



DLRCC's Submission on the NTA's review of the Transport Strategy for the Greater Dublin Area

Prepared by the Municipal Services Department, with cross-departmental input

January 2021

Introduction

DLRCC strongly welcomes this opportunity to participate in the review of the Transport Strategy for the Greater Dublin Area. We believe that that this review will be one of the most important since the GDA Transport Strategy was first put in place and DLRCC are keen to have ongoing engagement with the NTA during the review process.

The challenges, uncertainties and opportunities which lie ahead are significant:

- Dealing with the climate emergency and environmental degradation necessitates urgent action
- The true impact of Brexit on the Irish economy will only be revealed over the coming year. The Dublin region is the main driver of the Irish economy and well-functioning & responsive transport & mobility is crucial to sustaining growth and inward investment.
- The rate of technological change & innovation coupled with the climate emergency will challenge us and demand greater flexibility from transport planning & delivery models
- The legacy of poor spatial planning continues to restrict public transport growth while the legacy of underinvestment means our infrastructure is still very much in catch up
- The Covid 19 pandemic has changed how people move and perceive their environment and has hastened possibilities previously only aspired to – how should transport planning respond and are their opportunities for developing more sustainable mobility patterns?

The challenges ahead are indeed great, but equally, the opportunities now presented for transformative change, we believe, are un-paralleled in recent times. There is a groundswell of public support for more sustainable living and the political resolve at local and national levels to make the necessary decisions is strengthening.

The main thrust of our submission is to set out how we believe the Transport Strategy for the Greater Dublin Area should meet these challenges and provide a framework for transformative change in mobility and transport patterns across the region while at the same time underpinning the continued growth and evolution of DLR and the wider GDA as an attractive and dynamic European city region with exciting opportunities for visitors and investors.

Our submission is set out as follows:

Section One:

In this section we focus in on specific items which relate to the functional area of **DLRCC** and set out the key components and policies of our **Draft County Development Plan 2022 – 2028**, which are relevant to the review of the Transport Strategy for the GDA.

Section Two:

In this section we focus on the transport & mobility requirements of the major new development areas within **DLRCC** including the **Cherrywood SDZ** and **Major Urban Housing Delivery Sites** at **Woodbrook-Shanganagh** and **Kiltiernan-Glenamuck**.

Section Three:

This Section focusses on more general approaches and concepts together with a number of items we consider relevant across the GDA. They are set out under the following headings:

- Stakeholder Engagement
- Allocating Road Space
- Dealing with Uncertainty – Scenario Planning
- Innovation & Delivery Models
- Innovation & Behavioural Change
- Cycle Parking at Public Transport Stops
- Commercial Bus Services
- Demand Management on the M50
- DART Underground
- Micro-Mobility
- Digital Information & Sharing Platforms
- Safe & Inviting Public Transport

Section One DLRCC Specific Items & the Draft CDP 2022 - 2028

In terms of transport infrastructure the two critical items of note for DLRCC are:

- The requirement for transport infrastructure to open up the south east of the County which is earmarked in the MASP for future sustainable growth. It is necessary to consider this network of infrastructure so as to allow this area transition sustainably from being a rural area served by rural infrastructure to an area capable of providing for the growth envisaged in the RSES and beyond.
- The ten minute settlement concept which underpins the Draft County Development Plan

Draft Dún Laoghaire-Rathdown County Development Plan 2022-2028

- The commencement of the review of the Transport Strategy for the GDA 2016-2035 coincides with the plan-making process for the DLR County Development Plan 2022-2028 (Draft DLR CDP). The Draft DLR CDP has been prepared and is on public display for the period 12th January 2021 to 16th April 2021 inclusive. The Local Authority acknowledges the positive engagement with the NTA as part of the plan-making process for the CDP to date and welcomes continued engagement through the draft stage.

The Local Authority is available and would welcome the opportunity to meet with the NTA to discuss in detail the matters set out below in addition to continued engagement as part of the plan-making process for the CDP.

