for a universally high standard of walking and cycling facilities.
824	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-824	Close the DCC City Centre Car Parks	If the strategy is committed to shifting modal-share through parking policy, it should consider closing (and redeveloping) some of the publicly owned car parks in the densest part of Dublin.	Noted. The strategy would not preclude this measure and proposals exist for some to close or be reduced. No change required.
835	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-835	Cars in Dublin City Centre	The city centre core needs to consider car bans, on odd/even days, for example, or on a few Sundays a year. Nobody is any company/office should have free parking on site, as a privilege a if one is provided, this must be paid for	Noted. Consider further measures in parking.
698	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-698	Congestion charge should be implemented within the canals	Congestion charge should be implemented within the canals	Noted. The number of cars travelling into Dublin City Centre at peak hours has been falling consistently for some time. The merits of a formal congestion charge will be examined as part of the Dublin City Centre Transport Plan to be prepared by the NTA and DCC.
495	14. Traffic Management and Travel Options	TM1 – Management of Dublin City Centre	NTA-C5-495	Traffic lights cause congestion	Dublin City traffic lights create congestion, the entire single lane out of the City northbound is perpetual congestion. For now, favour the flow of traffic inbound and outbound of the city at peak times. Find ways to separate pedestrian crossings from impacting the flow of traffic.	Noted. Traffic lights are optimised to serve all streams of traffic as efficiently as is feasible given competing and conflicting demands. Pedestrians have priority in urban areas over private cars
492	14. Traffic Management and Travel Options	TM10 – Car Free Residential Developments	NTA-C5-492	Opposed to Car Free Developments in D15	As Blanchardstown North/ D15 are mainly outside the m50, i do not want to see any 'car free' developments in the area.	Noted. No change required.
746	14. Traffic Management and Travel Options	TM10 – Car Free Residential Developments	NTA-C5-746	Residential Parking	<p>The current suburban landscape heavily features car parking on one or both sides of narrow streets and on footpaths, which were built long before car ownership levels were so high.</p> <p>This is unsustainable and dangerous. The emergency services regularly flag parking which obstructs access for emergency vehicles.</p> <p>The rationalisation of on-street parking in suburban neighbourhoods can be reviewed. Where necessary, examining options for centralised (paid) parking can be done. The use of double-yellow lines on one side of narrow streets should be encouraged, to ensure emergency access is maintained.</p>	Noted. The transport strategy would support such measures, which would be most appropriately dealt with by the local authorities on a case-by-case basis
761	14. Traffic Management and Travel Options	TM10 – Car Free Residential Developments	NTA-C5-761	All potential residential sites within a 15 minute walk of Dart stations should have a zero car parking requirement	All potential residential sites within a 15 minute walk of Dart stations should have a zero car parking requirement	Noted. The NTA favours a parking standard based on public transport accessibility, but would not endorse a blanket and extreme approach . No change required.
-54	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-54	Maximum Parking Standards	In new developments, please ensure that local authorities never use minima parking standards	Noted. Transport Strategy provides for maxima only and the local authorities in the GDA apply this. No change required

411	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-411	Maximum Car Parking Standards	<p>The introduction of maximum car parking standards may result in an under provision of car parking spaces at certain locations, particularly where an established quantum of retail & convenience space is provided with higher order footfall demand i.e. district/neighbourhood centres. The introduction of the proposed parking standards may have negative impacts on the local road network including traffic overspill, double parking and congestion.</p> <p>Additional car parking spaces do not result in additional traffic.</p> <p>How ‘accessible locations’ are to be assessed in terms of methodology and criteria to be set out, i.e. what determines a location as more accessible than another? A clear and defined approach is provided in the assessment as to what can be considered an ‘accessible location’ due to the significant impact the reduction in car parking may have on convenience stores at certain locations.</p> <p>It is important for the NTA to acknowledge that supermarkets/foodstores have a different parking requirement to other forms of retail and land uses such as offices. Fundamentally, despite the best intentions, very few people do their full weekly food shop and travel home by public transport due to the nature of convenience shopping. As such, the Draft Transport Strategy may have a significant impact on the commercial viability of convenience centres should adequate car parking provision not be maintained for anchor retailers such as Tesco.</p>	<p>The management of destination parking is a critical measure in reducing car use. The NTA does not foresee that the transport strategy will have an impact on the viability of major retailers such as Tesco, as it does not preclude the use of the car for weekly shopping trips, many of which occur at off-peak or weekends. Developers and occupiers, however have an obligation to demonstrate how their retail centre can operate sustainably and in a manner which meets wider social and environmental objectives as they relate to placemaking, emissions, congestion, town centre health etc. etc. No change required.</p>
455	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-455	parking standards and on street parking	<p>there needs to be a clear indication of how parking will be provided, so that overspill parking does not occur. There needs to be consideration for residents who have no option but to park on street</p>	<p>Noted. While the transport strategy provides for high-level measures in this regard, local conditions will need to be considered at the detailed level.</p>
428	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-428	support car free city centre	<p>strongly in favour of : “A recommendation that zero car parking be provided for commercial development in Dublin City Centre;”</p>	<p>Comment in support of strategy measure is noted.</p>
827	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-827	Use of PTALs	<p>The NTA, OSI and the GDA local authorities should develop and maintain a map-based tiled matrix of Public Transport Accessibility Levels (PTALs) modelled on the example of the Greater London Authority. This tool should be made freely available to built environment professionals and the public to inform proposals for, and consideration of, all new development and whether it is appropriate relative to the accessibility, availability and current (rather than planned/projected) capacity of existing public transport systems.</p>	<p>Noted. This tool is available and in use with the local authorities. No change required.</p>
796	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-796	Opposed to reduced parking at Retail	<p>it is important that the GDA Transport Strategy does not reduce, and makes provision for, adequate car-parking facilities, both within urban centres and new or existing retail centres to support customers in accessing retail services in the GDA.</p>	<p>Noted. It is untenable to continue encouraging and facilitating unrestrained car use for any economic activity, including retail. The transport strategy does not seek to preclude cars from shopping centres or streets but to manage their use in order to meet wider social and environmental objectives as they relate to placemaking, emissions, congestion, town centre health etc. etc. No change required.</p>

492	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-492	Opposed to removing Car Parking	I do NOT support the removal of any carparking	Noted.
758	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-758	Destination Parking	Consideration should be given to outlawing the provision of free or subsidised car parking by employers or by businesses. This would not affect council provided parking permits or private off-street parking. A minimum fee could be set, similar to that set for alcohol or tobacco products	Noted. The transport strategy sets out a suite of measures to reduce car dominance at the appropriate level. No change required.
793	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-793	Comprehensive Study Regarding Parking Standards Required	DLR supports the use of maximum car parking standards, especially in the context of managing destination parking supply. With respect to residential parking supply, maximum standards also have a key role to play, but the reduction of car parking ratios should consider the reality of car ownership levels and car storage requirements as well as the need to protect the public realm from potential overspill of unauthorised parking. It is requested that the NTA give due consideration to these matters, and it is suggested that a comprehensive study be initiated to examine the issues in more detail and make recommendations on possible solutions.	Noted. In undertaking the NTA's statutory obligations in relation to development plans and their consistency with the transport strategy, these matters will continue to be considered.
793	14. Traffic Management and Travel Options	TM15 – Public Sector Parking in Dublin City Centre	NTA-C5-793	Reduction in Office Parking in Non-City Centre Locations	In recognition of the strong influence that managing destination parking supply can have on affecting a modal shift to sustainable modes, it is suggested that reductions in office/workplace parking should also be considered in non-city centre locations, commensurate with the level of public transport accessibility available at the location. Consideration should also be given to using at least part of the resulting space to accommodate measures to promote active travel such as cycle parking, quality shower, locker, drying facilities etc. as well as eBike and car share facilities.	Noted. Consider in changes to parking measures.
783	14. Traffic Management and Travel Options	TM15 – Public Sector Parking in Dublin City Centre	NTA-C5-783	Reduced car parking	Broadly welcome the proposals to introduce more car free zones, car parking restrictions, and in particular the reduction in public service parking facilities. In an ideal world this initiative should begin with our legislators in Dáil Éireann?	Noted.
758	14. Traffic Management and Travel Options	TM16 – Parking at Out-Of-Town Retail Developments	NTA-C5-758	Importance of TM16	Measure TM16 should be expanded upon and emphasised.	Noted. Consider
577	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-577	reduced parking	Measures to reduce parking including public sector parking in Dublin City Centre are to be welcomed. Free parking on public roads should be eliminated across all of Dublin City.	Noted. The NTA will continue to work closely with DCC in this regard. No change required.
745	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-745	Remove On-Street Parking	Remove on-street parking to facilitate BusConnects	Noted. Where required this measure does form part of the BusConnects CBC Project.
362	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-362	Object to Removal of On-Street Parking Fortfield Road	Wish to object to the proposal to remove on-street parking on Fortfield Road. I would ask you to actually look at what happens on these roads during peak and off - peak periods. Traffic comes to a halt at the Fortfield Road/Wainsfort Road junction even at off peak periods, never on Fortfield road and Fortfield Park. Perhaps it might be an opportune time to examine the KCR junction? Any major traffic hold-ups occur here and from Harold's Cross Park to the Clanbrassil Street/ South Circular Road junction.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.

512	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-512	Objection to Removal of On-Street Parking Fortfield Road	Re - GDA - Dublin South West - Section 5.2.2 - Bus Priority Measures which includes for the introduction of parking restrictions along the entirety of Fortfield Park and Fortfield Road from its junction with Fortfield Park until its junction with the R817. This is intended to reduce the impact of parked cars on bus movements. I object to putting parking restrictions on Fortfield Park and Fortfield Road.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
793	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-793	Provide Age Friendly Parking	Measure TM17 – On-Street Parking In addition to the reallocation of road space to sustainable modes, consideration should also be given to provision of Age Friendly Parking provision at useful locations as well as encouraging additional provision for disabled parking at useful locations. These measures would have the twin benefits of increasing provision for those who most need parking close to services while also limiting the parking supply available for general use.	Noted. Consider in changes to parking measures.
519	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-519	Fortfield Road On-Street Parking	Objection to removal of on-street parking Fortfield Road	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
529	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-529	Object to Removal of On-Street Parking Fortfield Road	I would like to strongly object to the proposed parking restriction on Fortfield Road.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports.
889	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-889	mobility impaired parking prioritisation	Disability access should prioritised in any on-street parking plans, and age-friendly parking bays should be introduced to accommodate those with reduced mobility or no access to alternative modes of transport. Any changes must prioritise the safety and mobility of our most vulnerable street users; they must be inclusive and of a very high quality	Noted. Consider in changes to parking measures.
872	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-872	parking at local centres	The measure would be more beneficial in supporting local authorities and communities to plan for change with a measure that states: The NTA will support local authorities to reduce the level of free or cheaply available on-street parking with a view to the reallocation of the roadspace to sustainable modes.	Noted. Consider in changes to parking measures.
843	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-843	Minimise on-street parking	On-street parking must be minimised, and any remaining on-street parking converted to disabled parking only.	Noted. No change required.
835	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-835	Reduce on-street Parking	Residents should be told to use on site parking spaces and to remove cars from the kerbside, where this is an option.	Noted. No change required.
835	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-835	Support restrictive on-street parking	Parking needs to move off street, as much as possible, especially on narrow city streets, Analyse the use of multi story car parks, vs on street parking in key urban areas (are people using the car parks, or still choosing to park at the front of the shop).	Noted. The transport strategy would support such measures, which would be most appropriately dealt with by the local authorities on a case-by-case basis

800	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-800	Remove on-street Parking	- Off-street parking (edit - On-Street Parking) should be removed in the City Centre (between the canals) and in Terenure village to provide protected cycle lanes.	Noted. The transport strategy would support such measures, which would be most appropriately dealt with by the local authorities on a case-by-case basis.
714	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-714	Charge Fortfield Road Residents for Parking	I note with dismay the submissions of Terenure Fortfield Road residents who wish to retain their onstreet parking at the expense of everyone else who wish to see their journey times improve on public transport. Indeed the vast majority of dwellings on this road have offstreet parking already! May I humbly suggest that if they get their way and get the bus routes diverted that they may be invited to pay additional charges to store their vehicles on street?	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports
709	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-709	Support for the proposal to remove on-street parking on Fortfield Road	I would like to express my support for the proposal to remove on-street parking on Fortfield Road. The houses on Fortfield Road have driveways, and this measure will aid the passage of the 54A bus. Public transport should take priority over individual car use, and public roads should not be used as storage areas for private vehicles unless absolutely necessary.	Submission is a reference to supplementary options recommended as part of the Dublin South West Study. The Transport Strategy does not include the recommendations for Fortfield Road or Cypress Grove Road. Text added to strategy report to clarify background reports
707	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-707	inefficient on street parking	On street parking for private cars in an urban area is a very inefficient and unfair use of public road space. The public space, currently given to people to store their private property, would benefit far more people if used as wider footpaths, cycle lanes, bus lanes, green areas or public seating.	Noted. The transport strategy would support such measures, which would be most appropriately dealt with by the local authorities on a case-by-case basis.
698	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-698	Significant reduction in number of on-street parking spaces required	Significant reduction in number of on-street parking spaces required	Noted, No change required.
650	14. Traffic Management and Travel Options	TM17 – On-Street Parking	NTA-C5-650	support parking	i do not support removal of parking spaces unless these parking spaces are replaced and increased.	Increasing car parking would run contrary to a plethora of transport, land use planning, public realm and environmental policies and objectives. No change required.
768	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-768	e cars should not be the priority	Reducing the use of existing cars should be prioritised above replacing current cars with e-cars. Many of the problems associated with cars still exist with e-cars.	Noted. Electric vehicles are a part of the solution to reducing emissions, in particular for those who it may be difficult to serve with alternative modes for various reasons. The management of electric cars in terms of roadspace allocation, access to roads and streets etc. is not proposed to be any different to petrol and diesel vehicles.
698	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-698	E cars	Transition to electric fleet is a positive, but we need fewer cars on the road. Plain and simple. Infrastructure for charging EVs needs to be rolled-out expeditiously	Noted, No change required.
480	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-480	e cars are SUVs - limit size	Half of EV sales are now SUVs, due to the shift in the conventional car market fed by an auto industry seeking to maximise profit. Instead of tackling the issue of weight and size, resulting in more emissions and more materials, manufacturers are increasingly opting for bigger.” limits place on car size and emissions.	Noted. This suggestion is beyond the remit of the transport strategy. No change required.

257	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-257	EVs	Electric Vehicles (EV) are preferable to those that utilise fossil fuels. However, they still contribute to congestion and are not entirely environmentally friendly. Open cast mining for lithium does not benefit the environment. Lithium is a finite resource, and its use should be prioritised for uses that provide maximum benefit. While EV's may be not emit carbon, the generation of electricity required to power them may well do so. In this context we support proposals to reduce and preferably eliminate free commuter parking within the city. In this context the state must lead by example. Similarly, generous mileage allowances for the use of one's own car for business purposes should be scaled back and ultimately eliminated in favour of supporting public transport and active travel.	Noted. Electric vehicles are a part of the solution to reducing emissions, in particular for those who it may be difficult to serve with alternative modes for various reasons. The management of electric cars in terms of roadspace allocation, access to roads and streets etc. is not proposed to be any different to petrol and diesel vehicles.
138	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-138	Additional E charge points	Additonal E charging required	Noted. Consider in changes to parking measures.
774	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-774	EV Charging Points	Electric Vehicle charging points in the Greater Dublin Area should be increased to provide those without viable public transport options to commute and reduce their emissions. Charging Points in the Greater Dublin Area should be mapped and be made publicly available to encourage the usage and purchase of electric vehicles over petrol and diesel vehicles for residents, commuters, and tourists to the region.	Charging points are mapped and accessible via apps to EV owners. The need for more is noted.
-54	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-54	Electric Car Charging Facilities	please have local authorities add a requirement that the developer provide electric car fast-charging facilities for those spaces	Noted. This is now a requirement under Building Regs and in Development Plans. No change required.
782	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-782	Importance of EV Charging Infrastructure	There should be a rapid roll out of the public EV charging infrastructure to enable the nation to meet our targets. The location and number of charging points must be allocated to reflect the needs of local area populations in line with just transitions. Locations such as our campuses in Blanchardstown and Tallaght will have higher needs than those of Grangegorman, and as such consultations with large employers and landholders is critical to ensure the demands are managed to achieve GHG emissions reduction targets of 51% by 2030. Rollout of EV would be greatly enhanced by a standardised charging mechanism and management scheme for third party providers. For the public sector a standardised procurement and management approach by OGP would be very welcome.	Noted. This matter is beyond the remit of the strategy but is supported.
266	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-266	Ban all diesel cars from Dublin City Centre	the Climate and Health Alliance recommends the strategy introduces a phased banning of all diesel engine cars from Dublin City Centre by 2025.	Noted. This is a matter for the Dublin City Centre Plan to be developed by NTA and DCC in 2022.

767	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-767	Importance of EV chargers	Priority should be given to installing a network of publicly accessible chargers for EVs, particularly in the South Inner City area where many residents do not have off-street parking and cannot install their own private EV charging facilities. I understand that the Dublin Local Authority Electric Vehicle Charging Strategy is imminently due for roll-out, and that it will be subject to availability of resources from the Department of Transport. However, to date the process of rolling out EV charging facilities widely has been very slow. Much greater urgency is required if the ambitious and welcome national climate emissions reductions goals on Transport are to be met.	Noted. This matter is beyond the remit of the strategy but is supported.
266	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-266	EV Charging Points	the final strategy must outline plans to provide more EV charging points around the region to attract and accommodate users to these cleaner vehicles.	Noted. This matter is beyond the remit of the strategy but is supported.
266	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-266	EV incentives	the strategy must explore other measures to make the purchase of EVs more appealing, such as adopting incentives used in Norway including no road tolls and free parking in some areas	Noted. This matter is beyond the remit of the strategy. Free parking for Evs is not supported because as they begin to predominate car sales and the overall fleet, other traffic management and urban realm objectives would be compromised.
793	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-793	Importance of EV Charging	The support of Local Authorities in the roll out of public charging points where demand requires them is noted.	Noted.
437	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-437	support from ESB	ESB support the inclusion of Measure TM17 On-Street Parking and Measure TM18 – Electric Cars in the updated strategy	Comment in support of strategy measure is noted.
822	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-822	Prioritise EV charging points at Trip Origins	We would request that Measure TM18 also includes a focus on the prioritisation of the implementation of EV recharging facilities at journey origin and/or increased volumes of publicly available charging points rather than potentially developing demand at destination locations such as workplaces to provide charging infrastructure beyond that required by planning consents	Noted. Consider rewording.
872	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-872	suggested wording	MEASURE TM18 – Electric Cars Providing public charging infrastructure/points at key destinations such as public car parks, Park and Ride facilities, on-street in town centres, and public parks;	Noted. Consider rewording.
803	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-803	EVs do not solve all Private Car problems	Electrification of private transport does not solve problems caused by private transport, e.g. a planning system and mindset dominated by private vehicles to the detriment of smaller community focused development models such as the "15 minute neighbourhood"	Noted. No change required.
865	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-865	e charging	Serious consideration should be given to trialing a roadway capable of charging EV's https://www.businessgreen.com/news/4042898/holcim-trial-breakthrough-magnetic-concrete-wireless-ev-charging Any new concrete roadway should be compulsory to sequester carbon in the concrete used. https://www.carboncure.com/	Noted. This measure is not considered feasible at this point. The environmental impact of any future road schemes is a matter to be addressed by that scheme and it is not the intention of the NTA to build any underground road tunnels in the GDA due to the cost.

					Underground tunnels should be prioritised over above-ground roadways and motorways	
843	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-843	EV Charging	Where electric vehicles are used, charging points must not be located on public roads. Instead, these should be located in designated areas, similar to forecourts and existing indoor parking locations.	Noted. The location of charging points is a matter for Government policy and the local authorities and is outside the remit of the transport strategy. No change required.
804	14. Traffic Management and Travel Options	TM18 – Electric Cars	NTA-C5-804	Public EV Charging	<p>We should prioritise the installation of a network of publicly accessible chargers for electric vehicles, especially in areas such as the North Inner City where many residents do not have access to private off-street parking and therefore cannot install their own private charging facilities.</p> <p>I would therefore strongly advise that this strategy places greater emphasis on the role of the State in putting in place the necessary resources to promote take-up of electric vehicles as an alternative to petrol and diesel cars, where journeys cannot be undertaken via public or active transport.</p>	Noted. The location of charging points is a matter for Government policy and the local authorities and is outside the remit of the transport strategy. No change required.
-13	14. Traffic Management and Travel Options	TM19 - Motorcycles and Mopeds	NTA-C5-13	Electric Motorcycles and Mopeds	Strategy should take into account electric motorcycles and Mopeds	Noted. Motorcycles are accounted for in the transport strategy, regardless of their fuel type. Specific reference to electric motorcycles can be considered
532	14. Traffic Management and Travel Options	TM19 - Motorcycles and Mopeds	NTA-C5-532	Lack of Recognition of Powered Two Wheelers	It is utterly baffling how the importance of powered two wheelers can be totally ignored by the NTA, and indeed, by authorities in Ireland. Visiting cities in other countries, where PTWs are in prolific use, and both catered for and managed, it must surely be obvious how valuable they are in cutting down emissions and facilitating smooth traffic movement in urban settings.	Noted. While motorcycles are not used by many, they do have a role. Strategy will be reviewed in this context.
824	14. Traffic Management and Travel Options	TM19 - Motorcycles and Mopeds	NTA-C5-824	Motorcycle Parking	<p>Motorcycles and Mopeds' asserts there is a problem with motorbikes parked on footpaths and other places. It proposes a solution of a widespread infrastructure programme to build dedicated motorbike parking facilities at destinations.#</p> <p>I suggest a more laissez-faire approach. I do not think an infrastructural solution is economical given the diminutive population of Irish motorcyclists. I think on-kerb parking can be workable. All that's needed is a good set of well-communicated guidelines on how much space to leave for wheelchair users, exits, and emergency services.</p> <p>I would ask that councils codify our best-practices of consideration and common-sense</p>	Noted. A formalised approach would be more amenable. No change required.
519	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-519	Terenure & Business Operations	Little or no real thought given to business deliveries for Terenure village and surrounding villages - very disappointing businesses not consulted properly.	This is a local matter. No change required.