- Since the adoption of both the existing DLR County Development Plan 2016-2022 and the Transport Strategy for the Greater Dublin Area 2016-2035, there have been a number of significant legislative and policy changes in the area of planning and infrastructure investment, including the reframing of policy and investment priorities at both the national and regional levels. As is statutorily required, the Draft DLR CDP is prepared to be, consistent with current national and regional development objectives set out in the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) and the Dublin Metropolitan Area Strategic Plan (MASP).

The Local Authority supports the updating of the NTA's Transport Strategy to

ensure alignment and consistency with the provisions of the National Planning Framework, the National Development Plan and the Regional Spatial and Economic Strategy including the Dublin Metropolitan Area Strategic Plan.

- The Vision of the Draft DLR CDP was crafted having regard to inter alia the National Strategic Outcomes set out in the NPF, the Regional Strategic Outcomes set out in the RSES and the UN Sustainable Development Goals, and states the following:

“The Vision for Dún Laoghaire-Rathdown is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations.”

The Vision for the County is underpinned by five Strategic County Outcomes which are illustrated in Figure 1 below. Each of the five Strategic County Outcomes are interrelated and the role of sustainable movement is of fundamental importance in the realisation of these strategic objectives and, in turn, the delivery of the overall CDP Vision.

Strategic County Outcome No. 2 supports the creation of a compact and connected County and recognises the importance of aligning land use and services by way of high-quality public transport and the softer modes of walking and cycling. The creation of a liveable County, focussed on a connected network of towns and villages, will in turn lead to a climate resilient County and support opportunities for economic growth.



Figure 1 Strategic County Outcomes of the Draft DLR CDP

- The settlement hierarchy contained in the RSES identifies key growth areas across the Region which will see significant development up to 2031 and beyond. The vast majority of the built-up footprint of DLR is located within the area defined in the RSES as Dublin City and Suburbs, which comprises the First Tier in the regional settlement hierarchy. Old Connaught, in the south of the County, comprises a component part of the 'Key Town' of Bray (Tier 3), while Glencullen comprises a rural village (Tier 6).

Within Dublin City and Suburbs, the focus in the RSES is on the consolidation and re-intensification of infill/brownfield sites, in order to provide high density and people-intensive uses within the existing built up area (RPO 4.3). The Draft DLR CDP incorporates ambitious compact growth targets in this regard to ensure that land resources within existing settlements are used to their full potential. The Key Town of Bray is specifically recognised in the RSES as having significant growth potential. The RSES states that owing to geographical constraints, the growth of Bray is primarily limited to westward expansion, with identified growth potential at Fassaroe (Wicklow County Council) and Old Connaught (DLR).

- The Dublin MASP comprises an integrated land-use and transportation strategy that sets out a vision for the future growth of the Dublin Metropolitan area over a 12 to 20 year horizon. The MASP identifies strategic development corridors based on their capacity to achieve compact sustainable and sequential growth along key public transport corridors. The strategic development corridors of the MASP are illustrated in Figure 2 below. The MASP provides the planning policy framework, which is interlinked with the requisite capital investment programmes, to ensure the coordination of strategic growth areas through the delivery of supporting infrastructure.

The corridors of relevance to DLR include: the North-South Corridor (DART); and, the MetroLink / Luas Green Line Corridor:

- Within the North-South Corridor (DART), the MASP identifies Woodbrook-Shanganagh, Old Connaught and lands at the former Bray Golf Course and Harbour lands as suitable for the development of new residential communities.

- Within the Metrolink / LUAS Green Line Corridor, Ballyogan and Environs and Kiltiernan-Glenamuck are identified as new residential communities, while Cherrywood and Sandyford are identified as new and emerging mixed-use districts.

From an employment perspective, the MASP also aims to intensify strategic employment areas within the M50 ring, such as Sandyford Business District, and to activate key strategic sites such as Cherrywood, to complement existing employment hubs. Sandyford and Ballyogan (Carrickmines) are also identified as strategic employment locations.

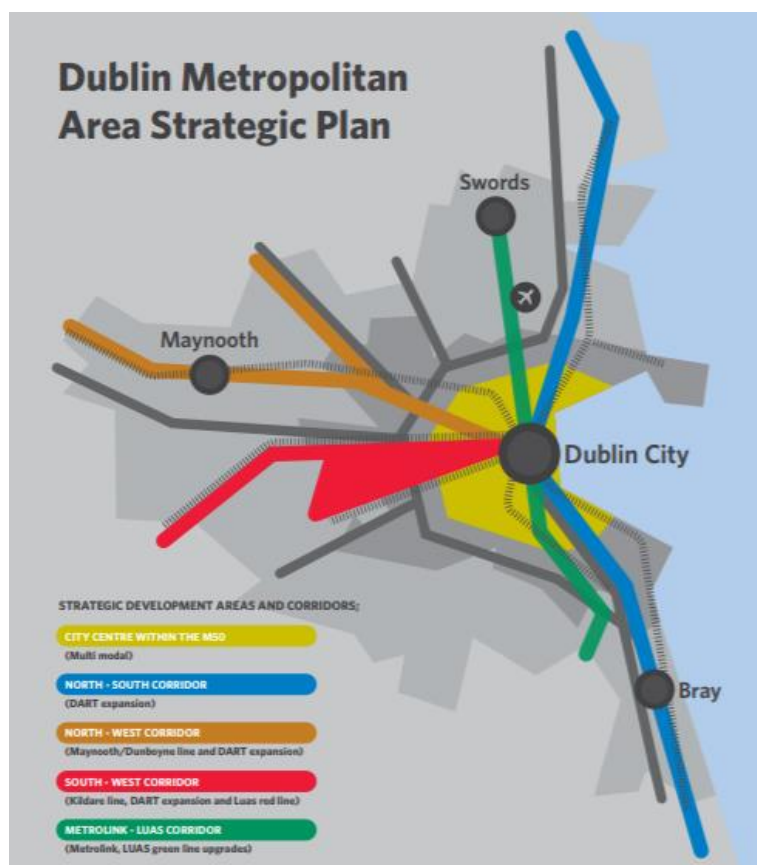


Figure 2 Dublin MASP – Strategic Development Areas and Corridors

- The Core Strategy is the key component of the Draft DLR CDP in that it sets out – in line with the overarching hierarchy of national and regional plans and the CDP Vision - the quantum and location of development in the County over the lifetime of the Plan. In terms of applying a settlement hierarchy at County level, RPO 4 .1 of the RSES provides that, in preparing Core Strategies for Development Plans, that Local

Authorities shall determine its hierarchy of settlements in accordance with the hierarchy, guiding principles and typology of settlements set out in the RSES.

- The overarching settlement strategy for DLR, as set out in the Draft CDP, seeks to support the transition to a low carbon and climate resilient County through the implementation of a compact growth agenda, increased integration between land-use and transportation, increased sustainable mobility and, the sustainable management of environmental resources. The strategy applies an asset-based approach to spatial development focusing employment and housing growth on existing and future transport corridors and aligning growth with the delivery of supporting enabling and supporting social infrastructure. The strategy seeks to deliver compact and sustainable growth within the existing built footprint of the County and builds upon existing physical, social, economic and natural assets which are available. The strategy is supported by an increased focus on healthy place-making and the liveability factors which define our urban places.
- Figure 3 below illustrates the Core Strategy Map which depicts the DLR settlement strategy for the Plan period. The Core Strategy Map identifies Dún Laoghaire and Dundrum as the two Major Centres in the County, Sandyford and Cherrywood as Mixed Use Districts and new residential communities are identified at Ballyogan and Environs, Kiltiernan-Glenamuck, Rathmichael, Woodbrook-Shanganagh and Old Connaught.