698	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-698	street signage	Reduce number of street signs Priority at interstecctions should be: pedestrians, cyclists/scoot-ists, PT, and then private car traffic	Street signs are essential for the orderly movement of people. No change required.
-21	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-21	Loading Bays	There should be adequate provision of loading bays and enforcement so that delivery vans do not obstruct other road users.	Noted. The strategy will provide for this under measures FREIGHT1, TM1 and PLAN15. No change required.
137	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-137	Reducing Traffic Lanes on Bypasses	Consider the impacts on residents of urban villages when closing lanes on roads on the exterior of the villages (essentially bypasses) for cycleway purposes. The most obvious example of this is strand road in Sandymount. This plan proved very unpopular with village residents and has seriously undermin trust in both DCC and the NTA	This is a local matter. No change required.
405	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-405	Outdoor Dining	The Strategy would benefit from acknowledging the changing nature of our streets referencing the increased use of spaces for outdoor dining. A supporting measure in the strategy to future proof urban spaces to address this issue would be helpful.	Noted. This is addressed in measure PLAN14. No change required.
326	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-326	Local urban centre improvements	Request for improvements to public realm and sustainable transport in Terenure.	This is a local matter. No change required.
250	14. Traffic Management and Travel Options	TM2 – Management of Urban Centres	NTA-C5-250	Reducing car demand	If the idea is to reduce reliance on car transport then surely the solution is to put barriers and incentives in place to stop this behaviour and not to build an extra lane for this	Noted. The strategy provides for the reallocation of roadspace from the private car and NTA schemes in progress currently reflect this. There needs to be a balance, however, and not all main routes can be taken. No change required.
843	14. Traffic Management and Travel Options	TM21 – Connected and Autonomous Vehicles	NTA-C5-843	Ban CAVs	“Autonomous vehicles,” “self-driving vehicles,” etc., must be banned.	Noted. No change required.
202	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-202	Speed Limit Compliance	A major missing part of the infrastructure remains the compliance of motor vehicle drivers. Other road users probably have similarly poor rates of compliance but are less likely to cause a serious accident to a third party. Speed limits have limited value. 50km/h limits are often ignored, 30km/h limits are usually ignored.	Noted. Enforcement is a matter for AGS and covered under INT20.
885	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-885	Reduce Speed Limits	Reduce speed limits in urban areas.	Noted. Strategy provides for this.
824	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-824	Efficacy of Speed Limit reductions	As a motorist, they don't seem effective at limiting traffic to 30 kph. Is there data to support the efficacy of existing schemes before we try to expand them? As I understand it, signposts are an insufficient means to control speed. Instead, road designs need to be altered. For example, by narrowing lanes or introducing undulations.	Noted. Additional text considered.
803	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-803	Support for 30kph limit	A 30kmph speed limit needs to be introduced and enforced, both inside the canals and in all urban and suburban environments	Noted. Strategy provides for this.
843	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-843	Dublin City Centre Speed Limits	Speed limits in the Dublin City area should by default be set at 30km/h or lower.	Noted. Strategy provides for this.

492	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-492	Speed Limits	Changing a 60kmh to 30kmh is not acceptable.	Noted. Speed limit reductions are a wholly acceptable form of traffic management and are introduced where there is a need to control speeds due to the presence of cyclists and pedestrians and for enhancing the public realm and residential amenity. In most cases, the reduction is from 50 to 30, but if there is a case where a 60kph zone requires to be changed, the strategy provides for this. No change required.
768	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-768	30 km/h	Limit all motor traffic to 30km/hr max speed in urban areas.	Noted. Strategy provides for this.
783	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-783	30 km/h	Welcome the commitment to lower urban speed limits to 30kph, as declared internationally in the 2020 Stockholm declaration. This will make our city and towns' streets safer for all. This issue needs to be tackled from within the Department of Transport initially by reviewing the Speed Limit Regulations, to ensure Local Authorities can legitimately introduce these lower limits, and the NTA must play an active part in this process.	Noted. Strategy provides for this.
661	14. Traffic Management and Travel Options	TM3 – Reduced Speed Limits	NTA-C5-661	Reduce Speed Limits	While many in our local areas have individual views on speeds, there should be more in the strategy on speed policy generally, as this is a material issue for residents' safety, health and wellbeing, as well as transport in the area. In particular, the issue of speed needs to be addressed on roads with schools on them,	Noted. Strategy provides for this.
824	14. Traffic Management and Travel Options	TM4 – Variable Speed Limits	NTA-C5-824	Requirement for Variable Speed Limits	I am of the opinion that the agency should focus its resources on reducing car traffic rather than improving its throughput. Spending funds on improvements to car traffic flow would subsidise motoring as a mode. It would be a negative factor in meeting modal-shift goals.	Noted. There is no objective on the part of the NTA or within the transport strategy to improve car throughput. The strategy is based around moving the maximum numbers of people by sustainable modes. No change required.
455	14. Traffic Management and Travel Options	TM5 – Low-Traffic Neighbourhoods	NTA-C5-455	support for reduced speeds and low traffic neighbourhoods	support for reduced speeds and low traffic neighbourhoods	Comment in support of strategy measure is noted.
387	14. Traffic Management and Travel Options	TM5 – Low-Traffic Neighbourhoods	NTA-C5-387	Support Low Traffic Neighbourhoods	Secondly, we support prioritisation of walking, cycling and public transport in urban street networks through interventions such as pedestrianisation, filtered permeability and low traffic neighbourhoods.	Comment in support of strategy measure is noted.
768	14. Traffic Management and Travel Options	TM5 – Low-Traffic Neighbourhoods	NTA-C5-768	Cycling in residential areas	Make all streets on which people live or work cycling friendly. This means ensuring that away from the main cycling network, smaller residential streets are inclusive and safe. In practice, motor traffic must be limited and restrained to ensure these areas are inclusive of cyclists (particularly children and less-confident cyclists).	Noted. The strategy provides for this.
129	14. Traffic Management and Travel Options	TM5 – Low-Traffic Neighbourhoods	NTA-C5-129	Shared Spaces	For those of us not in the city, perhaps funding towards the transformation of local roads into shared spaces could be a goal to allow a safe network for active travel on quieter roads?	Noted. The strategy through Measures such as TM3, PLAN 7, 14 and 16 provides for such measures outside urban areas. No change required.

202	14. Traffic Management and Travel Options	TM6 – Car Free Zones	NTA-C5-202	Rat Running	In inner urban areas e.g. Iona District, Drumcondra, walking is under pressure due to the increased volume of “rat running” motor vehicles, which are usually travelling at speed. There is an aspiration for the “provision of traffic free streets in town centres”. Unfortunately, larger cities have many dense residential areas which are squeezed between the high volume outer roads and the high quality town centres. In the case of the Iona District it seems the area is a particular decompression zone or buffer between larger fast roads and the city centre.	Noted. This issue is covered under Measure PLAN7. No change required.
-55	14. Traffic Management and Travel Options	TM6 – Car Free Zones	NTA-C5-55	Support for car-free zones	Another great idea for improving infrastructure in general is to introduce car-free lanes	Roadspace allocated for the sole use of buses, Taxis and bikes comprise car-free lanes. No change required.
201	14. Traffic Management and Travel Options	TM8 – Safe Routes to School	NTA-C5-201	Safe Routes to School	Agree with the objectives providing safe routes to schools. Cycle paths should be on desire lines and the affects of displacement of traffic should be considered.	Comment in support of strategy measure is noted.
435	14. Traffic Management and Travel Options	TM8 – Safe Routes to School	NTA-C5-435	School Street	Include and promote school streets more explicitly and robustly	Consider rewording
885	14. Traffic Management and Travel Options	TM8 – Safe Routes to School	NTA-C5-885	Support for Safe Routes to School	Increasing the safe school routes to secondary schools is urgently needed, these students will continue to cycle into adulthood is they have the opportunity to do it at this age.	Noted. No change required.
822	14. Traffic Management and Travel Options	TM8 – Safe Routes to School	NTA-C5-822	Support for Safe Routes to School	UCD note and welcome the continuation and expansion of the Safe Routes to School programme into the new strategy (Measure TM8), which will deliver significant enhancements to enabling and encouraging active travel to schools	Noted. No change required.
387	14. Traffic Management and Travel Options	TM8 – Safe Routes to School	NTA-C5-387	Support Safe Routes to School	The proportion of primary school children travelling to school via active transport has halved between 1986 (49.5%) and 2016 (25%) with the rise in car travel being the main substitute (15). Currently, 1 in 5 primary school children have overweight or obesity and the prevalence is substantially higher amongst children attending disadvantaged schools (1 in 3) (16). Providing safe active transport routes to school has the potential to modify the obesogenic environment. In light of this, the safe routes to school programme should be a key priority for the NTA and disadvantaged schools should be prioritised.	Comment in support of strategy measure is noted.
812	14. Traffic Management and Travel Options	TM9 – Car Sharing	NTA-C5-812	Support for Car clubs	Although the priority should be to provide alternatives to car transport, car clubs have the potential to reduce car ownership. Reduced car ownership encourages public transport use. As such, car club fees could be subsidised if combined with a public transport journey.	Noted. No change required.
661	14. Traffic Management and Travel Options	TM9 – Car Sharing	NTA-C5-661	Support for car charing	- Car sharing (such as GoCar) should be facilitated by providing more spots.	Noted. Covered under car sharing and Smarter Travel Workplaces and Campuses
689	14. Traffic Management and Travel Options	TM9 – Car Sharing	NTA-C5-689	Increase People per Car	Suggestion to look at strategies to increase the average occupancy in private cars.	Noted. Covered under car sharing and Smarter Travel Workplaces and Campuses

-38	14. Traffic Management and Travel Options	TM9 – Car Sharing	NTA-C5-38	High Occupancy Vehicles	<p>I am disappointed that the strategy does not even mention the potential for increasing the average occupancy in private cars.</p> <p>This can allow Dublin to provide incentives such as HOV toll discounts, HOV lanes, HOV rewards, HOV parking, etc.</p> <p>Please reconsider the strategy in light of already-proven technologies for verifying vehicle occupancy. The strategy should be updated to reflect modern approaches to road pricing, vehicle occupancy goals and incentives for behaviour change.</p>	Noted. The strategy's focus is on maximising the flow of people throughout the GDA, This is best achieved by mass transit and cycling. Car sharing is promoted by the NTA, but to provide incentives to private car use (albeit shared) would run contrary to sustainable transport policy which aims to incentivise public transport, walking and cycling. Furthermore, tolls are already discounted for HOVs by virtue of the cost being split among the occupants, and the feasibility of HOV lanes is highly questionable in the GDA.
827	14. Traffic Management and Travel Options	TM9 – Car Sharing	NTA-C5-827	Support for car sharing	All new development plans for local authorities within the GDA, and in particular the four local authorities in the County of Dublin, should be required to prescribe parking standards for all development so that car sharing is promoted over private car ownership.	Noted. This is a matter for the local authorities. The strategy promotes a restrictive approach to car parking generally and this is reflected in the NTA's work with the local authorities on their development plans
411	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-411	Maximum Car Parking Standards	<p>The introduction of maximum car parking standards may result in an under provision of car parking spaces at certain locations, particularly where an established quantum of retail & convenience space is provided with higher order footfall demand i.e. district/neighbourhood centres. The introduction of the proposed parking standards may have negative impacts on the local road network including traffic overspill, double parking and congestion.</p> <p>Additional car parking spaces do not result in additional traffic.</p> <p>How 'accessible locations' are to be assessed in terms of methodology and criteria to be set out, i.e. what determines a location as more accessible than another? A clear and defined approach is provided in the assessment as to what can be considered an 'accessible location' due to the significant impact the reduction in car parking may have on convenience stores at certain locations.</p> <p>It is important for the NTA to acknowledge that supermarkets/foodstores have a different parking requirement to other forms of retail and land uses such as offices. Fundamentally, despite the best intentions, very few people do their full weekly food shop and travel home by public transport due to the nature of convenience shopping. As such, the Draft Transport Strategy may have a significant impact on the commercial viability of convenience centres should adequate car parking provision not be maintained for anchor retailers such as Tesco.</p>	The management of destination parking is a critical measure in reducing car use. The NTA does not foresee that the transport strategy will have an impact on the viability of major retailers such as Tesco, as it does not preclude the use of the car for weekly shopping trips, many of which occur at off-peak or weekends. Developers and occupiers, however have an obligation to demonstrate how their retail centre can operate sustainably and in a manner which meets wider social and environmental objectives as they relate to placemaking, emissions, congestion, town centre health etc. etc. No change required
455	14. Traffic Management and Travel Options	TM11 and TM12 - Parking Standards	NTA-C5-455	parking standards and on street parking	there needs to be a clear indication of how parking will be provided, so that overspill parking does not occur. There needs to be consideration for residents who have no option but to park on street	Noted. While the transport strategy provides for high-level measures in this regard, local conditions will need to be considered at the detailed level
455	14. Traffic Management and Travel Options	TM5 – Low-Traffic Neighbourhoods	NTA-C5-455	support for reduced speeds and low traffic neighbourhoods	support for reduced speeds and low traffic neighbourhoods	Comment in support of strategy measures is noted.

15. Freight, Delivery and Servicing

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
238	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-238	Use of Consolidation Centres	<p>We would urge caution and further discussions with delivery companies at as early a stage as possible in regards to any proposals for freight consolidation</p> <p>Whilst consolidation centres may also provide value for smaller delivery companies or operators that do not carry full loads, it could cause duplicate package handling and increase vehicle movements.</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
411	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-411	Appropriateness of Consolidation Centres	<p>We would request the NTA to consider the operational impacts of the above measure, as the volumes of deliveries and the size of the delivery vehicle depend entirely on the amount of trade and the size of a specific store due to this it is not feasible or possible for larger stores around Dublin City and town centres to deliver their goods with smaller vehicles</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
835	15. Freight, Delivery and Servicing	Designated delivery times	NTA-C5-835	Delivery hours	<p>Specific hours for deliveries would be welcome, in wider areas. Pre 11:00hrs - All vans should have an identifier that they are in the city on business, so that "white vans" cannot be used for leisure journeys</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
838	15. Freight, Delivery and Servicing	Designated delivery times	NTA-C5-838	freight delivery times	<p>Urban Freight</p> <p>The strategy needs to be clear as to what is required and where and how these can be implemented.</p> <p>Last mile delivery with smaller ecargo bikes and trikes.</p> <p>Curfew on delivery times for improved liveability of neighbourhoods.</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
781	15. Freight, Delivery and Servicing	Designated delivery times	NTA-C5-781	deliveyr times	<p>freight deliveries are always going to be an issue.</p> <p>the best way to get freight elivered outside of peak times is to encourage companies to have nighttime opening for goods . a lot of trucks have to deliver in the city centre after 9am as these companies wont accept deliveries beforehand as they wont pay staff night rates so i might need abit of persuasion.</p> <p>another option is all deliveries within the canal area are done by small vans or licenced delvery bikes and if you need a truck delivery and wont allow a night delivery that you pay a fee to the council that costs more then a staff members wage</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.

395	15. Freight, Delivery and Servicing	Designated delivery times	NTA-C5-395	24 access required	An Post still require the use of larger delivery vehicles for the transport of letters and parcels to regional mail facilities. In this regard, it is requested that the NTA have consideration for HGV movements and the operational requirements associated with the postal service. It is important that 24-hour access for deliveries and collections are maintained at all postal facilities and will not be impacted or limited by the introduction of any restrictive measures including HGV bans, road alterations such as the narrowing of carriageways, the introduction of raised tables or other traffic calming/public realm measures on the surrounding streets or regulating delivery times. It is imperative that vehicles of this scale can continue to access the An Post facilities in a safe and efficient manner and that flexible delivery times, as exist, are not impacted.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
332	15. Freight, Delivery and Servicing	Freight General	NTA-C5-332	Support for Freight Section	<p>It is considered that these measures align with and assist the implementation of RPOs 8.1 to 8.4 for the integration of land use and transport planning. This section of the Draft Transport Strategy also supports RPO 8.5 relating to the preparation of a regional strategy for freight transport in collaboration with the relevant transport agencies and the other Assemblies.</p> <p>The measures also support RPOs 8.11-8.12 for improvements of EU TEN-T network connectivity on the Dublin-Belfast Corridor and RPOs 8.15-8.16 for international connectivity and the efficient movement of people and goods to and between ports and airports.</p>	Comment in support of strategy measures is noted.
411	15. Freight, Delivery and Servicing	Freight General	NTA-C5-411	Accommodating Deliveries	<p>restrictions on deliveries must be avoided. Additionally, adequate loading bay facilities and access routes should be maintained to ensure the commercial viability of retail premises. A failure to accommodate deliveries could have a detrimental impact on retail and commercial premise</p> <p>Having regard to the above points, we respectfully request that no policies are introduced that could lead to any restrictions on deliveries as part of the new Transport Strategy and that the NTA continues to engage with retail operators as part of any future transportation strategies. Furthermore, we request that the delivery requirements of convenience food store operators are acknowledged and that policies providing for deliveries, including early morning deliveries, should be encouraged.</p>	Noted. While engagement will continue with all stakeholders, a blanket refusal to change travel patterns by any one company would not be regarded as helpful in addressing the plethora of transport, planning and environmental challenges that the GDA faces. No change required.

748	15. Freight, Delivery and Servicing	Freight General	NTA-C5-748	Clarity on Freight Measures	<p>Urban Freight</p> <p>The strategy needs to be clear as to what is required and where and how these can be implemented.</p> <p>Urban Consolidation Centres Last mile delivery with smaller ecargo bikes and trikes. Curfew on delivery times for improved liveability of neighbourhoods.</p>	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
865	15. Freight, Delivery and Servicing	Freight General	NTA-C5-865	drones and freight technology	<p>Urban and rural electric air mobility is another emerging technology with Ireland being a world leader with home drone delivery. This should be expanded and encouraged by the national government of the day which will reduce road traffic and carbon and air pollution,</p> <p>it will also be safer. The reduction in delivery drivers means fewer cars on the road which should result in fewer accidents and injuries.</p> <p>We should also encourage modern airships to take over from rail, if railways are removed and turned into greenways.</p>	Noted. It is not the intention to remove railways and turn them into greenways. The NTA is not aware of the full potential of airships and drones in the freight sector but will continue to liaise with operators in the preparation of the Freight Strategy provided for in Measure FREIGHT1.
843	15. Freight, Delivery and Servicing	Freight General	NTA-C5-843	Illegal Parking by Delivery Vehicles	Illegal and dangerous parking by delivery drivers is rampant in the Greater Dublin Area, and occurs with near-total impunity.	Noted. Covered under Measure INT20. No change required.
862	15. Freight, Delivery and Servicing	Freight General	NTA-C5-862	Cargo Bikes	eCargobikes to more than 25 local businesses across the Dublin area in 2021 as part of pilot projects with Dún Laoghaire-Rathdown, Fingal and Dublin City Councils. These pilot projects have shown the enormous untapped potential for Last Mile Deliveries by sustainable modes. The encouragement and enablement of cargobike use should form a key part of the freight & logistics strategy for all key urban areas across the Greater Dublin Area.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1. Covered also under FREIGHT6
796	15. Freight, Delivery and Servicing	Freight General	NTA-C5-796	10 Year Road Haulage Strategy	GDA Transport Strategy must consider the ten-year strategy for the road haulage sector, and the wider logistical considerations as transport projects are progressed.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIG
761	15. Freight, Delivery and Servicing	Freight General	NTA-C5-761	speed limits	Speed limits (85-90 kmh) should be imposed on all petrol / diesel vehicles to reduce CO2 emissions and expensive oil imports	Noted. There are a range of measures being considered in terms of CO2 reduction. Covered under FREIGHT6
889	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-889	urban village deliveries	To accommodate deliveries, we need not just a goods delivery plan for city centre, but for urban villages too, and we need to minimise disruption on key bus routes.	Noted. It is the intention to deliver a comprehensive strategy at the regional level setting out how deliveries should be managed at the local level.
661	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTAC5-661	Delivery plan for Dublin 6/W	In the finalised Transport Strategy for Dublin, the issue of an appropriate business delivery plan must be addressed for our urban villages of Terenure, Rathgar, Rathmines, Kimmage, Harold's Cross.	Noted.
856	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-856	ambition in urban freight delivery strategy	A more ambitious Urban Freight Delivery strategy should be included, not solely to examine the feasibility of various measures but a clear strategy outlining how and where Urban Consolidation Centres could be integrated with last-mile delivery with priority to ecargo bikes and trikes and then, smaller electric delivery vehicles	Noted. No change required.

736	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-736	link to DLR	Rail Freight Strategy 2040 The ten-year strategy for the road haulage sector could benefit more if a strategy linking Dún Laoghaire Port Ferries with the Irish National Freight and Passenger train services was developed. Such linking would benefit Ireland's business and be of particular interest to Dún Laoghaire Business fraternity.	Noted. No change required.
395	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-395	access for deliveries	the introduction of pedestrianisation, parking standards, and car free zones may significantly impact on the smooth operation of the postal service. It is, therefore, requested that the NTA safeguard the accessibility of postal facilities across the Region.	Noted. No change required.
238	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-238	Intermodal Transport/Integrated Transport Planning	it is critical that the concerns of the aviation air freight sector are taken into account and how this impacts businesses in the Greater Dublin Area as well as the country as a whole. Issue raised around planning conditions related to night time flights	Noted. No change required.
455	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-455	support for freight strategy	General support for freight strategy Should be incentives for businesses who are early adopters.	Noted. No change required.
238	15. Freight, Delivery and Servicing	FREIGHT3 – HGV Management	NTA-C5-238	Designated Delivery Times	From the express freight perspective, deliveries can be time critical and businesses and consumers expect deliveries to happen at key times of the day. Re-timing these types of deliveries may not be practical and can lead to competitive disadvantage to businesses requiring morning deliveries or late afternoon collection of goods.	Noted. A balance is required between the various demands on the road and street network at different times of day. No change required.
238	15. Freight, Delivery and Servicing	FREIGHT3 – HGV Management	NTA-C5-238	Out-of-Hours Delivery Lockers	We need to also encourage alternative solutions such as parcel lockers that only require simple planning approval processes which will create a fair and transparent competition with postal services who do not currently need to obtain planning permission for their lockers.	Noted. This issue would be more appropriately addressed by the Freight Strategy provided for in Measure FREIGHT1
843	15. Freight, Delivery and Servicing	FREIGHT3 – HGV Management	NTA-C5-843	HGV Cordon	The HGV cordon permit system is totally ineffective. Using the Dublin City Council's HGV Permit App, this shows repeated instances of breaches of the cordon (HGVs with no permit present within the cordon). Yet, there is no published information about what happens with the data collected via the app, nor what consequences are faced by the drivers and companies involved.	Noted. This is a matter for Dublin City Council. Measure INT20 relates to enforcement of all road traffic laws, including the HGV cordon. No change required.
796	15. Freight, Delivery and Servicing	FREIGHT3 – HGV Management	NTA-C5-796	Freight and pedestrianisation	As the pedestrianisation of streets across Dublin city progresses, the GDA Transport Strategy must facilitate stakeholder consultation on the associated logistical implications which is further compounded by the transition to more sustainable modes of transport. Regulating or restricting delivery times or lorry use to off-peak periods can impact supply chains and the delivery of goods that are subject to tight timeframes. Limiting road access for lorries could also prove counterproductive as substituting their use with smaller vehicles with less capacity can add to congestion across the GDA.	Noted. A balance is required between the various demands on the road and street network at different times of day. No change required.

781	15. Freight, Delivery and Servicing	FREIGHT3 – HGV Management	NTA-C5-781	consolidation and routes	freight hubs can be built outside the city and rail used more to bring freight to the port for onward distribution within the city a new warehouse built at north wall could take a couple of trains every night with city centre deliveries been sent to it with onward small van deliveries out of it. to discourage trucks from the city more 3 tonne roads could be created and all toll roads be made free for freight carrying vehicles to discourage using national roads into the city.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
670	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-670	port tunnel issues	An increase in the number of freight trains crossing East Wall Rd could have a negative impact on the operation of the Dublin Tunnel.	Noted. This matter will be examined as part of any emerging proposals for rail freight. No change required
762	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-762	Support for Rail Freight	Iarnród Éireann welcome the NTAs commitment to support the implementation of the outcomes of the Rail Freight 2040 Strategy under Measure FREIGHT4	Noted.
762	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-762	Strategic Rail Freight Terminal	We are investigating the possibility of a strategic rail freight terminal to the West of Dublin to act as a key interchange between Dublin Port and the movement of goods to regional destinations across the island of Ireland. This terminal could act as an overflow for the Dublin Port area by providing shuttle services to/from the port, as well as a marshalling yard for preparation of trains for onward movements.	Noted. This proposal can can be an inout into the Freight Strategy provided for in Measure FREIGHT1.
-62	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-62	Inland port and rail Freight	Consider an Inland cargo rail station at or around Newcastle/ Rathcoole/ Sagart or even at Junction 7 on the M7	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
877	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-877	use of rail lines	The priority on the Dublin Rial network is rightly towards passenger traffic however over a 24hr period these lines are not used to the maximum levels from 21hr to 06hr when the corridors can be used for freight traffic.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
877	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-877	port access for freight	need to reconsider the options wrt rail freight access to Dublin Port.	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
877	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-877	suggestion	SECTION 15.5 Rail Freight, p. 183 Revise to: Measure FREIGHT4 – Rail Freight The NTA will support Irish Rail in the implementation of the outcomes of the Rail Freight 2040 Strategy. The NTA will investigate potential infrastructure improvements such as sidings and passing loops required to facilitate an increased rail freight sector.	Noted. The additional text is not considered necessary. No change required.
844	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-844	Support for Rail Freight	It is critical that rail is used as the backbone for freight movements across Ireland.	Noted.
869	15. Freight, Delivery and Servicing	FREIGHT4 – Rail Freight	NTA-C5-869	support rail freight	support rail freight	Noted.
238	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-238	Use of Consolidation Centres	We would urge caution and further discussions with delivery companies at as early a stage as possible in regards to any proposals for freight consolidation Whilst consolidation centres may also provide value for smaller delivery companies or operators that do not carry full loads, it could cause duplicate	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.

					package handling and increase vehicle movements.	
411	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-411	Appropriateness of Consolidation Centres	We would request the NTA to consider the operational impacts of the above measure, as the volumes of deliveries and the size of the delivery vehicle depend entirely on the amount of trade and the size of a specific store due to this it is not feasible or possible for larger stores around Dublin City and town centres to deliver their goods with smaller vehicles	Noted. This issue will be addressed by the Freight Strategy provided for in Measure FREIGHT1.
796	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-796	City Centre Deliveries	Micro-consolidation centres are useful for managing supply chains in a more sustainable way and for reducing the presence of heavy vehicles in the city centre. Effective public-private partnerships can support the expanded operation of micro-consolidation hubs that are serviced via e-vans, e-cycles, and e-walkers. The GDA Transport Strategy needs to support co-operation between local authorities and logistics companies to enable the implementation of innovative and sustainable modes of delivery within the city centre.	Noted. This issue will be addressed by the City Centre Plan provided for under measure TM1 and the Freight Strategy provided for in Measure FREIGHT1.
796	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-796	Stakeholder Engagement on Consolidation Centres	Stakeholder engagement on the proposed development of consolidation centres is critical to ensure that business operations across the GDA are not impeded by the possible development of freight consolidation centres.	Noted.
257	15. Freight, Delivery and Servicing	FREIGHT5 – Consolidation Centres	NTA-C5-257	shared delivery	Shared delivery DublinTown supports shared last mile delivery to premises and also shared deliveries from the city centre to customers' homes. This would have a number of advantages: <ul style="list-style-type: none"> • It would reduce the number of vehicle journeys • It would facilitate the use of sustainable transport to access the city • It would facilitate the re-allocation of space for better pedestrian routes and public domain enhancement. This would entail the use of delivery hubs adjacent to the city centre from where electric vans and cargo bikes would make deliveries into the commercial district. Similarly, these vehicles would collect purchases and delivery to them to the hub for onward delivery to customer homes. The same cost sharing mechanism could be used by retailers for the delivery of purchases made on-line. This scheme could be rolled nationally through engagement with An Post.	Noted. This issue will be addressed by the City Centre Plan provided for under measure TM1 and the Freight Strategy provided for in Measure FREIGHT1.
238	15. Freight, Delivery and Servicing	FREIGHT6 – Environmental Measures for Freight	NTA-C5-238	Last Mile deliveries and e-logistics	UPS supports micro consolidation sites in city centres to support e-bike or e-walker operations. The challenge with e-cycle logistics generally is that we are limited by the capacity of the cargo bikes to carry sufficient volume of packages to make the delivery system viable. As a result, we look to place a large container (or “eco-hub”) in a “staging area” within a city centre location that	Noted. This issue will be addressed by the City Centre Plan provided for under measure TM1 and the Freight Strategy provided for in Measure FREIGHT1.

					would allow the handler (or handlers) to continually refill the cargo bikes throughout the day and carry out final mile deliveries.	
238	15. Freight, Delivery and Servicing	FREIGHT6 – Environmental Measures for Freight	NTA-C5-238	EVs	Businesses in the transport sector need a clear road map to decarbonisation so that they can plan their purchasing and expenditure and have confidence that the infrastructure will be there to support the transition to alternative fuel and advanced technology vehicles.	Noted. The transition to zero carbon freight is a matter for Government and the freight sector to address in order to make the necessary contribution to the 2030 emissions target. The strategy has been reviewed and updated in this regard.
-56	15. Freight, Delivery and Servicing	FREIGHT6 – Environmental Measures for Freight	NTA-C5-56	eHighways	Submission sets out an approach to electrification of main motorway links to and from Dublin Port for use by HGVs which have been fitted with OCS.	Noted. This approach is not being explored in Ireland and it is not the intention to electrify the national road network to facilitate this at this time
489	15. Freight, Delivery and Servicing	FREIGHT6 – Environmental Measures for Freight	NTA-C5-489	E freight	<p>Mandate all delivery to electric vehicles.</p> <p>Large organisations like An Post, Amazon, and retailers like Argos, Home Stores, Tesco etc. Have the financial capability to electrify their fleet.</p> <p>Likewise food deliveries, Uber, and local taxi services all should be electronic.</p> <p>Based on scale some businesses may need an incentive, whilst planning ahead for the infrastructure to support conversion needs to be very much front at centre. Billion euro companies that haven't converted need to be mandated.</p>	Noted. The transition to zero carbon freight is a matter for Government and the freight sector to address in order to make the necessary contribution to the 2030 emissions target. The strategy has been reviewed and updated in this regard.
799	15. Freight, Delivery and Servicing	FREIGHT6 – Environmental Measures for Freight	NTA-C5-799	need to record noise, notably on main roads	This is unacceptable, and metrics around noise need to be attached, and the goal to radically diminish those. If people live beside roads, it is the NTA's responsibility to ensure noise + air pollution are dealt with by ensuring traffic levels go down - people's health should not be treated as collateral damage.	Noted. It is a simple fact that as the population grows and associated demand for goods grows, that it will lead to increased goods movement. The respondent has extracted a section of text from the strategy and used it out of context misrepresenting the NTA's views on this matter. The strategy, in combination with other plans and policies, will reduce transport related noise. No change required.
843	15. Freight, Delivery and Servicing	Safety of HGVs	NTA-C5-843	HGVs and Direct Vision	All HGVs must be banned with immediate effect where they do not comply with the Direct Vision Standard.	Noted. This is a legislative matter beyond the remit of the transport strategy.
577	15. Freight, Delivery and Servicing	Safety of HGVs	NTA-C5-577	permit compliance	As HGVs are the most likely vehicle to injure or kill cyclists and pedestrians in our city, the NTA documents should reference the need to ensure permit compliance. More roads should be closed to HGV traffic to ensure that there are minimum road design standards in place on those roads where HGV traffic is permitted to keep vulnerable road users safe.	Noted. Enforcement is covered under Measure INT20
455	15. Freight, Delivery and Servicing	FREIGHT1 - Strategy for Sustainable Freight Distribution	NTA-C5-455	support for freight strategy	General support for freight strategy Should be incentives for businesses who are early adopters.	Noted.

16. Climate Action Management

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
455	16. Climate Action Management	Linking Transport to Climate Change in Other Areas	NTA-C5-455	linking climate mitigation in transport to other climate action initiatives.	No mention of complementary climate mitigating measures such as greening infrastructure & biodiversity enhancement in the strategy.	
266	16. Climate Action Management	CLIMATE1	NTA-C5-266	Congestion Charge	We recommend that the strategy include the implementation of a daily congestion charge on all private vehicles entering Dublin city centre immediately.	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
435	16. Climate Action Management	Linking Transport to Climate Change in Other Areas	NTA-C5-435	Climate Action Synergies	Consider synergies between the promotion of sustainable and active travel objectives from climate action plans and other ancillary policies (e.g. Play Strategies) and the implementation of transport infrastructure	noted. The strategy has been written to compliment other elements of sustainable development.
-62	16. Climate Action Management	CLIMATE1	NTA-C5-62	Congestion Charging	Why is there no reference to congestion charging	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
791	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-791	Path to Decarbonisation	The transport strategy needs to set out a year by year path to decarbonization. It may prove dangerous to wait until the decade is over to measure the success or otherwise of the measures against what is envisioned. It is important for public accountability and for all the stakeholder bodies to be able to monitor the success of the plan on an ongoing basis. And the NTA should aim to alter the plan if it emerges that we are not on our predicted course for decarbonisation.	The NTA are required to review the Strategy every 6 years, and each strategy will be followed by an implementation plan, and a monitoring report. Given the strategic nature of the policies and infrastrucutre proposals this is deemed an appropriate timeline.
781	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-781	charging electric transport	another issue we face is with the drive to more electric buses luas and e bikes e cars e scooters that we need to find new ways to power these vehicles built in solar units on bus van roofs can help to recharge these vehicles when parked and should be looked for more in the future. Also there are trials of realtime units with solar panels and these should be rolled out further accross the city.	noted. The specific design specifications and supporting infrastructure for e vehicles is an important consideration, but the details of this requirement are outside the specifications of the strategy.
131	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-131	Strategy Lacks Ambition to Reduce Emissions	<p>The strategy will not address climate change at a fast enough pace (by 2030 or by 2042), will not appreciably reduce congestion and will leave air pollution at a higher level than otherwise could be achieved.</p> <p>Given that the greater Dublin area has the largest population densities and best public transport provision in the country, transport in the GDA should be decarbonising significantly faster than across the rest of the country. A reduction significantly in excess of the 51% average should be the goal otherwise an unfair burden will be placed on regions with more dispersed populations and less public transport availability.</p>	<p>The contribution of the transport strategy to emissions reduction and the additional measures required are clearly set out in the report. The strategy does not cover all transport matters in the GDA, in particular EVs and the decarbonisation of the freight sector.</p> <p>Given that the mode share for sustainable modes is already relatively high in Dublin, it may be difficult for people in the city region to reduce their emissions further, in particular those in households without cars, which are more common in the city than rural areas. The GDA is under no obligation to decarbonise faster than less sustainable regions. It should also be noted that the GDA encompasses large tracts of sparsely populated rural and peri-urban areas.</p>

232	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-232	Strategy will not Increase PT Use	These proposals are not sustainable and will not improve local uptake of public transport.	noted.
889	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-889	Climate Action management points	<p>The plan needs to be updated to reference the Climate Action Plan 2021, the New National Development Plan 2021 to 2030 and Housing for All.</p> <p>Clear modal shift targets need to be set out as part of the plan if we are to reach our climate emissions targets for 2030 and 2050.</p> <p>A core focus of the strategy must be on the reallocation of road space to walking, cycling, e mobility and public transport, with specific targets set out.</p> <p>The strategy must set out a very clear roadmap as to how this plan will help to reach our 2030 and 2050 climate targets, and set out a year by year path to decarbonisation.</p> <p>The decade ahead is critical and the success or otherwise of the measures in this strategy must be assessed on a continual basis if they are to achieve the desired results.</p> <p>This must be done with a willingness to alter the plan if we fall behind on our path to decarbonisation.</p> <p>Another flaw in the strategy is that it only counts emissions at the tailpipe rather than accounting for the total emissions involved in the construction and end of life of the vehicles.</p>	Noted. The Strategy is in line with the policies set out in the Climate Action Plan and NDP. The contribution of the transport strategy to emissions reduction and the additional measures required are clearly set out in the report. The strategy does not cover all transport matters in the GDA, in particular EVs and the decarbonisation of the freight sector. Noted with regard to the calculation of emissions.
803	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-803	Electrification of PT and Freight	We need far greater urgency in electrifying freight, and public transport	noted.
843	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-843	Ban ICE	Internal combustion engines must be banned with immediate effect.	noted.
796	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-796	Electrification of Rail	While the proposed further electrification of the rail network beyond the DART+ Programme is also welcome, greater ambition is needed in this area, as part of a journey towards the full electrification of the national rail network.	noted.
796	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-796	Alternative Fuels	The GDA Transport Strategy must also include plans to roll out and encourage alternative fuels where appropriate. the GDA Transport Strategy must be more explicit on how they plan to meet their commitment to expand the refuelling network for alternately fuelled vehicles to address freight emissions. It is critical that the NTA remains proactive and informed on emerging developments in vehicle electrification and alternative fuel use to continue to deliver efficient transport services across the GDA.	noted. The Strategy supports the Climate Action Plan policy of increasing the use of electric vehicles and bio fuels.

332	16. Climate Action Management	Climate Proofing Transport	NTA-C5-332	Resilient Transport Infrastructure	<p>The following RSES priorities should inform the GDA Transport Strategy 2022-2042:</p> <p>Resilient transport infrastructure design and operation to adapt to climate change and extreme weather events: In support of Chapter 16, Climate Action Management, and Measures CLIMATE1 and CLIMATE2, an additional measure may be beneficial to affirm the commitment to climate change adaptation and resilient design including measures for the safe operation and management of transport infrastructure and transport networks to deal with and recover from extreme weather events.</p>	Noted. Covered for public transport under Measure PT2.
781	16. Climate Action Management	Climate Proofing Transport	NTA-C5-781	pollinators on bus stops	bus shelters are a great item to have both pollinator gardens installed on them as well as having solar power added to power their lighting	noted. The specific design specifications of infrastructure is not appropriate for a Strategic Plan.
632	16. Climate Action Management	Climate Proofing Transport	NTA-C5-632	Alternative to Diesel	In dealing with South Coast Logistics over the years, Katal has learned about the passion and willingness of the Irish to adopt and deploy new technologies. By running trials in Ireland, and with the support of both the Canadian and Irish governments, I believe Katal can make a material impact on diesel emissions starting in 2023. If we change the fuel, we can change the emissions.	noted.
781	16. Climate Action Management	CLIMATE1	NTA-C5-781	congestion charge	<p>the city should look at a congestion charge as there are options to cross the city without going through the centre. speed limits should be reduced for all vehicles.</p> <p>free parking should be removed for all civil servants government ministers in the city and instead free travel passes issued</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
495	16. Climate Action Management	CLIMATE1	NTA-C5-495	non discriminatory TM measures	<p>Stop using charging measures as deterrents and start implementing real, non-discriminatory measures to reduce traffic.</p> <p>Focus on positive changes - not charging people and hoping for behaviour change of commuters.</p> <p>Unlock the M50 flow issues, with digital speed controls.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.

791	16. Climate Action Management	CLIMATE1	NTA-C5-791	D mgmt	<p>The demand management tools to be considered by this strategy will have a very significant impact on people's lives and how they travel and yet they are entirely unelaborated in this document. The demand management strategy should be published and put out for public consultation to gather feedback. The ambition of the demand management strategy should be to find mechanisms that are as equitable as possible and maximise the benefits to communities who currently experience restricted mobility by the current transport system e.g. changing the roadscapes to provide one way systems and increase cycling and walking provisions in areas where there are currently few public transport option. For those who are entirely dependent on cars for transport, supports should be identified to ensure they are not unfairly penalised.</p> <p>Road/street space reallocation should also be examined and modelled by the NTA. It can serve a dual purpose as both discouraging journeys by private car and supporting and making safer journeys by bike or walking, which will particularly benefit those who do not have access to a car or who are not able to drive. Therefore as a demand management strategy, road/street space reallocation is likely to be one of the more progressive options available.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
838	16. Climate Action Management	CLIMATE1	NTA-C5-838	Importance of Demand Management Measures	<p>The demand management measures should be integral to the GDA Transport Strategy rather than viewed as 'additional'. A number of these measures are assessed and discounted as national policy, but the strategy states that further assessment of various permutations of additional measures will be required to address the shortfall. The strategy needs to include measures LEZs, dynamic parking policy, congestion charges, deprioritisation of road space for private car traffic, removal of car parking spaces and reducing further max parking spaces per unit (currently 0 to 0.5).</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
793	16. Climate Action Management	CLIMATE1	NTA-C5-793	Timeframe for Demand Management Measures	<p>Measure CLIMATE 1 sets out additional demand management measures to achieve the emission target for 2030 subject to further detailed assessment. It is respectfully recommended that this assessment is given an ambitious timeframe given the importance on delivering on the climate targets.</p> <p>Notwithstanding the above, DLR is disappointed that the demand management measures have been left to the chapter on climate change. If some form of demand management was identified as critical in the traffic modelling, then consideration should be given to reflecting this directly in the proposed policies and measures of the Strategy.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
-62	16. Climate Action Management	CLIMATE1	NTA-C5-62	Congestion Charging	<p>Why is there no reference to congestion charging</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.

140	16. Climate Action Management	CLIMATE1	NTA-C5-140	Alternative Measures for Reducing Emissions	<p>Replace speed bumps with cameras to enforce speed limits and to reduce emissions and noise caused by constant deceleration and acceleration</p> <p>Reduce emissions by noise by better synchronisation of traffic lights</p>	noted. The specific design specifications of infrastructure is not a appropriate for a Strategic Plan.
266	16. Climate Action Management	CLIMATE1	NTA-C5-266	Congestion Charge	We recommend that the strategy include the implementation of a daily congestion charge on all private vehicles entering Dublin city centre immediately.	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
869	16. Climate Action Management	CLIMATE1	NTA-C5-869	supports demand management	<p>Congestion Charging could be introduced incrementally, based on where people have good public transport options.</p> <p>intelligent Congestion charges could transform our streetscapes. With fewer cars, there would be more space for other road users</p> <p>oppose the idea of using congestion as a roads poace demand management tool (ie let motorists fester in traffic jams so that they give up driving). Congestion worsens pollution, and frustrates legitimate and important car trips</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
856	16. Climate Action Management	CLIMATE1	NTA-C5-856	requiremnte for DMGT to be integral to the strategy	Demand Management Measures should be integral to the GDA Transport Strategy rather than viewed as 'additional'. A number of these measures are assessed and discounted as national policy, but the strategy states that further assessment of various permutations of additional measures will be required to address the shortfall. The strategy needs to include measures such as LEZs, combined parking management policies, congestion charges, deprioritisation of road space for private car traffic	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
468	16. Climate Action Management	CLIMATE1	NTA-C5-468	Traiffic Mgmt Proposals	<p>Congestion Charges will impact on the less well off in society and benefit those in larger cars and who can afford Congestion Charges.</p> <p>There are two parallel ways to deal with the dominance of the car:</p> <p>Car traffic must be intercepted by proper Park and Ride facilities at significant distances from the GDA area. And the pick-up by Bus or Train must be on time, frequent and comfortable.</p> <p>No serious consideration has been given to proactively restricting/managing car traffic. Other cities in America, Europe, even Columbia in South America and China have, or are considering, or implementing systems based on computer reading systems that will allow for car use on specific days only.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.

796	16. Climate Action Management	CLIMATE1	NTA-C5-796	Zonal Charging	<p>The GDA Transport Strategy must provide further detail on the assessment criteria that will be used by the NTA as part of its commitment to establish the optimal framework of demand management measures</p> <p>The introduction of zonal charging in Dublin city requires extensive consideration of the logistical implications to ensure the efficient and effective implementation of a congestion charging system that improves commuting sustainability, caters for all the city's road users, as well as the city's residents and businesses</p> <p>Zonal charging must be considered alongside a general review of local government finances. Local government finances across Dublin are likely to be impacted by a fundamental shift to more sustainable travel.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
799	16. Climate Action Management	CLIMATE1	NTA-C5-799	mode shift	<p>There is an ongoing trend of pushing through road upgrades under the guise of sustainable transport that needs to end (e.g. Snugborough Road upgrade). There is general agreement in the literature that to reduce the modal share of cars, a carrot AND stick approach must be taken; a carrot-only or 'one for everybody in the audience' type approach whereby extra lanes are slipped in alongside bus lanes does not work. Modal shift will not be achieved as long as the attractiveness of driving remains untouched.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
838	16. Climate Action Management	CLIMATE1	NTA-C5-838	demand management measures - congestion	<p>Congestion of private car traffic should not be seen as a parameter to alleviate, but as a Demand Management Measure.</p> <p>The modelling report states that this is a simulation of a constraint, but only intended to represent what could be achieved in the real world by road pricing or car demand management measures.</p> <p>The current tools for demand management are all economic tools (higher parking charges, congestion charges and fuel price increases). A demand management tool based on travel time may be more equitable but all should be part of the transformative change required.</p> <p>Demand Management to reduce capacity should be through</p> <p>Reallocation of road space</p> <p>Reprioritise time e.g. traffic light time should prioritise active and public transport and slow down private car traffic</p> <p>De-network the private car network e.g. improve permeability for active travel, car free zones, filtered permeability, bus gates, introduce Low Emission Zones, active travel networks being prioritised.</p>	This will be a consideration of the Demand Management Study which will be undertaken once the Strategy has been adopted. This study will include an exploration of the potential for congestion charging.
-57	16. Climate Action Management	CLIMATE2	NTA-C5-57	Too little too late	Too little too late	noted.
885	16. Climate Action Management	CLIMATE2	NTA-C5-885	Greater CO2 Reduction Target Required	<p>The Climate Act sets a target of 51% reduction in emissions but this strategy needs to aim for higher reductions because its such a huge part of our everyday lives and any reduction in these emissions in transport has a direct health benefit to us and therefore on our Health system.</p>	The contribution of the transport strategy to emissions reduction and the additional measures required are clearly set out in the report. The strategy does not cover all transport matters in the GDA, in particular EVs and the decarbonisation of the freight sector.