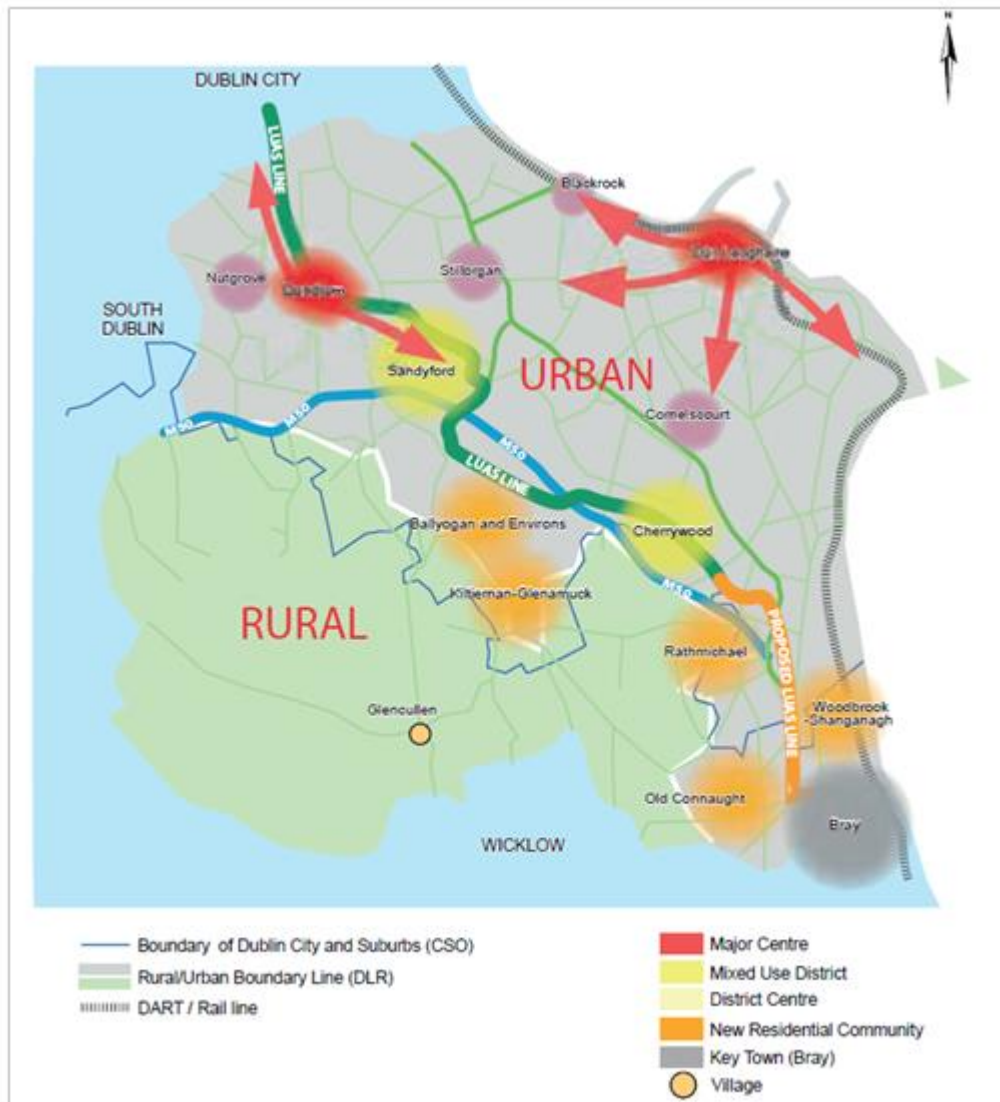


Figure 3 Core Strategy of the Draft DLR CDP

- The settlement strategy for DLR was directly informed by the population targets included in the RSES, the transitional population projections methodology set out in the 'Implementation Roadmap for the National Planning Framework' (2018) and additional population allocation made under National Policy Objective 68 of the NPF, which provides a further allocation of population for the Metropolitan Key Town of Bray.

National Policy Objective 68 of the NPF states that a MASP may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area. In accordance with the NPF and RSES, the Elected Members

of the Regional Assembly approved an additional population allocation of 13,000 for the Key Town of Bray, 3,500 of which is applicable to the DLR administrative area.