188	16. Climate Action Management	CLIMATE2	NTA-C5-188	Importance of Reducing Emissions	The slow pace of delivery of public transport infrastructure proves that the NTA is not taking the the climate emergency, Ireland's legal obligations to reduce emmissions, or what makes a livable city, seriously.	
872	16. Climate Action Management	CLIMATE2	NTA-C5-872	proposed changes	<p>I suggest thatthe following proposed action should be stated more clearly. Does 'contribute' mean fully achieve or does it mean contribute to a % of this goal?</p> <p>MEASURE CLIMATE2 Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO2 emissions from transport in the GDA to below 1 MtCO2eq by 2042.</p> <p>Propose clarifying as: MEASURE CLIMATE2 Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA aims to reduce CO2 emissions from transport in the GDA to below 1 MtCO2eq by or before 2042.</p>	While the NTA has a role in supporting the reduction of CO2 emissions, it is not fully responsible, as such the wording of Climate 2 is appropriate. No change required.
838	16. Climate Action Management	CLIMATE2	NTA-C5-838	Insufficient Reduction in Emissions	<p>Focus on legally-binding Climate Action GHG emissions reduction targets (under Carbon Budgets and Climate Act). Transport needs to be seen as critical to zero-carbon society.</p> <p>Draft represents a reduction of 45% from the 2018 GDA emissions total of 3.2 MtCO2eq, which is not sufficient. GDA including large population centre has potential to move away from car dependency. Given the need for our cities and urban centres with larger populations to do the 'heavy lifting' in relation to the reduction in transport emissions, the strategy needs to align with our ambition.</p>	The contribution of the transport strategy to emissions reduction and the additional measures required are clearly set out in the report. The strategy does not cover all transport matters in the GDA, in particular EVs and the decarbonisation of the freight sector
435	16. Climate Action Management	Linking Transport to Climate Change in Other Areas	NTA-C5-435	Climate Action Synergies	Consider synergies between the promotion of sustainable and active travel objectives from climate action plans and other ancillary policies (e.g. Play Strategies) and the implementation of transport infrastructure	noted. The strategy has been written to compliment other elements of sustainable development.
455	16. Climate Action Management	Linking Transport to Climate Change in Other Areas	NTA-C5-455	linking climate mitigation in transport to other climate action initiatives.	No mention of complementary climate mitigating measures such as greening infrastructure & biodiversity enhancement in the strategy.	Noted. Biodiveristy added into PLAN measures.
131	16. Climate Action Management	Ambition for CO2 Reduction	NTA-C5-131	Strategy Lacks Ambition to Reduce Emissions	<p>The strategy will not address climate change at a fast enough pace (by 2030 or by 2042), will not appreciably reduce congestion and will leave air pollution at a higher level than otherwise could be achieved.</p> <p>Given that the greater Dublin area has the largest population densities and best public transport provision in the country, transport in the GDA should be decarbonising significantly faster than across the rest of the country. A reduction significantly in excess of the 51% average should be the goal otherwise an unfair burden will be placed on regions with more dispersed populations and less public transport availability.</p>	Repeat

17. Strategy Outcomes

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
712	17. Strategy Outcomes	allocation for the rest of the country	NTA-C5-712	distribtuion of funding	When developing and publishing plans for the GDA, the NTA should include the % of national transport funding that is aimed at the GDA relative to the rest of Ireland.	The transport strategy only relates to the GDA, funding and planning for outside the GDA is not a matter for this strategy. No change required.
-35	17. Strategy Outcomes	ambition	NTA-C5-35	strategy is not ambitious enough	reduction in car mode share is not good enough. The only people in private cars should be people carrying out journeys of over 5k, deliveries or people with impairments	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
888	17. Strategy Outcomes	ambition	NTA-C5-888	not amibitious on Carbon Targets	The target of reducing the modal share of cars to 48.6% of all trips by 2042 is embarrassingly unambitious.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
856	17. Strategy Outcomes	ambition	NTA-C5-856	strategic targets for mode shift & ambition	<p>Strategic targets for modal shift to public and active transport need to be set, aligned with current carbon emissions reduction targets. These strategic targets should clearly outline suitably ambitious modal shift targets to public transport and active travel, with clearly measurable indicators, monitored annually, such as modal shift to walking/cycling/scooting to school for those who live within a walkable and cyclable distance and modal shift to school bus for primary and secondary pupils. The proposed modal shift outcomes contained within the draft need to be increased to achieve a similar ambition to that in leading active travel jurisdictions based on a commitment to emulate their approach in the Greater Dublin Area. The current strategy outlines a 12% modal share for cycling by 2042, up from 4% in 2016 which is not sufficiently ambitious.</p> <p>Health Impacts & Monitoring The Draft Transport Strategy includes a monitoring report by 2025. This should be amended to an annual report in order to ensure that adequate progress in delivery is achieved.</p>	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. Thie proposals are also sufficient to meeti the climate change targets as outlined in the Climate Action Plan 2021. No change required.</p> <p>The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.</p>
848	17. Strategy Outcomes	ambition	NTA-C5-848	not ambitious enough	acks the ambition and vision that is required to bring these vibrant communities to life. The projects suggested lack any real urgency and motivation to make substantial change. The problems we are facing are not in the future, they are right now and as such we must take action now.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. Thie proposals are also sufficient to meeti the climate change targets as outlined in the Climate Action Plan 2021. No change required.

831	17. Strategy Outcomes	ambition	NTA-C5-831	Lack of Ambition	I urge the NTA to develop a more ambitious strategy which will rapidly reduce greenhouse gas emissions and improve air quality, public health and social equity and inclusion by providing safe and convenient active travel infrastructure and high quality public transport for residents of and visitors to Dublin.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. Thie proposals are also sufficient to meeti the climate change targets as outlined in the Climate Action Plan 2021. No change required.
799	17. Strategy Outcomes	ambition	NTA-C5-799	targets are too low	<p>17.2.7 Mode Share</p> <p>We would humbly suggest that the mode share targets, which include a reduction of car use of 9.1% across the GDA region and 10.5% for Dublin Metro, are not compatible with national climate emissions targets. Achieving modal shift in the more peripheral regions of the GDA is a daunting challenge, so the targets for Dublin Metro need to be much greater to compensate.</p> <p>Targeting an 18% reduction on 2016 levels in commuter vehicle kilometres also seems like an extremely unambitious target given the changes to remote-working that are already baked in since then.</p>	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
771	17. Strategy Outcomes	ambition	NTA-C5-771	lack of ambition	<p>The strategy should include more explicit path to de-carbonisation.</p> <p>The entire strategy needs to be redesigned to meet that level of modal shift.</p> <p>The demand management measures that will help us achieve that need to be detailed in full and the primary method needs to be road reallocation. The space needs to be taken from the private car and given to walking cycling and public transport.</p> <p>Timelines for the delivery of infrastructure are very long - what can be done to shorten this?</p> <p>We need to look at cities that have successfully used demand management measures for example Ghent and Birmingham.</p>	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. Thie proposals are also sufficient to meeti the climate change targets as outlined in the Climate Action Plan 2021. The Demand Mgmt measures will be examined in more detailed in a seperate study which follow the finalisation of the GDA Strategy. No change required.
744	17. Strategy Outcomes	ambition	NTA-C5-744	ambition	<p>While the ,measures on thew strategy are to be welcomed the outcomes sections shows that the strategy lacks ambition.</p> <p>I hope you will take these comments into consideration and produce a revised strategy that shows the ambition needed to meet Irelan's climate target</p>	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. Thie proposals are also sufficient to meeti the climate change targets as outlined in the Climate Action Plan 2021. No change required.
330	17. Strategy Outcomes	ambition	NTA-C5-330	concern of meeting targets	<p>I am concerned about the transport mode share target for 2042 as it relates to cycling, walking and public transport.</p> <p>the target mode share for the GDA in realtion to public transport, cycling and walking need to be revisited and increased, with appropriate resources allocated to meet the increased ambition.</p>	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.

337	17. Strategy Outcomes	Dublin Airport Considerations	NTA-C5-337	DAA Considerations	<p>daa would make the following key observations on the draft strategy:</p> <ul style="list-style-type: none"> • Dublin Airport continues to support the development of Metrolink and Bus Connects as critical components in developing sustainable long-term accessibility to Dublin Airport. • We request that the strategy recognises the unique nature of an airports transport demands, including the provision of very high frequency/capacity direct bus services to the terminals, with appropriate facilities for luggage, the need for out of hours services both late at night and in the early morning, and the need for local direct bus services for staff. • We welcome the proposed investment in the radial and orbital bus connects corridors identified in the Bus Connects project and would welcome the prioritisation of investment in the routes servicing the airport. • We welcome the acknowledgement that the primary function of national roads is to cater for strategic traffic and that this function must be protected, this acknowledgment includes ‘vehicles involved in the transportation of goods and products, especially those travelling to and from the main ports and airports, both freight and passenger related. It also includes cars, buses and other public service vehicles which contribute to national and regional economic development’. <p>Document Classification: Class 1 - General</p> <ul style="list-style-type: none"> • We also note that the strategy recognises the necessary upgrades to the regional and local road network should be undertaken in line with the principles of Road Development as set out for the national roads. • We recognise that there may be competing priorities while the objectives of the strategy are being realised. To this end we request the revised strategy recognises the necessity of protecting and improving this road capacity for the airport while the long-term Public transport ambitions are put in place. • We appreciate the proposal for periodic reviews as set out in section 9.3, and that this may ultimately include consideration of access to the western side of the airport campus, which aligns with the long term ambitions as set out in the Fingal Dublin Airport Local Area Plan. • Today Dublin Airport is one of Irelands largest Public transport hubs and we recognise the opportunity, under Measure INT4-Major Interchanges and Mobility Hubs, to develop further as a Mobility Hub. We see significant opportunity to promote Public transport ridership (Bus and Metrolink) through appropriate physical integration with existing airport infrastructure and operations. We request that this opportunity be 	Support for Metrolink and BusConnects is noted. The unique nature of the Airport is recognised by the NTA, and as been taking into account in the Strategy Modelling analysis. The prioritisation and implementation of the Strategy will be considered more fully in the Strategy Implementation Plan which will follow on from the adoption of the Strategy.
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					<p>considered for inclusion with INT4. We also recognise that interchanges and hubs potentially have a role in charging/fuelling of the carbon efficient fleets of the future and suggest that recognition of this opportunity be considered under INT4.</p> <ul style="list-style-type: none"> • Dublin Airport supports the proposal for significantly enhanced bussing capacity serving the airport in the long term. It also notes that given the scale, complexity and resultant timeframes associated with the development of Metrolink, that the bringing online of equivalent bussing capacities until Metrolink is operational be recognised through BUS4, or elsewhere. • In relation to section 17.4.6. 'Travel to Dublin Airport' we support the ambitions as set out. We further note that: <ul style="list-style-type: none"> o over 17,000 staff work in Dublin Airport and we request that the strategy recognise the opportunities for active travel measures for local trips associated with the airport, either here or as part of the active mode chapters. o that there appears to be an error in the numbers as presented, 26,00 trips per day and we would welcome the opportunity to engage and update both the text and graphs. In 2019 over 116,000 people passed through Dublin Airport per day in peak season. 	
822	17. Strategy Outcomes	Equality	NTA-C5-822	Access to 3rd Level as an Indicator	Likewise, section 17.5.1 'How the Strategy Fosters and Inclusive Transport System – Equality' references access to jobs, access to jobs for those living in disadvantaged areas and promoting culture and the night-time economy – but makes no reference to access to third level education.	Noted. Covered under 17.3.3
843	17. Strategy Outcomes	Equality	NTA-C5-843	No Reference to Inclusion or Equality	<p>Echoing the omission in Chapter 4, this section makes no reference to inclusion, Universal Design, accessibility, equality or human rights.</p> <p>Again, this is a serious failing, and must be remedied.</p> <p>The Strategy Outcomes must include an increase in access to and participation in the public realm by disabled people, and inclusion based on the 'nine grounds' of anti-discrimination legislation plus socio-economic status.</p>	noted. The section will be reviewed to ensure that the Strategy Outcomes fully consider Accessibility for All.
438	17. Strategy Outcomes	Implementation of Strategy in statutory plans	NTA-C5-438	Implementing the Strategy	<p>There is scope for greater clarity around what aspects of the Strategy should be translated into statutory plans as a minimum and what would constitute grounds for inconsistency in terms of a land use zoning approach.</p> <p>Measure TM11 and Figure 14.1 provide a good example to illustrate what the NTA recommends for development plans for residential parking standards</p>	Noted. A greater degree of clarity has been provided via a new section 8.12 "Implementation of Measures to Integrate Transport and Land use Planning"

861	17. Strategy Outcomes	Implementation of Strategy in statutory plans	NTA-C5-861	reporting	<p>The NTA could help with a national focus on the issue by providing annual reports on the reductions to climate emissions yielded from the ongoing implementation of the Transport Strategy for the Greater Dublin Area. It would also be helpful for the public to see reportable achievements in transport modal shift that is yielded from local authorities implementing the plan.</p> <p>The Transport Strategy could be enhanced to offer guidance to local planning authorities on publishing an overall policy approach to frame their more detailed policy objectives and their Local Transport Plans. The process would provide the public with an overview of modal shift, emissions reduction objectives, design references and a hierarchy for prioritising options from the thematic measures set out in the NTA Transport Strategy</p>	The monitoring process proposed in the strategy will concentrate on measurable metrics. This will include Mode Split etc. .
791	17. Strategy Outcomes	Implementation of Strategy in statutory plans	NTA-C5-791	current use of business plans for project evaluation	The current system of evaluating projects according to a business case is ill-equipped to reflect the climate crisis and adding to the timeline for delivery. An alternative system of proofing, prioritising and accelerating projects according to their ability to deliver on urgent emissions mitigation measures is needed.	noted. The evaluation of specific projects will follow project management procedures. The implementation timelines of the Strategy are strategic, more details will be set out in the Implementation Plan as required under section 13 of the DTA Act. No change required.
791	17. Strategy Outcomes	Implementation of Strategy in statutory plans	NTA-C5-791	working with LAs and Govt	Need to work with other stakeholders need to increase staff levels to ensure delivery	Noted.
380	17. Strategy Outcomes	Implementation of Strategy in statutory plans	NTA-C5-380	joined up thinking	<p>to ensure joined up thinking, close attention should also be paid to specific developments planned in the context of these plans and projects under the Urban Regeneration and Development Fund.</p> <p>We encourage the NTA to engage closely with both Dublin City Council and South Dublin County Council in relation to plans for City Edge and to fully account in its final GDA Strategy for the planned dramatic increase in population in the City Edge area. In particular, the NTA's decision to exclude any progress on the DART+ Tunnel project from its Strategy should be reconsidered in this context, while consideration should also be given to how the DART+ South-West Project can best support the area.</p>	Noted. The NTA will continue to work closely with DCC and SDCC in the context of the completion of the Strategy and ongoing work programmes.
865	17. Strategy Outcomes	mental health	NTA-C5-865	consider impact of congestion and delay on public health	<p>naware of the stressful effects it can have on people's mental health, the stress it causes in people's daily lives, and on our health care system.</p> <p>Some in government however have now recognised a better work-life balance is needed and is fundamental to the population's happiness.</p>	noted. The strategy will provide more transport choices and better facilities for walking and cycling. It is also noted that a better work- life balance is something which could be achieved.

-24	17. Strategy Outcomes	Mode Share	NTA-C5-24	Mode Shift not ambitious enough	The emphasis on the shift away from private car ownership towards sustainable transport modes is simply not ambitious enough. An 11% dip in the driving mode share as described in Figure 17.4 would be an abysmal outcome of a 20+ year strategy.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
455	17. Strategy Outcomes	Mode Share	NTA-C5-455	unambiguous targets	The strategy goal is for 50% of journeys to be by private car. In our opinion this is too unambitious. Needs to be a shift in mode share for strategy to make targets	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
746	17. Strategy Outcomes	Mode Share	NTA-C5-746	Mode Share Outcomes	The forecasted projections for reduced personal car use and increased public transport/walk/cycling are very weak. Further, the 24hr modal share figures still show over 40% of journeys take by private car in 2042. Given that approx 50% of current car journeys are less than 2km, it is very conceivable that this practice is projected to continue. This should be examined in detail, as it would be a total failure of the plan if a radical shift away from short-journey car use did not result.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
889	17. Strategy Outcomes	Mode Share	NTA-C5-889	mode choice	lack of connectivity will have implications for modal choice, and strangely, the role of public transport in enabling citizens to move around their city is largely ignored.	The Strategy network has been designed to improve accessibility across the GDA, including non radial trips. No change required.
803	17. Strategy Outcomes	Mode Share	NTA-C5-803	Cycling Mode Share	The projected cycling modal share of 14% by 2042 is far too unambitious. We need to be bolder in our ambition	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
803	17. Strategy Outcomes	Mode Share	NTA-C5-803	Need for a greater Mode Shift	Greater ambition for a more seismic modal shift in private journeys needs to be considered as a way of reducing private transport	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
804	17. Strategy Outcomes	Mode Share	NTA-C5-804	Mode Shift not ambitious	There is a notable lack of ambition around challenging our current levels of car use throughout the draft plan. It only aims to reduce car mode share from 52% to 42% in Metropolitan Dublin, while public transport is only planned to increase from 17% to 19.7% across the same period.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
577	17. Strategy Outcomes	Mode Share	NTA-C5-577	suggested amendments	17.2.7 Mode Share: These are disappointingly unambitious targets for mode share. Projects usually suggest 3 levels of target: o Minimum required (currently stated) - what absolutely must be achieved o Target - more ambitious o Stretch goal - most ambitious 17.3.4 Safety: The NTA's aim must be zero pedestrian and cyclist deaths - this should be part of the framing of this strategy. It has been achieved in other countries - let's look at international best practice.	noted regarding suggested amendments. The current text is suitable in the context of the proposed strategy

480	17. Strategy Outcomes	Mode Share	NTA-C5-480	suggested additions	<p>- 17.2.7 Mode Share: These are disappointingly unambitious targets for mode share. Projects usually suggest 3 levels of target:</p> <ul style="list-style-type: none"> o Minimum required (currently stated) - what absolutely must be achieved o Target - more ambitious o Stretch goal - most ambitious <p>- 17.3.4 Safety: Trinity would like the NTA to aim for zero pedestrian and cyclist deaths - this should be part of the framing of this strategy. It has been achieved in other countries - let's look to their example. https://www.wired.co.uk/article/oslo-pedestrianisation</p> <p>- 17.4.3 Trips to Work: This section (and the entire document) is silent on the Cycle to work Scheme, which arose out of the NTA Smarter Travel Policy 2009. Trinity has partnered with the National Transport Authority as a Smarter Travel Campus since 2011.</p>	<p>noted regarding suggested amendments. The current text is suitable in the context of the proposed strategy. Re the reference to Cycle to Work scheme, consideration will be given to referencing this in Section 9.8</p> <p>The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.</p>
793	17. Strategy Outcomes	Mode Share	NTA-C5-793	Mode Share Outcomes Low	At a general level, DLR finds it noteworthy that the public transport mode share increase is less than 3% for both the GDA and Metropolitan Dublin. Given the level of investment envisaged in public transport during the Strategy period, this increase seems low	Noted. The GDA includes a vast quantum of residential development in rural areas, small towns and villages and in very low-density suburban and peri-urban locations, which are located and designed in a way which provides an extremely challenging environment for public transport to operate in and for walking and cycling to be used for many trips. Additionally, many major suburban low-density office parks and retail centres have been built in recent decades providing a similar challenge. This development legacy will continue to provide the highest proportion of demand for travel into the future and in the absence of draconian measures to compel the use of alternative modes, many people in the GDA will choose to use the car for many trips even where viable alternatives have been provided. It should also be noted that the forecast 24 hour mode share for the built-up area of Dublin is forecast to be 41.9% in 2042. No change required.
843	17. Strategy Outcomes	Modelling Approach	NTA-C5-843	Change Approach to Modelling	Modelling based on car usage and motor traffic flows should cease. The NTA's approach should be based on the Hierarchy of Road Users, and designs should be conceptualised accordingly.	A Regional Transport Model for the Eastern Region was used in the modelling of the strategy. This takes into account all modes, not just vehicular traffic. The design of schemes is not appropriate at this level, and will be brought forward at project level. No change required.
831	17. Strategy Outcomes	Modelling Approach	NTA-C5-831	Modelling Report	This submission focusses solely on the content of the Strategy Development and Modelling Background Report. There are no comments on the substantive content of the Draft Strategy. It has been reviewed by the strategy team and will input into any further appraisals of the final strategy and publication of same.	Noted.
370	17. Strategy Outcomes	Monitoring	NTA-C5-370	Commute Time and Frequency for Public Transport	need to monitor PT times for improvement	PT journey times will be considered as part of the Strategy Monitoring process.
835	17. Strategy Outcomes	Monitoring	NTA-C5-835	Information on Pollution	Each area of the city could have. Public information campaign on how much noise/air/light pollution is in their area, with an analysis, for example, of where the pollution is coming from	noted.
741	17. Strategy Outcomes	Monitoring	NTA-C5-741	monitor outcomes	There needs to be targets for measuring and reducing NO2. Simply hoping it will go away as a side effect of the overall strategy is not a strategy at all.	noted.

370	17. Strategy Outcomes	Monitoring	NTA-C5-370	monitoring metrics	<p>consulting agency McKinsey developed a set of metrics that describes all aspects of the transport situation in a city and also gives the understanding of behavioural patterns of commuting people (1). Metrics:</p> <p>Average effective public-transport travel speed during morning rush hour, kilometres per hour Average land transport waiting time, minutes Share of dedicated public-transport lanes in total length of road network, % Average time required to switch from 1 mode of public transport to another, minutes Share of population living at a walking distance of <20 minutes from a commuter railroad station, % Share of workplaces located at a walking distance of <20 minutes from a commuter railroad station, % Possibility to use remote top-up and/or remote ticketing Possibility to use an electronic travel card available on mobile devices Share of bicycle lanes in total road network length, % Pedestrian infrastructure cohesion index: length of pedestrian route from point A to point B compared with straight-line distance and other</p> <p>can give a better view of why Dublin is a more car-oriented city rather than public transport oriented city. It would be good to include such metrics in the Strategy and to work out a set of measures that explicitly improve them.</p>	noted. These indicators will be further considered as part of the monitoring process.
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18. Environmental Assessment

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
124	18. Environmental Assessment	Route Selection Process	NTA-C5-124	Protect Dunsany Nature Reserve	Links that plan to demolish native woodlands should be reconsidered and rerouted. If these actions claim to have any aims to address climate change and the environmental challenges we face, we cannot tolerate destruction of established native woodland. This is simply unacceptable.	As each transport infrastructure project provided for in the Transport Strategy shall be subject to scheme level assessment which will incorporate, inter alia, feasibility studies; route option studies; environmental assessments; examination of consistency with legislation related to Climate Change; economic appraisal, and public consultation as appropriate, these issues will be more appropriately addressed at that stage. No change required.
135	18. Environmental Assessment	Route Selection Process	NTA-C5-135	Consider Biodiversity	Section 18.4 The route selection process should also be obliged to consider the protection and integrity of areas that promote and protect biodiversity, recognising the benefits that accrue from these projects over time. This consideration should also afford protection to projects that promote biodiversity. Route selection should afford maximum protection to these areas of biodiversity.	Noted. This is a scheme level consideration. No change required.
865	18. Environmental Assessment	health considerations	NTA-C5-865	full consideration to health impacts of transport - notably noise	full consideration to health impacts of transport - notably noise	This will be a consideration for the SEA / Strategy monitoring process

838	18. Environmental Assessment	health considerations	NTA-C5-838	health and noise need to be monitored	Health needs to be included as a parameter In the strategy modelling report the noise from goods vehicles is projected to increase and the noise from cars is assumed to reduce as electric motors, needs to be considered as ffect of a heavier fleet due to electrification and the trend to SUVs is not accounted for. Recommendations on noise and air quality Better integration with noise and air action plans. SMART targets for noise and air pollution exposure reduction Annual target to reduce the amount of people who suffer exposure to unhealthy levels of noise and night-time noise Annual monitoring and reporting Annual targeted reduction in the number of people exposed to PM2.5 and NO2 levels exceeding the WHO guideline levels (or EU levels if the WHO are considered too stringent) Annual monitoring and reporting.	This will be a consideration for the SEA / Strategy monitoring process
843	18. Environmental Assessment	Public Participation	NTA-C5-843	Inclusive public participation	Inclusive public participation, in accordance with the Aarhus Convention and EU legislation, must be proactively pursued by the NTA.	noted. A full consultation process was undertaken as part of the Stratgy development process.
835	18. Environmental Assessment	Public Participation	NTA-C5-835	Public buy-in	The public /community should be part of any analysis to ensure buy in and a wider understanding of our area - visible and hidden (the course of hidden rivers)	noted. A full consultation process was undertaken as part of the Stratgy development process.
135	18. Environmental Assessment	Route Selection Process	NTA-C5-135	Consider Biodiversity	Section 18.4 The route selection process should also be obliged to consider the protection and integrity of areas that promote and protect biodiversity, recognising the benefits that accrue from these projects over time. This consideration should also afford protection to projects that promote biodiversity. Route selection should afford maximum protection to these areas of biodiversity.	Noted. This is a scheme level consideration. No change required.
124	18. Environmental Assessment	Route Selection Process	NTA-C5-124	Protect Dunsany Nature Reserve	Links that plan to demolish native woodlands should be reconsidered and rerouted. If these actions claim to have any aims to address climate change and the environmental challenges we face, we cannot tolerate destruction of established native woodland. This is simply unacceptable.	Noted. This is a scheme level consideration. No change required.
455	18. Environmental Assessment	Route Selection Process	NTA-C5-455	Stage 1 – Route Corridor Identification, Evaluation and Selection	Has a Route Corridor Identification, Evaluation and Selection been undertaken for the new infrasturcture proposed. Requests clarification as to whether this applies to the final outcome of the An Bord Pleanala for Bus Connects CBC11 (pending), and / or only new infrastructure planned subsequently for CBC11 and / or other areas.	Noted. This is a scheme level consideration. No change required.

19. Next Steps

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
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443	19. Next Steps	Ambition	NTA-C5-443	lack of ambition	Suggest that the proposals set out in the startey will not be sufficient to encourage the necessary change in travel behaviour.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.
332	19. Next Steps	Integration with RSES and MASP	NTA-C5-332	Strengthened Support for the Role and Ambition of Regional Growth Centres and Key Towns	<p>It is considered that there is additional scope to maximise reference to the designated role of Regional Growth Centres and Key Towns as economic drivers, their ambition for population and employment growth and the RSES policy response for such designated settlements which includes transport infrastructure investment as an enabler for growth.</p> <p>Strengthened cross reference to the RSES is an opportunity and may assist the justification for funding and implementation actions within and servicing these towns, especially project assessment through the National Investment Framework for Transport in Ireland (NIFTI).</p>	<p>noted. The RSES has been extensively cross referenced in the Strategy, which supports the roles of designated growth centres as identified by EMRA. NIFTI was published following the completion of the draft Strategy, and reference to this document has been cross checked to ensure consistency before finalisation of the Strategy.</p> <p>Additional bullet point covering this inserted into 19.3.4</p>
332	19. Next Steps	Integration with RSES and MASP	NTA-C5-332	Cross-referencing to MASP and RPOs	<p>It is considered that the Draft GDA Transport Strategy could benefit from cross referencing to RSES Table 5.1 Strategic Development Areas and Corridors, Capacity, Infrastructure and Phasing.</p> <p>A further strengthening opportunity is to integrate reference to additional RPOs that will support measures of the Transport Strategy. This includes, for instance, RPO 4.3 which supports the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects, and RPO 5.6 requiring that the development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas, and provision of appropriate employment densities in tandem with the provision of high quality public transport corridors.</p> <p>Furthermore, and in order for sustainable development to readily occur across the Region the capacity of all modes of public transport needs to be considered. These include access and service capacity improvements, and these are emphasised further in the Guiding Principles for the Growth of the Dublin Metropolitan Area, Section 5.3 of the RSES.</p> <p>There are no specific cross references to the RSES settlement hierarchy designation, the current role and future ambition of settlements under the settlement strategy of the RSES. Bus corridors, Metrolink, Luas and DART + connections as relevant to Bray, Maynooth and Swords should be noted as key transport connectivity to</p>	<p>The NTA have updated Chapter 19 extensively to address the concerns of the EMRA. This includes reference to Table 5.1 of the RSES; the Dublin MASP; consolidation into key towns; a new figure 19.1 and several text changes.</p> <p>The NTA are satisfied that the level of cross-referencing to the RSES is appropriate for the Transport Strategy document, which has a specific legislative function to set out the framework for transport investment.</p>

					the Key Towns of Bray, Maynooth and Swords in the Metropolitan Area. Connections to Drogheda on DART+ should be noted as connectivity to the Regional Growth Centre of Drogheda which is located on the Dublin-Belfast Economic Corridor. Furthermore, bus corridor, DART + and rail line connections to Naas, Navan and Wicklow-Rathnew should be noted as strengthened public transport connectivity for these Key Towns within the Core Region	
438	19. Next Steps	Timelines	NTA-C5-438	implemenation of Strategy	Support early implementation of Strategy to assist in meeting National climate targets set for 2030	Noted.
661	19. Next Steps	Monitoring	NTA-C5-661	Update with 2022 Census data	A lot of your conclusions are based on census data from 2016. It is not appropriate to finalize this strategy until census data is available following the April 2022 census. If the census had been carried out as planned in 2021, the proposed strategy would be based on very solid recent numbers and there appears to be a strong case for deferring the final strategy to the second half of 2022 to include these numbers; to factor in behavioural changes in commuting as a result of Covid and to ensure that people are better communicated with in relation to the strategy and in particular in relation to areas most impacted directly by the infrastructure developments.	Noted. The 2016 Census is the most up to date Census material available. A review of the Census will be undertake following the completion of the Census 2022. No change required.
455	19. Next Steps	Monitoring	NTA-C5-455	community engagement as part of monitoring process	No reference to community engagement in the monitoring process for the strategy roll-out and evaluation and would like to see this included as a vital measure of success or failure particularly in relation to public transport impact on residents Public education, engagement and information about essential research and cutting-edge ideas is essential in order to drive support and respectful understanding of the diversity of perspectives in relation to transport needs and demands	Noted. A full monitoring process will be undertaken as part of the Strategy outcomes. Given the strategy nature of the proposals however it does not seem appropriate to guage community views on progress, this is more appropriate at the scheme implementation level. No change required.

405	19. Next Steps	19.3 Considerations for the Review of the RSES	NTA-C5-405	Section 19.3	<p>The inclusion of Section 19.3 which sets out considerations for the review of the RSES is considered unnecessary and may cause confusion</p> <p>Section 19.3.4 which sets out what are considered appropriate locations for development fails to align with the RSES, this has the potential to create difficulties for Local Authorities in the exercising their forward planning and development management functions. This section fails to contribute positively to the document and its inclusion should be reexamined.</p>	Section 19.3 is a important element of the Strategy in that it directly responds to the NTA's legislative requirement as set out in Planning and Development Act. This includes the recommendation of ways which can adopted, if deemed appropraite, by EMRA to ensure land use development complements investment in transport and acts as an enabler of the actions required to address Climate Change. No change required.
332	19. Next Steps	19.3 Considerations for the Review of the RSES	NTA-C5-332	Recommended changes to 19.3	<p>This section should explicitly include an acknowledgement that reference to such planning suggestions for the future RSES will be subject to the relevant planning legislation, including guidance and circulars issued, that apply at the time. Furthermore, and consistent with language provided in the Planning and Development Act 2000 as amended, it is considered that the paragraph immediately preceding this list should be amended to include reference to the term 'in so far as is practicable' as follows, "the NTA will recommend that the Eastern and Midland Regional Assembly, in the preparation of the next Regional Spatial and Economic Strategy, and the local authorities, in preparing their subsequent statutory plans, in so far as is practicable, seek greater levels of development consolidation in the following ways..."</p>	Noted. Change made to text as suggested.
332	19. Next Steps	19.3 Considerations for the Review of the RSES	NTA-C5-332	Concern over Figure 19.2	<p>cautioned that the sites in Fig 19.2 are examples of current locations and other strategic opportunities for infill development and brownfield regeneration may emerge on these corridors over the lifecycle of the RSES and GDA Transport Strategy.</p> <p>The indication of these sites on Figure 19.2 of the Draft Transport Strategy is a concern, as it may be mistaken as a representation of a strategic development framework with fixed sites/locations. This could be misleading for stakeholders and is not in keeping with the schematic approach to identifying the corridors and locations of strategic growth under the RSES and Dublin MASP. Such a diagram, if included in the strategy, should be amended to display at an appropriate granularity that serves as a guide for more detailed boundary and site identification at the City and County Development Plan level. EMRA are also concerned that indicative sites are not up to date and not aligned fully with the RSES Table 5.1. Accordingly, this diagram should be deleted or updated in consultation with EMRA (Appendices C and D refer).</p>	Figure 19.2 amended.

438	19. Next Steps	19.3 Considerations for the Review of the RSES	NTA-C5-438	Endorsement of Section 19.3.4	the OPR agrees that 'further management of peripheral development is required' and endorses the six points outlined in Section 19.3.4 in particular the need for review of existing zonings for residential and employment development and potential locations for higher intensity development	noted.
760	19. Next Steps	Ambition	NTA-C5-760	Ambition for Public Transport Projects	There needs to be a greater emphasis on public transport. The timelines for projects such as the Metrolink, Navan Rail Line and the Dart need to be accelerated and prioritised. At present, the current timeframe for the delivery of the Navan Rail Line is listed as '2031-42', which is unacceptable. The Navan Rail Line needs to be delivered before 2030.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
443	19. Next Steps	Ambition	NTA-C5-443	lack of ambition	Suggest that the proposals set out in the startey will not be sufficient to encourage the necessary change in travel behaviour.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.
689	19. Next Steps	Ambition	NTA-C5-689	More Ambition Required	The goals are not ambitious enough particularly the targets of transitioning to electric and the timeframe for additional light rail (post 2042).	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.
387	19. Next Steps	Ambition	NTA-C5-387	Mode Share Lack of Ambition	While we welcome many of the suggested interventions, it is of substantial public health concern that this strategy only seeks to reduce car reliance to 49% by 2042 (from 58% in 2016). This target is unambitious and is a much lower target than other European cities have set. For instance, the aim in London is for 80% of trips to be made by sustainable modes of transport (active or public transport) by 2041 (3). Furthermore, as it is expected that the population in Ireland will increase over the coming years, a reduction in car mode share to 49% may not represent a substantial reduction in absolute numbers of private cars transiting through the Greater Dublin Area. From a public health perspective, we would urge greater ambition from the NTA to facilitate a larger modal shift to sustainable modes of transport as a matter of urgency.	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.
428	19. Next Steps	Ambition	NTA-C5-428	unambitious targets	Target of reducing modal share of cars in the GDA from 58% to 49% between 2016 and 2042 lacks ambition and will not drive the change citizens of Dublin want and the changes required to help Ireland reduce carbon emissions	The mode share targets are reasonable and achievable, and relate to the entire GDA, which includes all rural areas and small towns, and places where long distances are required to be travelled for all trip purposes.

387	19. Next Steps	Ambition	NTA-C5-387	Lack of Ambition Public Transport	<p>We are concerned by the lengthy timelines proposed for both development of public transport schemes and for transitioning away from fossil fuels in the public transport fleet. Both the schemes and transitioning to clean energy vehicles are urgently required now rather than in 10-20 years' time.</p> <p>We also note that the NTA has identified that beyond 2042, the demand for travel is likely to exceed the capacity of conventional bus services on certain routes and that there will be a transition to higher capacity bus systems or higher capacity modes, in particular light rail. It is our observation that at peak travel times, many bus and rail services are already beyond capacity- demonstrated by substantial overcrowding on rail services or indeed buses passing by bus stops as they cannot safely take any further passengers. In order for individuals to transition away from private car use to public transport, public transport needs to be reliable and at regular intervals. We urge the NTA to consider increasing capacity of public transport at peak times now to facilitate widespread public usage.</p>	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.</p> <p>The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>
179	19. Next Steps	Ambition	NTA-C5-179	Lack of Ambition	The plan is uninspiring. There's nothing new in it. We must take note, that public transport repays itself.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.
808	19. Next Steps	Ambition	NTA-C5-808	Lack of Ambition	<p>If this country is to get anywhere near its climate targets, we should aim to be much more ambitious with sustainable transport. Such ambition would include the construction of a number of essential projects:</p> <ul style="list-style-type: none"> - DART+ Tunnel as soon as possible; - Luas Green Line metro upgrade (preferably to Bride's Glen); - Luas extensions to Lucan, Poolbeg and Bray as soon as possible; - DART expansion to Sallins, Kilcock and Wicklow as soon as possible; - Accelerated construction of stations on the south-west rail line inside of the M50; - MetroLink extension to Donabate to allow greater connectivity for northern commuters; - Navan rail link as soon as possible; and - Potentially the shelved Metro West project, should it be deemed essential. 	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.</p> <p>The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>
188	19. Next Steps	Ambition	NTA-C5-188	Lack of Ambition	The public transport section of the strategy is deeply disappointing, unambitious and in no way future proofs the city. This plan fundamentally kicks major (and frankly minor) light and heavy rail, that the city desperately needs, down to the road to an ambiguous someday, with no real plan or promise of any of the main elements being delivered.	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.</p> <p>The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>

767	19. Next Steps	Ambition	NTA-C5-767	More Ambition Needed	More ambition is required within the Strategy to enable the development of a truly sustainable city, in which civic spaces like College Green in the South City Centre are pedestrianised, enhanced and improved, with far greater provision for cycling and for walking throughout the Greater Dublin Area. The goal of transport policy in the City must be to reduce the dominance of the private car and to encourage greater use of cycling, walking and public transport.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
297	19. Next Steps	Ambition	NTA-C5-297	Lack of Ambition in Delivering Public Transport Infrastructure	I believe in general the transport strategy for Dublin is grossly inadequate and unambitious, it will not provide fast, high capacity public transport to many areas of the city. The strategy does not seek any significant change in mode share away from private cars. The primary goal of the strategy should be to reduce congestion, journey times and emissions by providing electrified high capacity public transport to all areas i.e. Luas, Metro and Dart.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
500	19. Next Steps	Ambition	NTA-C5-500	Lack of Ambition	Welcome a greater focus on active travel. However the strategy lacks ambition in transforming Dublin into a healthier, safer, more pleasant place to live. The NTA must actively prioritize active travel and public transport over car use.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
519	19. Next Steps	Ambition	NTA-C5-519	Lack of Ambition to Reduce Car Dependency	There doesn't seem to be much plans for Dublin Bikes, or EV charging points or even car sharing options and parking (gocar) - again lack of vision if trying to get people out of cars etc	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
889	19. Next Steps	Ambition	NTA-C5-889	lack of ambition	strategy lacks the urgency, ambition, specificity and scale of action we need to drive the modal shift our city needs to make if we are to achieve that vision on a timeline that is conducive to reaching our climate goals	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
820	19. Next Steps	Ambition	NTA-C5-820	Lack of Ambition	The strategy should be more ambitious for the short to medium term with projects moved forward as much as possible, rather than moving added capacity back to post 2042 as is proposed in the strategy.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

710	19. Next Steps	Ambition	NTA-C5-710	encourage delivery of Strategy	<p>I therefore urge that the NTA:</p> <p>actively and frequently monitors journey frequency and traffic volumes in the first phase of the transport strategy, particularly in area covered by the Dublin South West constituency in the Dáil.</p> <p>I share many of the concerns raised by residents and local organisations (including the Metro South West advocacy group) about the ability of BusConnects to fully meet demand in this area from 2024 onwards.</p> <p>There are specific challenges in this area: historic village centres often act as bottlenecks for on-road modes of transport, while many of the outlying suburbs that are at much lower density than other parts of the city but nevertheless support a large population - one that is nudged into car-dependence due to a lack of convenient alternatives.</p> <p>Rapid upgrade to Luas or Metro needs to be actively considered, and brought onstream as buses reach capacity - not years after this point.</p> <p>condenses timelines for projects that already have a clear business case and route plan (e.g. MetroLink, Finglas Luas) and proceeds as quickly as possible.</p> <p>plans pro-actively for new developments like City Edge by providing for new DART stations at Kylemore and Inchicore in the lifetime of the plan.</p> <p>explains the basis for future decisions about further upgrades to infrastructure e.g. Luas to Clondalkin village, opening Kishoge DART station.</p> <p>clearly lays out the plan for metro extensions into the south of the city, where Luas and buses are already at capacity in many areas. This is alluded to but not spelled out in the plan.</p> <p>incorporates traffic management measures into the plan, including but not limited to low-traffic neighbourhoods and low-emissions zones.</p>	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.</p> <p>The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>
370	19. Next Steps	Ambition	NTA-C5-370	implementation too gradual	<p>mplementation plan is too gradual and has important stages (improvement of rail transport) in distant future. These stages can be delayed or even cancelled because of future economic , environmental or political changes in GDA . Overall, Transport Strategy lacks ambition and insistence to implement change</p>	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.</p> <p>The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required</p>
257	19. Next Steps	Ambition	NTA-C5-257	need more ambition	<p>the low reductions in predicted car use even where the strategy is implemented is very disappointing. We need greater inter-modal transfer to encourage people out of their cars for trips to the city core and between suburbs.</p> <p>Ultimately, we need a greater level of ambition.</p>	<p>Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.</p>

-14	19. Next Steps	Ambition	NTA-C5-14	Lack of Ambition	The talk of "prioritising plans for the delivery of Metrolink, Luas, and other light rail expansion, DART expansion and interconnector and Bus Connects in Dublin..." is exactly that: Talk. No action. Utterly pathetic.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. The delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
-32	19. Next Steps	Ambition	NTA-C5-32	Lack of Ambition	I am dismayed at the lack of ambition in this plan. I was hopeful that the tide was turning and the message getting through to officialdom that we are underserved in public transport and that it was critical to act in order to reduce the use of private vehicles choking our streets and public spaces.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
-46	19. Next Steps	Ambition	NTA-C5-46	Lack of Ambition	The lack of ambition shown in this plan is utterly shocking and should embarrass the NTA	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. This includes providing a transport network which will facilitate a significant reduction in car use. No change required.
793	19. Next Steps	Challenges for Consolidation	NTA-C5-793	Commentary on Figure 19.2	Figure 19.2 lacks clarity in terms of the growth areas on the Metrolink/Luas Green Line corridor. It would appear that some of the growth areas are not provided for. This is a concern for DLR. In addition to this it is unknown why a 500m catchment has been used for all of the public transport routes when a 1 km catchment would be more usual for high capacity corridors. This is a concern as it gives the impression that much of the County is not served by high quality existing or proposed public transport. In this regard it may be appropriate to add the orbital core bus corridors as shown on Figure 12.2.	Noted. It is proposed to amend Fig 19.2 to address the concerns raised.
781	19. Next Steps	future proofing	NTA-C5-781	future proof	it is important that no matter what is done that it is future proofed in the past we have removed rail lines and bus services only to realise now that they are required the green line luas is a great example. with bus connects we lose a lot of estate routes so these need monitoring and if required maybe reinstating in the future	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. There is provision for additional public transport measures set out in the Strategy, which will be reassessed again as part of the next NTA Strategy development process. No change required.
332	19. Next Steps	Integration with RSES and MASP	NTA-C5-332	Strengthened Support for the Role and Ambition of Regional Growth Centres and Key Towns	It is considered that there is additional scope to maximise reference to the designated role of Regional Growth Centres and Key Towns as economic drivers, their ambition for population and employment growth and the RSES policy response for such designated settlements which includes transport infrastructure investment as an enabler for growth. Strengthened cross reference to the RSES is an opportunity and may assist the justification for funding and implementation actions within and servicing these towns, especially project assessment through the National Investment Framework for Transport in Ireland (NIFTI).	The NTA have updated Chapter 19 extensively to address the concerns of the EMRA. This includes reference to Table 5.1 of the RSES; the Dublin MASP; consolidation into key towns; a new figure 19.1 and several text changes. The NTA are satisfied that the level of cross-referencing to the RSES is appropriate for the Transport Strategy document, which has a specific legislative function to set out the framework for transport investment

438	19. Next Steps	Integration with RSES and MASP	NTA-C5-438	Review development sites in Figure 19.2	The potential development sites identified on the map in Figure 19.2 should be reviewed for consistency with the strategic development / employment areas in tables 5.1 and 5.2 of the RSES in consultation with EMRA.	Figure 19.2 amended.
332	19. Next Steps	Integration with RSES and MASP	NTA-C5-332	Cross-referencing to MASP and RPOs	<p>It is considered that the Draft GDA Transport Strategy could benefit from cross referencing to RSES Table 5.1 Strategic Development Areas and Corridors, Capacity, Infrastructure and Phasing.</p> <p>A further strengthening opportunity is to integrate reference to additional RPOs that will support measures of the Transport Strategy. This includes, for instance, RPO 4.3 which supports the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects, and RPO 5.6 requiring that the development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas, and provision of appropriate employment densities in tandem with the provision of high quality public transport corridors.</p> <p>Furthermore, and in order for sustainable development to readily occur across the Region the capacity of all modes of public transport needs to be considered. These include access and service capacity improvements, and these are emphasised further in the Guiding Principles for the Growth of the Dublin Metropolitan Area, Section 5.3 of the RSES.</p> <p>There are no specific cross references to the RSES settlement hierarchy designation, the current role and future ambition of settlements under the settlement strategy of the RSES. Bus corridors, Metrolink, Luas and DART + connections as relevant to Bray, Maynooth and Swords should be noted as key transport connectivity to the Key Towns of Bray, Maynooth and Swords in the Metropolitan Area. Connections to Drogheda on DART+ should be noted as connectivity to the Regional Growth Centre of Drogheda which is located on the Dublin-Belfast Economic Corridor. Furthermore, bus corridor, DART + and rail line connections to Naas, Navan and Wicklow-Rathnew should be noted as strengthened public transport connectivity for these Key Towns within the Core Region</p>	<p>The NTA have updated Chapter 19 extensively to address the concerns of the EMRA. This includes reference to Table 5.1 of the RSES; the Dublin MASP; consolidation into key towns; a new figure 19.1 and several text changes.</p> <p>The NTA are satisfied that the level of cross-referencing to the RSES is appropriate for the Transport Strategy document, which has a specific legislative function to set out the framework for transport investment.</p>

332	19. Next Steps	MASP Implementation Group	NTA-C5-332	Reference to MASP Implementation Group	A MASP Implementation Group has been established since January 2020 to promote greater co-ordination between local authorities, transport and infrastructure providers in order to drive delivery of these strategic development areas and address key infrastructure constraints in the Dublin metropolitan area, which is a key economic driver for the Region and the state. The NTA are members of this group and it is recommended that reference and support to same be included within the final GDA Transport Strategy	Reference added
455	19. Next Steps	Monitoring	NTA-C5-455	community engagement as part of monitoring process	No reference to community engagement in the monitoring process for the strategy roll-out and evaluation and would like to see this included as a vital measure of success or failure particularly in relation to public transport impact on residents Public education, engagement and information about essential research and cutting-edge ideas is essential in order to drive support and respectful understanding of the diversity of perspectives in relation to transport needs and demands	The monitoring process proposed in the strategy will concentrate on measurable metrics, while the NTA's on-going customer satisfaction survey work can inform day-to-day operational matters. Additionally in the development of the next strategy public opinion will be sought on the success of policies set out in this strategy, and on new opportunities. It is deemed that this is sufficient in terms of monitoring public opinions on the strategy roll out. Finally, in the implementation of the strategy schemes, community engagement will be undertaken at all major stages of each project. No change required.
438	19. Next Steps	Monitoring	NTA-C5-438	monitoring strategy	Suggests that data on housing completions and the spatial location of new development also be considered if practicable. In this regard, the OPR may be able to offer assistance with monitoring future development patterns across the GDA	Noted. It is proposed to work closely with the OPR and other stakeholders in the development of the monitoring process, however the sources listed are intended to reflect a more tightly focussed monitoring of transport indicators only.
405	19. Next Steps	Monitoring	NTA-C5-405	Monitoring	It is essential that the implementation of the strategy is monitored on an ongoing basis and that monitoring results are published in a timely and user-friendly manner more frequently than a single report in 2025. The Strategy should highlight any additional data sources which are likely to be required from Local Authorities to enable mechanisms to be established for early collection of same.	Noted. It is proposed to work closely with key stakeholders in the development of the monitoring process.
748	19. Next Steps	Monitoring	NTA-C5-748	Monitoring Timeline	Monitoring: The proposed timeline of a monitoring report by 2025 will not ensure that the policies and proposals of the Strategy are being implemented in a coordinated, effective and timely manner. KPIs need to be significantly improved and monitored annually.	A number of annualised monitoring indicators will be used which will feed into the KPIs of the Strategy, as appropriate. No change required.
519	19. Next Steps	Monitoring	NTA-C5-519	Update with Census 2022 Data	Plans are using data which is totally outdated now (2016) - should be revised with new Census data in second half of 2022 and revise population numbers.	Noted. The 2016 Census is the most up to date Census material available. A review of the Census will be undertake following the completion of the Census 2022. No change required.