The 3,500 re-allocation of population is applied to the 2031 growth scenario of the RSES and as such falls within the timeframe of the NTA's Transport Strategy. Given the regional designation and specific population allocation for the Key Town of Bray it was considered appropriate to identify a 'Strategic Land Reserve' at Old Connaught for inclusion in the Draft DLR CDP, in order to meet the designated future growth beyond the timeframe of the Plan period of 2028. Access to high capacity planned public transport was a primary consideration in the identification of the Strategic Land Reserve.

The Draft DLR CDP has identified a Strategic Land Reserve at Old Connaught to meet additional future growth specifically designated under the NPF and RSES. To ensure consistency with national and regional level policy, the Local Authority recommends the NTA's Transport Strategy recognises the significant additional population growth identified for Old Connaught, as part of the growth of the Key Town of Bray, and prioritises the delivery of transport infrastructure and services to ensure a co-ordinated approach to growth in this area.

- For the first time, the Draft DLR CDP includes an infrastructure assessment which identifies strategic infrastructure investment priorities to support the delivery of identified zoned residential land in the County (see Appendix 1 of the Draft Plan). The purpose of the assessment is to demonstrate how lands zoned in the CDP with potential for residential development, are either sufficiently serviced (Tier 1) or have potential to become fully serviced within the timeframe of the Plan (Tier 2) (in compliance with Appendix 3 of the NPF).

The assessment is designed to align with the delivery programs of relevant infrastructure providers to ensure the orderly development of the County in tandem with infrastructure provision. The NTA's investment programme and the inclusion of specific projects contained in the NTA's Transport Strategy for the GDA are of central importance in this regard.

- The infrastructure assessment for the Draft DLR CDP identifies a number of transport projects of strategic importance, which will improve public transport provision across the County. The Local Authority specifically welcomes and supports the

significant progress being made on the Luas Green Line Enhancement Project, the BusConnects Dublin Project, the DART+ Project and the provision of a new DART station at Woodbrook. Each of these projects support the Local Authority's objective of enabling ongoing sustainable growth in the County focussed on the integration of land use and transportation.

The Local Authority supports the continued progression of the Luas Green Line Enhancement Project, the BusConnects Dublin Project, the DART+ Project and the provision of a new DART station at Woodbrook as key projects that enable ongoing sustainable growth in the County focussed on the integration of land use and transportation.

- The infrastructure assessment of the Draft DLR CDP acknowledges that the future development of the Old Connaught and Rathmichael areas is contingent upon the timely delivery of supporting infrastructure. As noted above, Old Connaught is identified in the RSES for future growth as part of the westward expansion of the 'Key Town' of Bray and this designation is further supported by the Dublin MASP which identifies Old Connaught on the North-South (DART) strategic development corridor. In terms of service provision in Old Connaught, it is highlighted that Irish Water were granted planning permission in 2019 for the Old Connaught-Woodbrook Water Supply Scheme to service future development in the areas of Old Connaught, Fassaroe, Woodbrook and Rathmichael, and this project is included in the Irish Water Investment Plan 2020 to 2024.
- In terms of enabling transport infrastructure for the Old Connaught and Rathmichael areas, the Bray and Environs Transport Study (2019) identifies a number of local transport infrastructure projects which are required to support development. The main projects which relate to residential zoned lands at Old Connaught and Rathmichael include:
 - The upgrade of Ferndale Road including upgrades to local roads to facilitate bus, pedestrian and cycle movements.
 - A new link road from Ferndale Road to Dublin Road at Shanganagh.
 - Cherrywood to Rathmichael Link Road.
 - The phased introduction of bus services in line with increased demand.

The Study sets out a timeline for the implementation of the preferred approach (the preferred approach is illustrated in Figure 4 below) and each of the above referenced

projects are identified in Phase A (2019-2027). In accordance with these timeframes the full build-out of Old Connaught is incorporated into the CDP Plan period of 2022-2028.

In order to support the growth strategy of the RSES, which specifically identifies and promotes growth in this area, so as to allow for connected new neighbourhoods that benefit from the synergy of local infrastructure, the Local Authority recommends prioritisation of the transport infrastructure projects and services identified in the Bray and Environs Transport Study (2019), which was carried out in conjunction with NTA.

In terms of detailed phasing, it is intended that the Old Connaught Local Area Plan will incorporate a phasing programme, linking development with the commensurate delivery of supporting infrastructure, to ensure a coordinated and orderly approach to growth in the area.

The Local Authority recommends the inclusion of an objective in the NTA’s Transport Strategy to prioritise the short term delivery of the transport infrastructure projects and services identified in the Bray and Environs Transport Study (2019), 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.

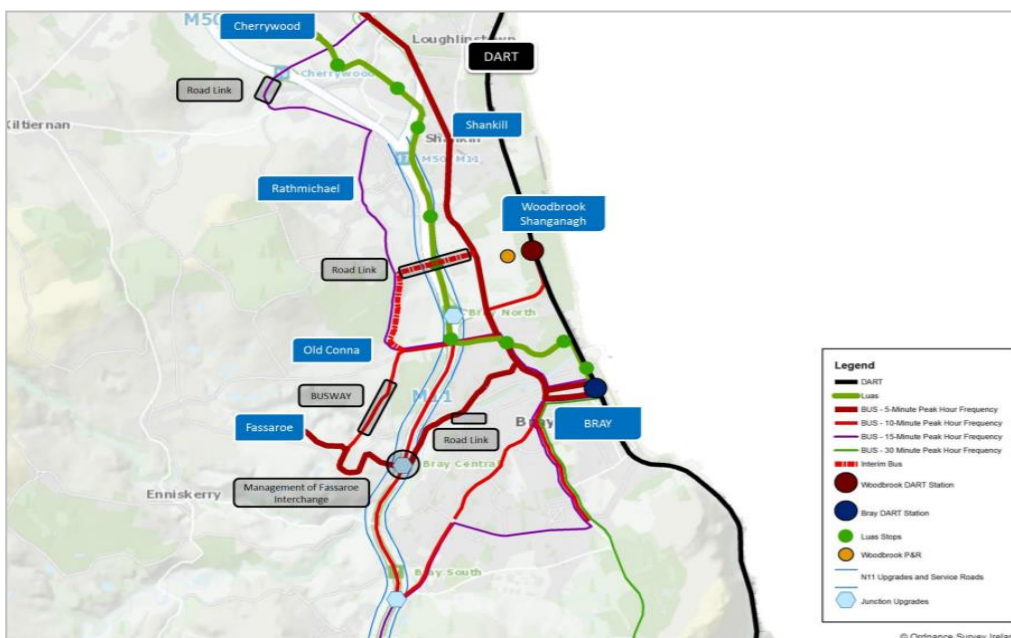


Figure 4 Bray and Environs Transport Study (2019) – Preferred Approach

- The Local Authority recognises the Luas Green Line Extension to Bray as a critical strategic transport project for both DLR and adjoining administrative areas. The Local

Authority supports the inclusion of greater certainty regarding the delivery of the Luas Green Line Extension Project and the de-coupling of the project to be recognised as a stand-alone infrastructure project that is not contingent on the Dublin MetroLink project. Regarding the delivery of transport investment in the Old Connaught area, the NTA's Bray and Environs Study (2019) states the following:

“Any potential longer-term future development at Old Connaught – beyond that envisaged by the Dun Laoghaire-Rathdown County Development Plan 2016-2022 – would require unambiguous commitment to the delivery of the Luas Green Line from Bride’s Glen to Bray - a project already provided for in both the NTA GDA Transport Strategy 2016-2035 and the National Development Plan 2018-2027.”

- It is highlighted that through the RSES process, additional population growth has been allocated to Bray (including Old Connaught) since the preparation of the Bray and Environs Transport Study. The Elected Members of the Regional Assembly approved an additional population allocation of 13,000 for the Key Town of Bray, 3,500 of which is applicable to the DLR administrative area. The 3,500 re-allocation of additional population is applied to the 2031 growth scenario of the RSES and as such falls within the timeframe of the NTA's Transport Strategy.