796	19. Next Steps	Monitoring	NTA-C5-796	Monitoring and Data	<p>The implementation of the GDA Transport Strategy must be informed by ongoing consideration of contextual issues and timely data.</p> <p>As Dublin develops as a smart city, it is crucial that real-time mobility data, alongside periodic reporting, is also utilised to determine resource allocation and short-term service provision</p> <p>Introducing real-time monitoring of private and public traffic can provide additional insight to both transport agencies and commuters. The GDA Transport Strategy must include appropriate monitoring and review mechanisms to ensure that the continued development of the region's transport network is fit for purpose</p>	Noted. It is proposed to work closely with key stakeholders in the development of the monitoring process.
838	19. Next Steps	Monitoring	NTA-C5-838	monitorng	<p>A Monitoring Report which assesses the implementation of the Strategy against the strategy objectives will be prepared by 2025 in advance of the review of the Strategy.” (Source: Section 19.2 Monitoring). The proposed timeline of a monitoring report by 2025 will not ensure that the policies and proposals of the Strategy are being implemented in a coordinated, effective and timely manner.</p> <p>KPIs need to be significantly improved and monitored annually.</p>	A number of annualised monitoring indicators will be used which will feed into the KPIs of the Strategy, as appropriate. No change required.
332	19. Next Steps	Phasing	NTA-C5-332	Alignment of Phasing with MASP	The Assembly emphasises that phasing and delivery should also be aligned to the spatial priorities of the EMRA RSES and to the delivery of the Dublin Metropolitan Area Strategic Plan (MASP) as referred to in the various sections of this submission and would welcome recognition of same in the final GDA Transport Strategy.	Change made to text to reflect this
-34	19. Next Steps	Phasing	NTA-C5-34	Too many delays	There are too many delays in developing infrastructure that allows substantial residents to cross the significant distance	Noted.
179	19. Next Steps	Phasing	NTA-C5-179	Implementation is too Slow	Delivery of the Strategy by 2040 is too slow. The timeline in this plan must be reduced to 2030.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. Many of the projects will be completed in advance of this date, however, the delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
506	19. Next Steps	Phasing	NTA-C5-506	Luas Lines Should Proceed Immediately	The planning of the extension of the Luas to Bray, Poolbeg, and to Lucan should start now so that construction can being in 2027.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. Many of the projects will be completed in advance of this date, however, the delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required

872	19. Next Steps	Phasing	NTA-C5-872	phasing of projects	The phasing of projects needs to be clearly set out. The diagram used is not specific, with no dates. This could be improved	Noted. Modifications to improve legibility of this table will be considered in the final draft.
698	19. Next Steps	Phasing	NTA-C5-698	Need for On-going Implementation	Major infrastructure projects need to be commenced at regular intervals, to ensure consistent improvement of our PT network. In Copenhagen, for example, when one section of improved PT is completed, another is already underway. It's now 5 years since Luas CC was completed, and nothing has commenced in the interim. This inaction is holding the city back.	noted.
860	19. Next Steps	Prioritise Public Transport Over Roads	NTA-C5-860	No new Major Roads in advance of Rail	No new bypass roads and motorways need building until the Dart, Metro and Luas extensions are built. Public transport serves far more people, far more efficiently than cars.	noted.
667	19. Next Steps	Responsibility for Implementation	NTA-C5-667	assistance from the public	I would like to see it made possible for the public to help identify deficiencies with infrastructure that the NTA wishes to resolve, for example in measure WALK4, "the NTA [...] will address identified deficiencies in pedestrian crossing times". Members of the public could identify locations where infrastructure is damaged or dangerous, for example.	Noted. This good suggestion is more appropriate at the Local Authority level, but not applicable for the GDA Strategy. No change required.
380	19. Next Steps	Responsibility for Implementation	NTA-C5-380	prioritisation of projects	Dublin Chamber supports the Road User Hierarchy outlined in Figure 8.4 of the Strategy, which prioritises pedestrians, cyclists, public transport, and goods vehicles, followed by private motor vehicles. Prioritisation of projects, based on 3 factors. projects which are 'shovel-ready' should be progressed as soon as possible and without delay. projects that help to achieve the vision of a 15 Minute City should be prioritised. the NTA should prioritise investment in projects that support Ireland's carbon emissions reduction targets by enabling low-carbon travel. Prioritisation should be given to projects that provide transport infrastructure to enable low carbon travel	Noted. These points are well made, however they are focused on the delivery which will be considered as part of the Implementation Plan. No change to Strategy required.
746	19. Next Steps	Responsibility for Implementation	NTA-C5-746	Lead Agency for Cycle Infrastructure	In short, there needs to be more 'joined up thinking' regarding the provision of Cycle lanes. I recommend that a specific Measure be included to ensure that a 'lead agency' is assigned to ensure delivery of Measures CYC1 and CYC2.	Noted, this is an issue for implementation, and designating a 'lead agency' in the Strategy is not deemed necessary. No change required.

838	19. Next Steps	Responsibility for Implementation	NTA-C5-838	dublin mayor	<p>The need for structures that enable vision and leadership</p> <p>Announcing plans and then postponing them indefinitely exposes transport policy to justified ridicule. Sustained public transport investment offers the chance to make Dublin a sustainable but inclusive city, in which all can move around and connect without having to own a car. This needs a political leadership able to present to citizens a vision of how our city could be and able to follow through decisions to implementation. This in turn requires political structures that facilitate effective decision-making, structures that both generate accountability and offer real power so that attract politicians with ambition for the city. At its simplest this means a directly elected mayor to whom a Greater Dublin transport authority responsible.</p>	noted.
-70	19. Next Steps	Timelines	NTA-C5-70	Timelines	There needs to be more time lines.	noted.
438	19. Next Steps	Timelines	NTA-C5-438	implemenation of Strategy	Support early implementation of Strategy to assist in meeting National climate targets set for 2030	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.
871	19. Next Steps	Timelines	NTA-C5-871	Greater short term investment needed to meet Targets	Although accelerating climate change and continued unsustainable housing make the need for public transport more urgent than ever, the Strategy makes no attempt to document how these delays have exacerbated car dependency within the GDA. The Strategy ignores that such delays mean that Dublin will have to make even greater investments in even shorter periods of time if emissions targets are to be met.	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.
871	19. Next Steps	Timelines	NTA-C5-871	Lack of Overall Programme	Because there has been no overall programme there has been little build-up of expertise, competence and institutional memory in either the construction firms or the state organisations commissioning the projects. Ultimately all of this is the result of the lack of any serious political commitment to Dublin transport by successive governments. Unless these failures are openly acknowledged we are doomed to repeat them.	noted
735	19. Next Steps	Timelines	NTA-C5-735	Delivery for Dublin South West	The strategy is largely saying that nothing will be looked at in relation to light rail or metro until after 2042. That to our mind is totally wrong given that we already have a number of “pinch points” on the proposed Bus Connects routes	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042.
860	19. Next Steps	Timelines	NTA-C5-860	Delivery too slow	Waiting yet another 20 years to get this finished is yet another modern day Irish disaster in the making.	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.
813	19. Next Steps	Timelines	NTA-C5-813	Slow Delivery of GDA Cycle Network	<p>Build the GDA cycle network in the next three years.</p> <p>I reserve my largest criticism of the GDA Cycle Network for the slow - even glacial - pace of its implementation since its creation.</p>	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.
843	19. Next Steps	Timelines	NTA-C5-843	Delivery too Slow	The timelines set out in the Strategy must be massively accelerated, with 5- and 10-year timelines instead.	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.

820	19. Next Steps	Timelines	NTA-C5-820	Fast Track Luas Lines	The Luas Finglas, Luas Lucan and Luas Poolbeg project should all be fast-tracked.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. Many of the projects will be completed in advance of this date, however, the delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
796	19. Next Steps	Timelines	NTA-C5-796	Delivery too slow	Accelerated delivery of key transport infrastructure projects must be a central plank of the GDA Transport Strategy. The stop-start trend that has plagued key infrastructure projects must be tackled head-on.	Noted. Implementation of the strategy will begin immediately upon adoption, with many projects due to be completed prior to 2030.
230	19. Next Steps	Timelines	NTA-C5-230	Delivery	Work with various stakeholders in planning and government to ensure the metro link to Dublin Airport is delivered and operational by 2028-2030 and Dart Plus projects completed in the same timeframe. A collective will and determination is required to achieve this.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. Many of the projects will be completed in advance of this date, however, the delivery timeline set out in the strategy is a realistic reflection of the time taken to design, plan and consult with the public on options and emerging preferred routes for major transport projects; the time taken in the formal planning process and associated high degree of uncertainty, including public consultation and oral hearings; and the level of investment available in the National Development Plan. No change required
230	19. Next Steps	Timelines	NTA-C5-230	Delivery of DART+ Tunnel	Dart Underground to be immediately fast tracked and present a case to Cabinet to apply for funding from the EIB (European Investment Bank) which previously indicated supporting this project	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. DART+ Underground is not deemed essential to meet this demand in the timeframe of the Strategy.
-45	19. Next Steps	Timelines	NTA-C5-45	Delivery is too slow	I urge for the inclusion of the DART underground project before 2042 at a minimum, and would hope other similar projects (at least grade-separated, if not underground) to also be built within that time horizon.	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to the strategy forecast year of 2042. DART+ Underground is not deemed essential to meet this demand in the timeframe of the Strategy.
-46	19. Next Steps	Ambition	NTA-C5-46	Lack of Ambition	The lack of ambition shown in this plan is utterly shocking and should embarrass the NTA	Noted. The suite of transport interventions set out is appropriate to meet the forecast demand in population, employment and other activity up to 2042. No change required.

Supporting Documentation

Uniq_No_Ref	Category	Topic	References	Issue	Statement	NTA Deliberations
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493	Supporting Documentation	General Inforation	NTA-C5-493	R132 Connectivity Project	<p>The Swords Area Based Study failed to take into consideration the proposed Fingal County Council (FCC) R132 Connectivity Project which in effect extend the Bus Connects Network for Pinnock Hill to the Estuary Roundabout, which is located immediately south of the Metrolink stop and major P&R facility proposed at Lissenhall.</p> <p>The failure to take into consideration this very important scheme in the Sword Development Area Study may have significantly undermined the findings of the study. We respectfully request that the NTA review the Sword Area Bases Study to include for the R132 Connectivity Project and by extension to appropriately recognise the importance of bringing the lands adjacent to the Metrolink terminus stop and P&R at Lissenhall forward for development.</p>	Noted. This is a scheme level issue which does not require a change to the Strategy.
438	Supporting Documentation	General Inforation	NTA-C5-438	Review details	The OPR have highlighted in their submission a number of details in the supporting documents which should be cross checked in advance of the finalisation of hte Strategy. - Refer to submission for details.	<p>noted. The process has been re-examined and the NTA are satisfied that the approach is correct but that the reporting done in the Modelling report at times provided less clarity than would have been desired.</p> <p>Furthermore, it is the case that the Transport Strategy has been guided by the extant zonings of Local Authority Development Plans</p>
874	Supporting Documentation	General Inforation	NTA-C5-874	NTA model	Revising the model to account for a greater increase in these electric vehicles, especially with the expected regulations for electric scooter rental to be published soon, is recommended.	noted. The model takes into account the growth in the use of EV in emissions calculations. No change required.
728	Supporting Documentation	modelling assumptions	NTA-C5-728	modelling assumptions queried	<p>The alternative future scenario method of forecasting demand has led to a drastic reduction in the scale and ambition for the GDA Transport Strategy and is built on a number of faulty assumptions:</p> <ul style="list-style-type: none"> - 10% and 25% reduction in journeys for education at 2nd and 3rd level respectively. - A shift to local, convenience shopping for groceries. <p>Why has this revised strategy not been stress-tested against the old demand model to determine if current plans hold up in a scenario where we see a return to pre-pandemic norms? At the very least, this new demand model should be accompanied by another review of this strategy document sooner than 2028, given that this alternative demand model looks increasingly unlikely to be an accurate picture of future transport demand in Dublin</p>	Noted. A robust modelling exercise has been undertaken as part of the preparation of the NTA Strategy, including scenario testing. This approach has been approved by the Strategy Steering Committee and deemed acceptable for the purposes of developing the strategy.
823	Supporting Documentation	modelling assumptions	NTA-C5-823	Population Growth in DSW Report	Page 137 notes the likely modest population growth from 108k to115K between 2016 and 2040. Many of the proposals are based on census from 2016 which will be legacy census data following census autumn 2022.	The forecasts used are in line wit the RSES forecasts and distribution. This is the most up to date information available. No change required.

380	Supporting Documentation	modelling assumptions	NTA-C5-380	mode split for walking - check	<p>the draft document projects that the modal share of walking will actually decline following implementation of the Strategy in Metropolitan Dublin and across the Greater Dublin Area, both in the peak AM period and the full 24-hour period, with the 24-hour share of walking in Metropolitan Dublin declining from 26.3% to 24.3% for example.⁹</p> <p>While slight, this projected decline in the share of walking runs counter to the aims of national Government policy as articulated in the Programme for Government</p>	<p>The slight decline in walking mode share is off set by the increase in PT and notably Cycling, which will become a much more attractive alternative into the future - notably replacing some of the longer walking trips . It is also noted that in absolute terms, the number of pedestrians will increase between 2022-2040. This is not considered an issue or error. No change required.</p>
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Appendix 5 - TSGDA Submissions and Responses following public display of the Draft Strategy

No.	Submission Text	Response
Submission from the Environmental Protection Agency		
1	<p>We acknowledge your notice, dated 9th November 2021, in relation to the Draft Transport Strategy for the Greater Dublin Area 2022-2042 (the 'Strategy') and SEA Environmental Report.</p> <p>The EPA is one of the statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Plan and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.</p> <p>We note that the Strategy states that "The Strategy facilitates a modal shift away from the private car to public transport, walking and cycling." The strategy outlines expansion of public transport provision in the Greater Dublin Area (GDA) and the movement of the transport fleet towards cleaner technology including hybrid buses and fully electric buses.</p> <p>The EPA continues to highlight environmental issues related to nitrogen dioxide emissions from transport and their impacts on human health. Modelling and indicative monitoring results presented in the EPA report Urban Environmental Indicators – nitrogen dioxide levels in Dublin (EPA, 2019) indicated that levels in the city were potentially above the EU annual limit value. An exceedance of the annual limit value at a newly established Dublin monitoring station in 2019 (St Johns Road West established under the expansion of monitoring under the National Ambient Air Quality Monitoring Programme 2017-2022 (AAMP)) was confirmed.</p> <p>The EPA's air quality Air Quality in Ireland 2020 (EPA, 2021) report outlines that to reduce the impact of nitrogen dioxide that the following should be considered:</p> <ul style="list-style-type: none"> • The Air Quality Plan for Dublin should be published by the end of 2021 and implemented • The transport options (clean public transport and increasing the use of electric vehicles) as identified in the Government's Climate Action Plan 2021 should be implemented • Reverting to pre-COVID traffic levels should be avoided and that pedestrianisation of urban areas should be maintained while also continuing to improve the cycling infrastructure <p>The urgency of implementing clean public transport must be stressed. In this context, we welcome that the Strategy is aligned with the above actions and we acknowledge that the Strategy actions will be positive for air quality and health "thereby contributing towards improvement or air quality and protection of human health".</p> <p>The Strategy should take account of the Air Quality Plan for Dublin, which is soon to be finalised. This plan, being prepared by the four Dublin local authorities, seeks to address the exceedance of the EU limit value for nitrogen dioxide at St Johns Road West in 2019 and will outline measures to address nitrogen dioxide levels in the Dublin agglomeration.</p> <p>Additionally, the National Transport Authority (NTA) should ensure that the Strategy aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.</p>	<p>Noted. The Strategy aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.</p>
2	<p>Sustainable Transport and Climate Change</p> <p>The scale of the challenges facing Ireland to address the climate emergency are immense. Recent EPA reports show that Ireland continues to face significant challenges in trying to meet our targets on reducing greenhouse gas emissions. Our highly fossil fuel dependant transport system continues to result in significant emissions of greenhouse gases and air pollutants. Urgent and accelerated action and investment is needed to decarbonise transport and transition to more sustainable transport modes, as well as to adapt to the effects of climate change.</p> <p>We welcome that the Strategy seeks to support the transition to more sustainable modes of transport within the Greater Dublin Area and this is clearly reflected in the objectives of the Strategy. The Strategy recognises the need for continued investment and support for better integrated transport and land-use planning and includes provisions for extensions to public transport, park-and-ride facilities, walking and cycling infrastructure, moving to low emission buses etc.</p> <p>The Climate Action Plan 2021 (and successive iterations of the Climate Action Plan) and the Draft National Energy and Climate Plan are key elements of the national effort to deliver on Ireland's change commitments. We welcome that the Strategy recognises the importance of aligning with national climate commitments and targets.</p>	<p>Noted. To update all references in documents to Climate Action Plan 2019 to Climate Action Plan 2021 (and subsequent revisions).</p>
3	<p>Climate Change Adaptation</p> <p>In planning for transport with the Greater Dublin Area up to 2042, the need to adapt to the effects of climate change merits further consideration in the Strategy. The Strategy should consider taking account of the relevant aspects of the non-statutory 'Developing Resilience to Climate Change in the Irish Transport Sector' sectoral adaptation plan (DTAS, 2017) and the statutory Adaptation Plan for Transport Infrastructure as well as the relevant local authority climate adaptation strategies. The Strategy should consider the exposure and vulnerability of transport infrastructure to severe weather and climate events,</p>	<p>Noted. As detailed under Section 18.6 "Climate Change, Emissions and Energy":</p> <p>"In implementing the Strategy, the Authority will support relevant provisions contained in the National Energy and Climate Plan, the Climate</p>

No.	Submission Text	Response
	<p>and the range of projected scenarios and changes to these scenarios due to climate change. Consideration should also be given to other impacts in addition to flooding. This includes more extreme temperatures, soil erosion/landslides, coastal erosion, etc., which have potential to impact on transport systems. The potential for co-benefits (for example, positive impacts on air quality, biodiversity, noise, etc.) and the potential for mal-adaptation to climate change should also be considered.</p>	<p>Adaptation Strategies of planning authorities within the Greater Dublin Area, the Climate Action Plan (2019), National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017) and the Department of Transport’s Sectoral Adaptation Plan for Transport Infrastructure, which builds on the 2017 “Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector”.”</p> <p>It is recommended to update this text as follows (proposed new text is green and bold; text proposed to be deleted is red and struck through):</p> <p>“In implementing the Strategy, the Authority will support relevant provisions contained in the National Energy and Climate Plan, the Climate Adaptation Strategies of planning authorities within the Greater Dublin Area, the Climate Action Plan (2019), National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017), —and the Department of Transport’s Sectoral Adaptation Plan for Transport Infrastructure, which builds on the 2017 “Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector” and the sectoral adaptation plans of local authorities.”</p>
4	<p>Transport and Air Pollution</p> <p>Addressing transport related air quality issues should also be a key consideration in the development of transport infrastructure. The transport sector is one of the largest contributors to particulate matter pollution in urban areas (particularly the diesel vehicle fleet). The human health impacts from particulate matter (PM) and nitrogen oxides (NOx) emissions include cardiovascular disease, lung disease and heart attacks. We acknowledge the emphasis in the Strategy of focusing on sustainable modes of transport to contribute to reducing transport-related air pollution. In implementing the Strategy, it will be important to monitor and evaluate its impacts on air quality as part of the SEA-related monitoring.</p> <p>The EPA is doubling the national ambient air monitoring network across Ireland, which will provide enhanced real-time air quality information and air quality forecasting and modelling. In implementing the Strategy and in subsequent reviews, available up-to-date relevant ambient air quality data for the Greater Dublin Area should be considered.</p>	<p>Noted. The most up-to-date environmental data will be used when implementing the Strategy.</p>
5	<p>Noise Pollution</p> <p>Noise pollution is a significant health concern affecting quality of life and wellbeing, and road transport is one of the main sources of environmental noise pollution in Europe. The objectives of EU and Irish noise legislation is “to avoid, prevent or reduce harmful effects on human health and the environment as a whole”, and this includes noise nuisance. The assessment and management of noise from the main infrastructural transport sources (roads, rail, and airports) are governed by the Environmental Noise Directive and associated European Communities (Environmental Noise) Regulations 2018 (S.I. No. 549/2018) which both revises and revokes the Environmental Noise Regulations 2006. There is also merit in referring to the published World Health Organisation (WHO) guidelines also. The WHO Environmental Noise Guidelines set out how noise pollution in European towns and cities is increasing. It also notes that excessive noise, particularly from transport sources, is a health risk that contributes to cardiovascular diseases and metabolic function (changes to some chemical reactions in the body).</p> <p>The Strategy should take account of any relevant local authority noise maps and Noise Action Plans over the lifetime of the Strategy. Strategic noise maps are designed to assess noise exposure resulting from major roads, railways and airports. Noise Action Plans are designed to act as a means of managing environmental noise through land use planning, traffic management and control of noise sources. The Round 3 noise mapping information for the local authorities covered by the Strategy is available at https://www.epa.ie/monitoringassessment/noisemapping/.</p> <p>The National Planning Framework recognises the significance of environmental noise and includes National Policy Objective 65 to ‘Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans.’ The EPA supports this commitment for the preparation of national planning guidance on noise.</p> <p>In addressing transport-related noise, the focus should not be purely on engineering solutions for road traffic noise, but on creating a preventative and management strategy through the provision of alternative, more environmentally friendly and more attractive means of transport in our major urban locations, and for better routing and design of roads in more rural locations.</p> <p>In finalising the Strategy, consider supporting measures to protect any designated quiet areas within the Greater Dublin Area, in collaboration with the local authorities. The EPA commissioned a research project to establish baseline data for the identification of quiet areas in rural locations. The report includes recommendations for the identification and control of Quiet Areas.</p>	<p>Noted. As detailed under Section 18.7 “Other SEA Recommendations”: “In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with.”</p> <p>Within Table 9.3 of the SEA Environmental Report the following measure is included:</p> <p>“Contribute towards: compliance with air quality legislation; greenhouse gas emission targets; management of noise levels, including taking into account available noise maps and Noise Action Plans for the Dublin Agglomeration and surrounding parts of the Strategy area (including provisions relating to the preservation of Quiet Areas); and reductions in energy usage.”</p>

No.	Submission Text	Response
6	<p>Strategy Implementation, Monitoring and Review</p> <p>We note that the Strategy covers a timeframe out to 2042, with proposals for 6-yearly reviews over this time. We recommend that reviews include reporting on Strategy implementation and progress on achieving the Strategy objectives. There may be merit in considering a mid-term review every three years to allow an evaluation into the performance of the Strategy in achieving or progressing its objectives.</p> <p>The Strategy implementation, monitoring and reporting should be aligned with the environmental monitoring required under the SEA legislation, and as set out in the SEA Environmental Report. This will assist in enabling the environmental performance of the Strategy to be evaluated as part of the periodic reviews.</p> <p>Specific Comments on the Strategy are provided in Appendix I of this Submission, while Appendix II sets out specific comments on the SEA, to be taken into account in finalising and implementing the Strategy.</p>	<p>The NTA monitors and reviews the delivery of transport infrastructure and the performance of the transport system on an on-going basis and publishes annual reports reflecting this. A formal medium term review is therefore not considered necessary at this point.</p> <p>The Strategy implementation, monitoring and reporting will be aligned with the environmental monitoring required under the SEA legislation, and as set out in the SEA Environmental Report. Responses to the issues raised in the submission's appendices is provided below.</p>
7	<p>Future Amendments to the Strategy</p> <p>You should screen any future amendments to the Strategy for likely significant effects, using the same method of assessment applied in the "environmental assessment" of the Strategy.</p>	<p>Noted. Amendments will be screened using an appropriate method that aligns with those used in the assessment of the Strategy.</p>
8	<p>SEA Statement – "Information on the Decision"</p> <p>Once the Strategy is adopted, you should prepare an SEA Statement that summarises:</p> <ul style="list-style-type: none"> • How environmental considerations have been integrated into the Strategy; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Strategy; • The reasons for choosing the Strategy adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects of implementation of the Strategy. <p>You should send a copy of the SEA Statement with the above information to any environmental authority consulted during the SEA process.</p> <p>Guidance on preparing SEA Statements is available on the EPA website at the following link: https://www.epa.ie/publications/research/environmental-technologies/research-306-guidance.php</p>	<p>An SEA Statement summarising the relevant information requirements will be prepared following adoption of the Strategy and circulated to the environmental authorities.</p>
9	<p>Environmental Authorities</p> <p>Under the SEA Regulations, you should consult with:</p> <ul style="list-style-type: none"> • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; and • Minister for Agriculture, Food and the Marine. 	<p>The relevant environmental authorities have been consulted with.</p>
10	<p>Appendix I – Comments on the Strategy</p> <p>It would be useful if the Strategy, in Part A – The Background, included a map showing the area covered by the Strategy.</p>	<p>Noted. Area is defined in text as the 4 Counties. No change required.</p>
11	<p>Chapter 2 – Progress Made on the Prior Transport Strategy</p> <p>We acknowledge the progress made on achieving the projects covered under the previous iteration of the Strategy. Many of these will help increase the take-up of public transport and walking/cycling over private vehicle use. They are also important elements to reduce transport-based emissions, which would be positive outcomes for air quality and climate mitigation), reduce noise and to realise the health benefits from non-vehicle commuting in a safe and integrated manner.</p>	<p>Noted.</p>
12	<p>In Section 2.2 Walking and Cycling (and in Section 2.7 Forthcoming Schemes), it would be useful to promote the need for interconnectivity between existing cycling and walking infrastructure, both within local authority areas and also between adjacent local authority areas, to help establish an integrated and safe walking and cycling network within the Strategy region.</p>	<p>Noted. Such text would not be appropriate in this section. No change required.</p>
13	<p>Chapter 3 – Strategy Challenges</p> <p>We welcome that the Strategy acknowledges the challenge of climate change and the need to both become resilient to the impact of climate change and reduce our greenhouse gas emissions associated with transport. We note that the Strategy recognises that the process of becoming a low carbon society will involve more than transitioning the car fleet to electric vehicles for example, and that additional measures will be needed to become an environmentally sustainable and low carbon society and economy.</p>	<p>Noted.</p>
14	<p>Chapter 4 – Policy Review</p> <p>The chapter clearly sets out the main plans and legislation of relevance to the Strategy and describes the overall objectives and commitments of these. This helps place the Strategy in the context of the other relevant plans in the hierarchy and identifies how implementation of the Strategy needs to align with these overarching objectives and commitments.</p>	<p>Noted.</p>
15	<p>In Section 4.5 Other Policies, there is merit in adding a reference to the COP 26, as relevant to the Strategy. There may also be merit in adding a bullet point related to the relevant port and harbour company management plans, where appropriate.</p>	<p>Reference to COP and National Ports Policy included</p>
16	<p>Chapter 5 – Strategy Aim and Objectives</p> <p>We note the Strategy objectives set out in this Chapter, related to the four areas of</p> <ul style="list-style-type: none"> - An enhanced natural and built environment - Connected communities and better quality of life 	<p>Noted.</p>

No.	Submission Text	Response
	<ul style="list-style-type: none"> - Strong sustainable economy and - An inclusive transport system 	
17	<p>Chapter 8 – Planning for Sustainable Transport</p> <p>We acknowledge that the Strategy recognises the importance of the need for continued integrated and coordinated land use and transport planning. This is with an emphasis on providing enhanced public transport and walking and cycling infrastructure and services combined with support for consolidated land use development to serve the continued and sustainable population growth of the Strategy area.</p>	Noted.
18	<p>Section 8.10 Local Transport Plans</p> <p>We note that local transport plans for selected settlements such as Drogheda, Arklow, Ashbourne, Balbriggan, Naas, Navan, Newbridge and Wicklow-Rathnew are proposed. These should consider the requirements of the SEA and Habitats Directives.</p>	Noted.
19	<p>Chapter 11 – Cycling and Personal Mobility Vehicles</p> <p>With regards Measure CYC1 – GDA Cycle Network, there is merit in amending the measure as follows: “It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, interconnected, attractive and legible cycle network...”</p>	Noted. The network is interconnected by definition. No change required.
20	<p>Chapter 16 – Climate Action Management</p> <p>We welcome the inclusion of a specific chapter of the Strategy related to climate action. This shows a clear recognition of the potential role the transport sector plays in helping with climate mitigation and supporting a low carbon economy and society. It clearly indicates the targets set out in the Climate Action Plan and Low Carbon Development (Amendment) Act 2021. The transport sector will play a significant role in helping achieve these emissions targets. We note that the overall national figure for transport emissions in total within the Strategy area are estimated to be 3.2MtCO₂eq, with an estimated 2030 target of 1.6MtCO₂eq proposed.</p>	Noted.
21	<p>Section 16.5 – Addressing the Deficit, we note the proposed approaches and core demand management measures set out to achieve the overall emission reduction targets. These include fuel price increases, additional electrification and congestion/low emission zones with road pricing and tolling.</p>	Noted.
22	<p>It would also be useful to describe how the various options considered might be prioritised. Unintended impacts such as diversion of traffic onto other roads to avoid payment of tolling / congestion charging, might lead to increased and more localised disturbance, air quality or noise impacts and should also be considered in association with the relevant local authorities.</p>	<p>New paragraph inserted:</p> <p>It should also be borne in mind that potential exists for unintended negative environmental consequences to emerge as a result of implementing measures to reduce overall carbon emissions. An example of this would arise if inappropriate levels of traffic was permitted to divert to local roads and streets to avoid tolls or traffic management measures, thereby worsening air quality in a residential area and increasing noise.</p>
23	<p>We acknowledge the inclusion of Measure Climate 2, which provides a commitment to contribute to reducing transport related CO₂ emissions in the Strategy Area to below 1MtCO₂eq by 2042.</p>	Noted.
24	<p>Chapter 17 – Strategy Outcomes</p> <p>In section 17.2, we note how it is proposed the Strategy will contribute to enhancing the natural and built environment. While paragraph 3, indicates the intention to protect biodiversity and avoid potential impacts on protected sites. There is merit in also recognising the importance to protect the integrity of key ecological corridors and networks within the Strategy area and consider any relevant recommendations in the National Biodiversity Action Plan and All Ireland Pollinator Plan, in implementing in the Strategy. This could also be acknowledged in Section 18.3-Lower Level Decision Making for example.</p>	<p>Noted. As detailed under Section 18.7 “Other SEA Recommendations”: “In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with.”</p> <p>Within Table 9.3 of the SEA Environmental Report the following measure is included:</p> <p>“Contribute towards compliance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines, including the following and any updated/superseding documents):.... Biodiversity Plans and guidelines, including the 3rd National Biodiversity Plan 2017-2023 (including any superseding version of same).”</p> <p>In the strategy report, reference to National Biodiversity Action Plan has been inserted into 18.3 along with the following text:</p> <p>Where developments, arising from this strategy, do not require Environmental Impact Assessment, impacts to biodiversity will be assessed by the preparation of a non-statutory Ecological Impact Assessment (EclA).</p>
25	<p>We also note the additional environmental considerations of looking to continue to improve transport related air quality and noise impacts over the lifetime of the Strategy.</p>	Noted.

No.	Submission Text	Response
	Chapter 18 – Environmental Assessment - We acknowledge the integration of the SEA and AA recommendations as described in this section and the manner in which they have been considered in the Strategy.	
26	Chapter 19 – Monitoring We note the intention to prepare a monitoring report by 2025 to help inform the review of the Strategy and acknowledge that a SEA related monitoring report will also be prepared in the same timeframe. An interim review of the implementation of the Strategy, along with a environmental performance review associated with the SEA would be useful to also consider.	The NTA monitors and reviews the delivery of transport infrastructure and the performance of the transport system on an on-going basis and publishes annual reports reflecting this. A formal medium term review is therefore not considered necessary at this point.
27	In identifying the potential suitable future growth location (so in the metropolitan area, shown in Table 19.2, the EPA-funded Environmental Sensitivity Mapping Webtool might be useful to consider, with a view to understanding the various environmental sensitivities within the areas identified. This could help inform planning for further environmentally sustainable development by the NTA and local authorities.	Noted.
28	<p>Appendix II – Comments on the SEA Environmental Report</p> <p>Section 4 – Relevant aspects of the current state of the Environment</p> <p>We welcome that the relevant chapters of the SOE (including Chapter 11 – Environment and Transport), have been considered with regards the preparation of this chapter.</p> <p>It is noted that the SEA highlights the purpose of the strategy towards the re-orientation of transport and landuse planning away from the facilitation of the private car. As a consequence of this and the other actions in the strategy the projections outlined in Table 8.3 of the SEA present an 88% reduction in nitrogen dioxide by 2042 with a 31% reduction in PM2.5 by 2042. Section 4.5.5 (with an extract below) extensively quotes the EPA report Air Quality in Ireland 2019 with the conclusion that the Strategy facilitates the EPA’s recommended actions</p> <p>With regards to solutions, the report identifies possible actions that could help improve and maintain local air quality. These include:</p> <ul style="list-style-type: none"> • To tackle the problem of particulate matter, clean ways of heating homes and improve energy efficiency of homes can be progressed; and • To reduce the impact of nitrogen dioxide, transport options in the Government’s Climate Action Plan can be implemented and transport choices can be considered by individuals. <p>The Strategy facilitates improvements in sustainable mobility, thereby facilitating reductions in and limiting increases of emissions to air. Such emissions would occur otherwise with higher levels of motorised transport and associated traffic.</p> <p>Both the draft Strategy and the SEA report should reflect the soon to be finalised and published Air Quality Plan for Dublin. This plan which has been prepared by the four Dublin local authorities to address the exceedance of the EU limit value for nitrogen dioxide at St Johns Road West in 2019 will outline measures to address nitrogen dioxide levels in the Dublin agglomeration.</p> <p>We acknowledge the reference to the EPA Air Quality in Ireland 2019 report in Section 4.5.5 Ambient Air Quality, which recognises the air quality issues and Nitrogen oxide exceedance in Dublin during the reporting period. The EPA have also recently published Air Quality in Ireland 2020 – Key Indicators of Ambient Air Quality (EPA, 2021) and this should also be considered. Additionally. Including a reference to the draft Dublin Region Air Quality Plan 2021, prepared by the 4 Dublin Local authorities. The aim of this Plan is to improve NO2 levels in the Dublin region.</p> <p>In Section 4.6 - Population and Human Health, subsection 4.6.2 Existing Problems identifies issues including possible flood related impacts. There would also be merits in considering the vulnerability of coastal transport infrastructure to coastal erosion /severe weather conditions and associated storm damage.</p>	<p>Air Quality</p> <p>Noted. As detailed under Section 18.7 “Other SEA Recommendations”: “In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with.”</p> <p>It is recommended to update as follows this measure from Table 9.3 of the SEA Environmental Report:</p> <p>“Contribute towards: compliance and consistency with air quality legislation and the Air Quality Plan for Dublin; greenhouse gas emission targets; management of noise levels, including taking into account available noise maps and Noise Action Plans for the Dublin Agglomeration and surrounding parts of the Strategy area (including provisions relating to the preservation of Quiet Areas); and reductions in energy usage.”</p> <p>Coastal Transport Infrastructure</p> <p>The following text will be inserted into Section 4.6.2 “Population and Human Health” of the SEA Environmental Report (proposed new text is green and bold):</p> <p>Coastal transport infrastructure can be vulnerable to coastal erosion /severe weather conditions and associated storm damage.</p> <p>As detailed under Section 18.6 “Climate Change, Emissions and Energy”:</p> <p>“In implementing the Strategy, the Authority will support relevant provisions contained in the National Energy and Climate Plan, the Climate Adaptation Strategies of planning authorities within the Greater Dublin Area, the Climate Action Plan (2019), National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017) and the Department of Transport’s Sectoral Adaptation Plan for Transport Infrastructure, which builds on the 2017 “Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector”.”</p> <p>It is recommended to update this text, under EPA point 3 above, as follows (proposed new text is green and bold; text proposed to be deleted is red and struck through):</p> <p>“In implementing the Strategy, the Authority will support relevant provisions contained in the National Energy and Climate Plan, the Climate Adaptation Strategies of planning authorities within the Greater Dublin Area, the Climate Action Plan (2019), National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017),—and the</p>

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		Department of Transport's Sectoral Adaptation Plan for Transport Infrastructure, which builds on the 2017 "Adaptation Planning – Developing Resilience to Climate Change in the Irish Transport Sector" and the sectoral adaptation plans of local authorities."
29	Section 4.5.2, the reference to the EPA report Ireland's Provisional Greenhouse Gas Emissions 1990-2017 (EPA, 2018), should be updated to reflect the latest published report for the period 1990-2020. https://www.epa.ie/publications/monitoring--assessment/climate-change/air-emissions/irelands-provisional-greenhouse-gas-emissions-1990-2020.php	To update Section 4.5.2 in the SEA Environmental Report to update reference to the EPA report Ireland's Provisional Greenhouse Gas Emissions 1990-2017 (EPA, 2018), to reflect the latest published report for the period 1990-2020.
30	In Section 4.7 – Biodiversity and Flora and Fauna, it would be useful to include a map showing the key ecological corridors. It would be important that in implementing the Strategy, the integrity of these ecological corridors be protected, in addition to protecting European and nationally designated sites. The inclusion of available habitat mapping (including wetlands) at a local authority level should also be considered.	<p>There are no designated "key ecological corridors" at this scale and it is not within the scope of a Transport Strategy to designate or provide primary mapping of these. Notwithstanding this, the SEA Environmental Report states that:</p> <p>"The EPA's Framework National Ecological Network provides a classification of the relative importance of areas by virtue of the biodiversity and flora that they contain and the connectivity they provide. Many of the areas identified are corridors."</p> <p>And</p> <p>"The following information is relevant to ecological networks and connectivity and non-designated habitats:</p> <ul style="list-style-type: none"> • CORINE land cover mapping (including areas likely to contain a habitat listed in Annex 1 of the Habitats Directive); • Watercourses, wetlands and peatlands; • Other relevant County Development Plan designations; • The EPA's Framework National Ecological Network for Ireland; and • Other sites of high biodiversity value or ecological importance as identified by, for example, the Department of Agriculture, Food and the Marine (badger sets), relevant datasets from the National Biodiversity Data Centre and BirdWatch Ireland's 'Important Bird Areas' (Crowe et al., 2009)." <p>Various provisions have been integrated into the Strategy to ensure the protection of biodiversity and flora and fauna, including ecological connectivity.</p>
31	We also welcome the inclusion of a section showing the overall environmental sensitivities with the Strategy area, (Section 4.12.4). This will be helpful in considering how to protect environmental sensitive areas and achieve the aims of the Strategy.	Noted.
32	Section 5 – Strategic Environmental Objectives We acknowledge the statement in paragraph 4 of this section, describing that the monitoring measures chosen for the SEA align with those of the Eastern RSES and in other land use plans across the region.	Noted.
33	Section 8 – Evaluation of Strategy Provisions We note the overall findings of the SEA, as described in Section 8.2. The approach for implementation of the various demand management measures set out in Approach 3 is noted. The extent to which these would be considered (at a regional or local level) might be worth referring to. Where certain measures may be prioritised, this could be highlighted also.	To update the SEA Environmental Report to provide more detail on the various demand management measures set out in Approach 3.
34	We also note the commitment to continue to reduce emissions between 2030 and 2050, to achieve the targets set out in the Climate Action Plan and Low Carbon Development (Amendment) Act 2021.	Noted.
35	We note that the Strategy, in association with implementation of other government policies and programmes are expected to reduce transport related emissions in the Strategy area from 3.2MtCO ₂ eq in 2018 to about 1 MtcCO ₂ eq in 2042. We also acknowledge the proposals to improve air quality and noise levels over the lifetime of the Strategy.	Noted.
36	Table 8.4 usefully sets out the potentially significant environmental effects associated with the Strategy.	Noted.
37	Section 9 – Mitigation Measures	Noted. The mitigation in the Plan addresses these issues.

No.	Submission Text	Response
	<p>Where you have identified the potential for likely significant effects, you should provide appropriate mitigation measures to avoid or minimise these. You should also ensure that the Strategy includes clear commitments to implement the mitigation measures.</p> <p>We acknowledge that Table 9.1 and Table 9.2 show how the recommendations from the SEA and AA processes have been taken into account in the Strategy. Regarding the recommendation in Measure Climate 1, we note that additional demand management measures, to achieve the GDA transport emissions target for 2030 will be implemented include parking restrictions, reduced accessibility and permeability for vehicular traffic, particularly in town centres and other destinations, Network wide reduction in road speed limits for vehicular traffic, Reconfigured junction signal times in favour of pedestrian / cycle / public transport movement.</p>	
38	<p>There is merit in describing how the necessary measures, such as those referred to above, will be prioritised. Information regarding the timeframe over which these may be implemented would also be useful to include.</p>	<p>The timeframe set out in the strategy is considered appropriate for a regional level transport strategy.</p>
39	<p>Section 10 – Monitoring Programme</p> <p>The Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It should consider and deal with the possibility of cumulative effects. Monitoring of both positive and negative effects should be considered. The monitoring programme should set out the various data sources, monitoring frequencies and responsibilities.</p> <p>Where the monitoring identifies adverse impacts during the implementation of the Strategy, National Transport Authority should ensure that suitable and effective remedial action is taken.</p> <p>We note the proposed monitoring programme as set out in Table 10.1 – Selected Indicators, Targets and Monitoring Sources. Where possible, you should also provide information on the frequency of reporting and the sections responsible for carrying out the monitoring.</p> <p>Guidance on SEA-related monitoring is available on the EPA website at https://www.epa.ie/publications/research/environmental-technologies/research-306-guidance.php</p>	<p>Noted. The monitoring programme addresses these issues.</p>
Submission from the Geological Survey of Ireland		
1	<p>Geological Survey Ireland is the national earth science organisation and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and advice and gather various data for that purpose. Please see our website for data availability. We recommend using these various data sets, when conducting the EIAR, SEA, planning and scoping processes. Use of our data or maps should be attributed correctly to ‘Geological Survey Ireland’.</p>	<p>Noted. To ensure all datasets in the SEA ER are attributed correctly to ‘Geological Survey Ireland’.</p>
2	<p>With reference to your email received on the 9th November, concerning the SEA for the Draft Transport Strategy for the Greater Dublin Area 2022-2042, Geological Survey Ireland would encourage use of and reference to our datasets. This data can add to the content and robustness of the SEA process. With this in mind please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets.</p>	<p>Noted. Various datasets are already mentioned in the SEA Environmental Report and a number of additions are proposed below.</p>
3	<p>We are pleased to see reference to our Bedrock, Quaternary, Physiographic Units, Groundwater Resources (Aquifer), Groundwater Vulnerability, Groundwater Source Protection Areas, Groundwater Recharge, Geoheritage, Coastal Vulnerability Index, Aggregate Potential, Soils, and Landslides datasets within the draft SEA.</p>	<p>Noted.</p>
4	<p>We commend the requirement, in Table 9.1, SEA/AA recommendations included within the Strategy, to “Contribute towards the appropriate protection and maintenance of the character, integrity and conservation value of features or areas of geological interest. Take GSI datasets into account as appropriate, including those relating to geoheritage, groundwater, geohazards, natural resources and coastal vulnerability.”</p>	<p>Noted.</p>
5	<p>Geoheritage</p> <p>We are pleased to see the Strategic Environmental Objective “Safeguard areas of prime agricultural land and designated geological sites” within Table 8.1, Strategic Environmental Objectives.</p> <p>In Appendix II Further Environmental Baseline Detail, we note the absence of the CGSs Shenick’s Island (DF012) and Rockabill (DF019) within the Fingal CGSs. The full report details for completed county audits can be found here.</p> <p>In Section 4.9.1 County Geological Sites, it is stated “audits of geological sites in 19 counties have been completed.” To date, 27 audits have been completed across 23 counties.</p>	<p>In the SEA Environmental Report to add CGSs Shenick’s Island (DF012) and Rockabill (DF019) within the Fingal CGSs to Appendix II.</p> <p>To amend Section 4.9.1 of the SEA Environmental Report to refer to 27 audits having been completed.</p>
6	<p>Groundwater</p> <p>Geological Survey Ireland’s Groundwater and Geothermal Unit, provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems. Proposed developments need to consider any potential impact on specific groundwater abstractions and on groundwater resources in general. We recommend using the groundwater maps on our Map viewer, which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. For areas underlain by limestone, please refer to the karst specific data layers (karst features, tracer test database; turlough water levels (gwlevel.ie). Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data.</p>	<p>Noted.</p>
7	<p>Geological Mapping</p>	<p>Noted.</p>

No.	Submission Text	Response
	<p>Geological Survey Ireland maintains online datasets of bedrock and subsoils geological mapping that are reliable and accessible. We would encourage you to use these data which can be found here, in your future assessments.</p> <p>Our 3D models can help stakeholders visualize, understand and characterise geology, for deposit and resource mapping, for flooding and for urban geology applications including basement impact assessment, Sustainable Drainage Systems (SuDS), and subsurface management. Our 3D models offer a key element of geotechnical risk management by identifying areas requiring further site investigation. Further information on the bedrock and Quaternary 3D models of Dublin is available here.</p>	
8	<p>Geotechnical Database Resources</p> <p>Geological Survey Ireland continues to populate and develop our national geotechnical database and viewer with site investigation data submitted voluntarily by industry. The current database holding is over 7500 reports with 134,000 boreholes; 31,000 of which are digitised which can be accessed through downloads from our Geotechnical Map Viewer. We would encourage the use of this database as part of any baseline geological assessment of the proposed development as it can provide invaluable baseline data for the region or vicinity of proposed development areas. This information may be beneficial and cost saving for any site-specific investigations that may be designed as part of the project</p>	Noted.
9	<p>Geochemistry of soils, surface waters and sediments</p> <p>Geological Survey Ireland provides baseline geochemistry data for Ireland as part of the Tellus programme. Baseline geochemistry data can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Tellus is a national-scale mapping programme which provides multi-element data for shallow soil, stream sediment and stream water in Ireland. At present, mapping consists of the border, western and midland regions. Data is available at https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx. This page also hosts urban geochemistry mapping (Dublin SURGE project), Geochemical Mapping of Agricultural and Grazing Land Soil of Europe (GEMAS) and litho-geochemistry (rock geochemistry) from southeast Ireland datasets. Geological Survey Ireland and partners are undertaking applied geochemistry projects to provide data for agriculture (Terra Soil), waste soil characterisation (Geochemically Appropriate Levels for Soil Recovery Facilities) and mineral exploration (Mineral Prospectivity Mapping).</p>	Noted.
10	<p>Geophysical data</p> <p>Geological Survey Ireland produces high-resolution geophysical data (Magnetic field, electrical conductivity, natural gamma-ray radiation) of soils & rocks as part of the Tellus programme. These data currently cover approximately 75% of the country and provide supporting geological information on a regional scale useful for assessing environmental impact and risk.</p>	Noted.
11	<p>Historic Mines</p> <p>The EPA, Geological Survey Ireland and the former Exploration & Mining Division undertook a joint project entitled "Historic Mine Site - Inventory and Risk Characterisation (HMS - IRC)". This project carried out detailed site investigations and characterisation on priority historic mine sites in the country.</p>	Noted.
12	<p>A risk ranking methodology was developed which categorised the sites according to the risks posed to human and animal health and the environment. The project commenced in January 2006 and was completed in December 2008. A final report and a GIS geodatabase was produced on completion of the project. Reports and maps available here. The project provides an understanding of the impacts of historic mining sites in Ireland and their status at the time of the study.</p>	Noted.
13	<p>Marine and Coastal Unit</p> <p>Our marine environment is hugely important to our bio-economy, transport, tourism and recreational sectors. It is also an important indicator of the health of our planet. Geological Survey Ireland's Marine and Coastal Unit in partnership with the Marine Institute, jointly manages INFOMAR, Ireland's national marine mapping programme; providing key baseline data for Ireland's marine sector. The programme delivers a wide range of benefits to multi-sectoral end-users across the national blue economy with an emphasis on enabling our stakeholders. Demonstrated applications for the use of INFOMAR's suite of mapping products include Shipping & Navigation, Fisheries Management, Aquaculture, Off-shore Renewable Energies, Marine Leisure & Tourism and Coastal Behaviour.</p> <p>INFOMAR also produces a wide variety of seabed mapping products that enable public and stakeholders to visualize Ireland's seafloor environment https://www.infomar.ie/maps/downloadable-maps/maps. Story maps have also been developed providing a different perspective of some of the bays and harbors of the Irish coastline. We would therefore recommend use of our Marine and Coastal Unit datasets available on our website and Map Viewer.</p> <p>The Marine and Coastal Unit also participate in coastal change projects such as CHERISH (Climate, Heritage and Environments of Reefs, Islands, and Headlands) and are undertaking mapping in areas such as coastal vulnerability and coastal erosion. Further information on these projects can be found here.</p>	Noted.
14	<p>Other Comments</p> <p>Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. Should any significant bedrock cuttings be created, we would ask that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints. In areas where natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface and could be included as additional sites of the geoheritage dataset, if appropriate. Alternatively, we ask that a digital photographic record of significant new excavations could be provided. Potential visits from Geological Survey Ireland to personally document exposures could also be arranged.</p>	Noted.
15	<p>The data would be added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to Geological Mapping Unit, at GeologicalMappingInfo@gsi.ie, 01-678 2795.</p>	Noted.

No.	Submission Text	Response
Submission from the DAU of the DHLGH		
1	<p>Nature Conservation</p> <p>The National Transport Authority (NTA) has published the Greater Dublin Area Transport Strategy 2022-2042-Preliminary Draft Strategy Report dated October 2021, hereafter referred to as the Transport Strategy. It is noted that this new strategy will provide a framework for the planning and delivery of transport infrastructure in the Greater Dublin Area (GDA) for the next 20 years.</p> <p>The Department notes that CAAS Ltd. has been appointed to prepare all the necessary documentation to enable the NTA to undertake Strategic Environmental Assessment (SEA) and to fulfil requirements in relation to appropriate assessment, for this new transport strategy. The current stage of the process is the draft stage and an Environmental Report (ER) has been prepared. The Department, as an environmental authority in respect of SEA, has prepared the following observations to assist the NTA in the SEA process before the strategy is adopted. It is also noted that the appropriate assessment screening determination, undertaken by the NTA, concluded that the Transport Strategy had the potential to impact on 66 European sites. A Natura Impact Statement (NIS) has now been prepared to inform the appropriate assessment which will be carried out by the NTA in accordance with the requirements of the European Communities (Birds and Natural Habitats) Regulations, 2011 to 2021.</p> <p>The Department notes that Regulations 42(9) and 42(10) of the above regulations, requires the referral of a NIS to the Minister for Housing, Local Government and Heritage and the Minister's observations must be then taken into account in undertaking an appropriate assessment.</p> <p>The Department is available to meet the NTA to clarify any of the observations made before this new Transport Strategy is approved and replaces the previous strategy, titled the Transport Strategy for the Greater Dublin Area 2016-2035.</p>	Noted.
2	<p>Context of observations:</p> <p>The following observations are made by the Department in its role as the authority with overarching responsibility for nature conservation and the nature directives (i.e. the Birds and Habitats Directives). The observations are not exhaustive and are offered to assist the NTA in meeting its obligations in relation to nature conservation, European sites, biodiversity and environmental protection in the context of the Transport Strategy and its implementation, and the environmental assessments that have yet to be carried out.</p>	Noted,
3	<p>Matters relating to the Greater Dublin Area Transport 2022-2042-Preliminary Draft Strategy Report- October 2021:</p> <p>The Department notes and supports the Transport Strategy objective which is to create a better environment by transitioning to a clean, low emission transport system reducing car dependency and increasing walking and cycling. It is well documented that walking, cycling and being in nature is good for our health and wellbeing. Climate action and biodiversity are intrinsically linked and the restoration and protection of nature is recognised as being part of the solution to reduce global warming. Ireland is fully committed to putting our biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet and this is outlined in the EU Biodiversity Strategy 2030. This commitment is further reiterated in our National Biodiversity Action Plan 2017-2021 where Ireland has pledged to halt the loss of biodiversity and the degradation of ecosystems in the EU and globally.</p> <p>The promotion and delivery of Inter-Urban and greenway cycle network across the Greater Dublin Area (GDA) will be a key action of this Transport Strategy. The programme for government announced, in October 2020, that there will be considerable investment in cycling and walking facilities across the GDA over the lifetime of this Transport Strategy. Whilst the Greenway/Cycleway development is welcomed, the same risks to biodiversity can be associated with these type of developments as with any other road or infrastructure development. The Department recommends that the Greenway/Cycleway developments are subject to route selection processes to ensure that impacts to biodiversity and nature conservation interests are avoided.</p>	Noted.
4	<p>Chapter 18, Section 18.4:</p> <p>It is noted that corridor and route selection process will be undertaken for relevant new infrastructure. The Department welcomes this approach, as a robust route selection process is critical to ensure impacts to biodiversity can be avoided. However, the Department recommends that this is standard practice for all proposals arising from this strategy. Where existing informal or ad hoc linear trails are proposed for upgrade or development to an approved national Greenway/Cycleway standard, these routes should also be subject to corridor and route selection process. This will ensure any ecological constraints are identified early in the design process.</p>	<p>Noted. To amend Strategy Section 18.4 "Corridor and Route Selection Process" as follows (proposed new text is green and bold; text proposed to be deleted is red and struck through):</p> <p>The following Corridor and Route Selection Process will be undertaken for relevant new infrastructure and, as appropriate, for proposals to upgrade existing infrastructure:</p>
5	<p>This Transport Strategy aims to incorporate the GDA Cycleway Network Plan (i.e. the GDA Cycleway Network 2013 and the recently reviewed GDA Cycle Network Draft Plan 2021). These plans identify specific routes for future development in the GDA. The proposals include routes for commuting and leisure purposes with natural corridors providing opportunities for greenway routes. These natural corridors follow rivers, streams, canals and the coastline, and will be in areas with high biodiversity value. The protection of these linear and continuous features of the landscape are essential for improving the ecological coherence of the Natura 2000 network, and for the migration, dispersal and genetic exchange of wild species. Article 10 of the Habitats Directive places an obligation on member states to endeavour, in their land use planning and development policies, to protect and conserve these features. The Transport Strategy does recognise the legislative requirements for projects to undergo the relevant legislative environmental assessments and the Department welcomes this clear statement in the strategy. However where a development project arising from this Transport Strategy is not subject to Environmental Impact Assessment, assessment of the impacts to biodiversity will best be facilitated through the preparation of an Ecological Impact Assessment (EclA).</p>	<p>Various provisions have been integrated into the Strategy to ensure the protection of biodiversity and flora and fauna.</p> <p>As detailed under Section 18.7 "Other SEA Recommendations": "In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with." Within Table 9.3 of the SEA Environmental Report, it is recommended that the following measure is included under "Protection of Biodiversity including Natura 2000 Network" (proposed new text is green and bold):</p>

No.	Submission Text	Response
	<p>The Department would also like to highlight the importance of recognising the ecological constraints early in any development proposal and to avoid pursuing projects that are likely to have significant effects to European or Nationally important sites. Ecological expertise should be available early in the process and at the route selection process to eliminate proposals that are likely to fail the environmental assessment process.</p>	<p>Where developments, arising from this strategy, do not require Environmental Impact Assessment, a non-statutory Ecological Impact Assessment may be required to assess potential impacts on biodiversity.</p>
6	<p>Recommendations in relation to the Draft Transport Strategy:</p> <ul style="list-style-type: none"> The Department recommends that the National Transport Authority review the statement in Section 18.4, Corridor and Route Selection “that corridor and route selection process will be undertaken for relevant new infrastructure” and in particular to remove any ambiguity by the use of the term ‘relevant new’. This is to ensure that, where existing trails exist and are proposed for further development/improvements under the Transport Strategy, corridor and route selection process will be undertaken. To ensure the National Transport Authority can meet its International, European and National obligations in relation to the protection and restoration of biodiversity, the Department would advise that Section 18.4 is updated to include an additional bullet point: “Where developments, arising from this strategy, do not require Environmental Impact Assessment, impacts to biodiversity will be assessed by the preparation of a non-statutory Ecological Impact Assessment (EclA)”. 	<p>See responses under points 4 and 5 above.</p>
7	<p>Matters Relating to the Natura Impact Assessment (NIS):</p> <p>The screening for Appropriate Assessment (AA) report identified 66 European sites that were likely to be affected by the implementation of the Transport Strategy. Likely impacts included; loss/reduction of habitat, habitat or species fragmentation, disturbance to key species, reduction in species density and/or changes in key indicators of conservation value (e.g. water quality etc.). These sites were considered further in the NIS and the mitigation measures are outlined in Section 5 of this report.</p>	<p>Noted.</p>
8	<p>The Department advises the NTA that although there may be clear links and analogies between the preparation of a Strategic Environmental Assessment Environmental Report (ER) and a NIS, the actual assessment processes (i.e. SEA and AA) are distinct and completely separate processes that differ in some key respects. AA is narrower in focus and requires more rigorous tests, with the conservation and protection of European sites at its core. The findings and recommendations of AA are overriding and must be incorporated into and be part of a plan that is presented for adoption. SEA assists in formulating plan policies and objectives that provide for a more strategic level of protection to a number of different factors of the environment, including Biodiversity, Flora and Fauna. The Department would recommend that Tables 5.1 and 5.2 are reviewed. There should be a clear focus on the requirements of AA with all the necessary information readily available in the report to allow the NTA to carry out the AA process. It is not considered appropriate to refer to tables, mitigation measures and other environmental factors within another report, (i.e the ER). The NIS should be a stand-alone document with all the necessary mitigation measures clearly identified and these measures should be clearly focused on ensuring impacts to European sites are avoided.</p>	<p>The AA is a stand-alone document and all mitigation measures identified are enforceable either by integration into or reference within the Plan. To take account of the concerns raised, text under Section 18.7 “Other SEA Recommendations” of the Strategy will be updated as follows (proposed new text is green and bold): “In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with - measures relating to the protection of European sites are referred to on Table 5.2 in the AA Natura Impact Statement.”</p> <p>Measures that are not relevant to the protection of European sites will be deleted from Tables 5.1 and 5.2 of the AA NIS.</p>
9	<p>European sites are particularly vulnerable to Greenway/Cycleway developments due to their location, (e.g. within river and coastal habitats), and the precautionary principle must be adopted when screening for AA and/or undertaking AA. As outlined in the NIS, amenity and leisure activities are already posing an existing level of threat and pressure to a large number of European sites identified within the study area of this strategy. Some of these sites are in close proximity to a number of already proposed greenways as identified in the GDA Cycleway Network Plan (i.e. the GDA Cycleway Network 2013 and the recently reviewed GDA Cycle Network Draft Plan 2021), that accompanies this strategy. The NIS failed to identify these specific routes and although it is recognised that screening for AA will occur at the project stage the Department considers it more appropriate to address these environmental constraints at a strategic level. The proposed sites must allow for flexibility at the corridor and route selection process and the desired route may not be feasible due to strict environmental constraints. Reliance on Article 6(4) assessment of the Habitats Directive may not be appropriate where projects designed for recreational/leisure use may not meet the strict criteria for imperative reasons of overriding public interest (IROPI) and where alternative routes are identified.</p>	<p>Noted.</p> <p>To add the following text to the AA NIS (proposed new text is green and bold):</p> <p>European sites may be vulnerable to greenway/cycleway developments due to their location. As outlined in Appendix I to this Statement, amenity and leisure activities are already posing an existing level of threat and pressure to various European sites within the Greater Dublin Area (such as the Howth Cycle Route which runs through the North Dublin Bay SAC (NPWS site code: 000206) and Howth Head SAC (NPWS site code: 000202); and the Sally Gap to Dublin Route in the Wicklow Mountains, which runs through the Wicklow Mountains SAC (NPWS site code: 002122). Some of these sites are in close proximity to a number of already proposed greenways as identified in the GDA Cycle Network Plan that accompanies this Strategy (such as the Howth to Portmarnock Cycle route and the Dublin-Wicklow Greenway).</p> <p>Screening for AA, and subsequent stages of AA as relevant, will be required for all greenway/cycleway developments when implementing the Strategy.</p>

No.	Submission Text	Response
		<p>The feasibility and determination of each route is subject to presenting no significant adverse effect(s) to the integrity of European sites, alone or in combination with other plans or projects, where projects do not meet the strict criteria for imperative reasons of overriding public interest and/or where alternative routes are identified.</p> <p>To also reflect this clarification in Section 18.4 “Corridor and Route Selection Process” of the Transport Strategy as follows (proposed new text is green and bold):</p> <p>European sites may be vulnerable to greenway/cycleway developments due to their location. As outlined in Appendix I to the AA Natura Impact Statement, amenity and leisure activities are already posing an existing level of threat and pressure to various European sites within the Greater Dublin Area. Some of these sites are in close proximity to a number of already proposed greenways as identified in the GDA Cycle Network Plan that accompanies this Strategy.</p> <p>Screening for AA, and subsequent stages of AA as relevant, will be required for all greenway/cycleway developments when implementing the Strategy.</p> <p>The feasibility and determination of each route is subject to presenting no significant adverse effect(s) to the integrity of European sites, alone or in combination with other plans or projects, where projects do not meet the strict criteria for imperative reasons of overriding public interest and/or where alternative routes are identified.</p>
10	<p>Although Corridor and Route Selection Process has been identified as a mitigation measure in Table 5.1 of the NIS it is not clearly listed in Section 18.5.1 Protection of Natura 2000 Sites. Section 18.4 of the Transport Strategy outlines the process in relation to corridor and route selection but there is some ambiguity in relation to what relevant new infrastructure this process refers to.</p> <p>There exists a risk that existing informal trails within European sites may be excluded from this selection process. The Department advises that this additional mitigation measure (i.e. Corridor and Route Selection Process), as identified in the NIS, is referred to in Section 18.5.1, it should be clearly stated that all infrastructure proposals within or adjacent or in close proximity to European sites will be required to undertake this Corridor and Route Selection Process as outlined in Section 18.4.</p>	<p>Various other measures within Section 18, including the requirements at Section 18.4, will contribute towards the protection of European sites. Mitigation measures relevant to the protection of European sites are identified in the AA Natura Impact Statement. To take account of the concerns raised, the following text will be inserted as a footnote at Section 18.5.1 “Protection of Natura 2000 Sites”:</p> <p>Various other measures within Section 18, including the requirements at Section 18.4 “Corridor and Route Selection Process”, will contribute towards the protection of European sites. Mitigation measures relevant to the protection of European sites are identified in the AA Natura Impact Statement.</p> <p>Refer also to the amendments to Section 18.4 “Corridor and Route Selection Process under points 4 and 9 above.</p>
11	<p>The Department would also like to remind the NTA of their statutory obligation to refer the NIS to the Department, when finalised, in accordance with the requirements of the European Communities (Birds and Natural Habitats) Regulations, 2011 to 2021.</p>	<p>Noted. The updated AA NIS will be circulated to the Minister as required.</p>
12	<p>Recommendations in relation to the NIS:</p> <ul style="list-style-type: none"> The Department recommends a review of the Natura Impact Statement (NIS) to ensure the report is clearly focused on the strict requirements to conserve and protect the identified European sites. The NIS should be a stand-alone document that can be read without having to refer to the Strategic Environmental Assessment Environmental Report. The GDA Cycleway Network Plan (i.e. the GDA Cycleway Network 2013 and the recently reviewed GDA Cycle Network Draft Plan 2021) propose a number of specific routes for development under the Transport Strategy and the Department recommends that these proposed routes are considered in the NIS for likely significant effects on Natura 2000 sites. 	<p>Noted. Refer to responses and updates above.</p> <p>Furthermore, to take account of the concerns raised, all proposed mitigation measures to protect Natura 2000 sites, as identified in Section 5 of the AA Natura Impact Statement, will be listed in Section 6 of the AA Natura Impact Statement.</p>

No.	Submission Text	Response
	<ul style="list-style-type: none"> The Department advises that all mitigation measures as identified in the NIS are included in Section 18.5 Appropriate Assessment and 18.5.1 Protection of Natura 2000 Sites. This section should be updated to clearly state that all infrastructure proposals within, adjacent to or in close proximity to European sites will be required to undertake Corridor and Route Selection Process, as outlined in Section 18.4. The Department recommends in the interest of clarity, that all proposed mitigation measures to protect Natura 2000 sites, as identified in the NIS, should be clearly listed in the Conclusion, i.e. Section 6 of the NIS. 	
13	<p>Matters relating to the Strategic Environmental Assessment Environmental Report (ER):</p> <p>As mentioned previously climate action and biodiversity are intrinsically linked and the restoration and protection of nature is recognised as being part of the solution to reduce global warming. The principal objective of this Transport Strategy is “To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use”.</p> <p>The department welcomes the recognition of International, European and National policy in relation to the protection of biodiversity in Table 5.1 -Biodiversity Flora and Fauna, where “No net contribution to biodiversity losses or deterioration” is a guiding principal of the Transport Strategy. It is noted that all relevant new projects, arising from this Transport Strategy will be screened for EIA and AA, however, where a development is not subject to EIA the impacts to biodiversity, as stated previously, will best be facilitated through the preparation of an Ecological Impact Assessment (EclA). The Department recommends that Table 5.1 should be updated to reflect the requirement to undertake EclA and this should also be reflected in Table 9.1 - recommended mitigation measures.</p>	<p>Various provisions have been integrated into the Strategy to ensure the protection of biodiversity and flora and fauna.</p> <p>As detailed under Section 18.7 “Other SEA Recommendations”: “In implementing the Strategy, the Authority will ensure that the measures included in Table 9.3 of the SEA Environmental Report are complied with.” Within Table 9.3 of the SEA Environmental Report, it is recommended that the following measure is included under “Protection of Biodiversity including Natura 2000 Network” (proposed new text is green and bold):</p> <p>Where developments, arising from this strategy, do not require Environmental Impact Assessment, a non-statutory Ecological Impact Assessment may be required to assess potential impacts on biodiversity.</p>
14	<p>Monitoring is an important step in the SEA process and a requirement under Article 10 of the Strategic Environmental Assessment (SEA) Directive 2001/42/EC. The ER has identified a number of potentially significant adverse effects to biodiversity due to the implementation of projects arising from the Transport Strategy. To ensure the NTA can meet its obligations and to ensure there is “No net contribution to biodiversity losses or deterioration” it will be important that impacts to biodiversity, both in terms of biodiversity loss and biodiversity enhancement, is adequately monitored.</p> <p>Section 10.5 of the Draft SEA-ER contains a list of thresholds where the NTA will consider corrective action when environmental impacts from developments arising from the Transport Strategy are noted. The Department recommends that this section is updated to include an additional bullet point for impacts to European sites. The NTA should establish a clear system where incidents can be reported to the authority so corrective action can be undertaken to prevent any further deterioration to a European site.</p>	<p>Noted. Incidents relating to the Strategy, including environmental incidents, can be reported to the NTA. To add the following example of a threshold at which corrective action will be considered (proposed new text is green and bold):</p> <p>Impacts on the integrity of European sites as a result of Strategy projects that have not been granted permission following an assessment of imperative reasons of overriding public interest (IROPI).</p>
15	<p>Recommendations in relation to the ER:</p> <ul style="list-style-type: none"> To ensure the National Transport Authority can meet its International, European and National obligations in relation to the protection and restoration of biodiversity, the Department advises that Table 5.1 and Table 9.1 are updated to include an additional mitigation measure that will ensure impacts to biodiversity will be assessed by the preparation of a non-statutory Ecological Impact Assessment (EclA) for developments, arising from this Transport strategy, that do not require Environmental Impact Assessment. The Department recommends the NTA establishes a monitoring system to record biodiversity loss and enhancement on all projects arising from this Transport Strategy. The Department recommends that Section 10.5 -Thresholds is updated to include an additional bullet point where corrective action will be considered if impacts to European sites are noted from development which is provided for by the Transport Strategy. 	<p>See responses under points 13 and 14 above. Furthermore, Section 10 of the SEA Environmental Report provides the Monitoring Programme, including selected indicators, for monitoring the likely significant environmental effects of implementing the Strategy.</p>