It is respectfully suggested that in order to ensure the NTA's Transport Strategy is consistent with the spatial planning policies and objectives set out in the RSES that a more unambiguous commitment to the delivery of the Luas Green Line is necessitated, or a comparable transport solution to support regional growth targets proposed.

- The National Development Plan 2018 to 2017 currently includes a commitment to *“undertake appraisal, planning and design of LUAS network expansion to Bray”* during the period to 2027. With both the National Development Plan and the NTA's Transport Strategy undergoing concurrent review processes, it is recommended that investment priorities are re-considered in the context of the regional growth strategy set out by the RSES. It is recommended that prioritisation is afforded to strategic enabling transport infrastructure projects, including the Luas Green Line Extension Project, which supports the growth of the NPF designated Key Town of Bray.
- It should be noted that the Local Authority is currently advancing the preparations of a Draft Local Area Plan for Old Connaught and is progressing an ABTA in conjunction with the NTA, for the area.

To ensure co-ordinated delivery of the regional growth strategy set out in the RSES and the Dublin MASP, the Local Authority recommends the inclusion of an unambiguous commitment to the delivery of the Luas Green Line Extension from Bride's Glen to Bray.

Climate, Biodiversity and Healthy Place-making

- The shift in policy focus at national, regional and local level since the adoption of the last Transport Strategy for the GDA places increased emphasis on climate, biodiversity and healthy place-making. The RSES provides a Climate Action Strategy *“to accelerate climate action, ensure a clean and health environment and to promote sustainable transport and strategic green infrastructure”* (RSES, p. 8). At the local level this is reflected in the Vision for the County as outlined above, the five Strategic County Outcomes and how the policies are framed in the Draft CDP.

Below are the main policies which are considered of relevance to this changing emphasis which are set out with recommendations for inclusion in the NTA's Transport Strategy.

Avoid-Shift-Improve

- Section 5.1 of the Draft DLR CDP sets out the Avoid-Shift-Improve approach as an important element of the overall policy approach to transport and mobility in the County. This approach changes the emphasis from moving cars to moving people with a focus on demand management. It is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport.

The Local Authority supports the inclusion of the 'Avoid-Shift-Improve' approach to reduce congestion, create a more liveable Region and reduce greenhouse gas (GHG) emissions.

Greenhouse Gas Emissions

- Government policy supports the transitioning of the Region to a low carbon economy by 2050. The quantification of GHG emissions is a challenge which is required to ensure that future development will facilitate the transition to a low carbon climate resilient Region. Transport emissions are a significant element of these. The importance of quantification of GHG emission impacts and GHG forecasting and reduction targets including transport emissions is set out in NPO 54 of the NPF and in a number of RPOs of the RSES, including RPO7.3.
- The Draft DLR CDP supports this approach and includes a Policy Objective to ensure that spatial and infrastructure planning is consistent with climate mitigation and adaptation objectives (Policy Objective CA3). It is an intention of the Local Authority to quantify the GHG impacts for the CDP when EMRA guidelines become available.

The Local Authority recommends that the NTA's Transport Strategy outlines a comprehensive set of measures to reduce Greenhouse Gas Emissions. It is recommended that the Greenhouse Gas Reductions are quantified in the Strategy.

EV Charging

- The provision of an EV charging network is an essential component in the move towards decarbonising the transport system. In this regard Policy Objective CA16 of the Draft DLR CDP provides for this:

"It is a Policy Objective to support, the Government's Electric Transport Programme by progressively electrifying our mobility systems by facilitating the rollout of Electric Powered Vehicle Recharging Parking Bays across the County and on public roads and other suitable location. The provision of e-bike chargers will be supported subject to the availability of Funding."

It is recommended that the NTA's Transport Strategy supports the delivery of the necessary infrastructure for all types of Electric Vehicles, including a network of public EV charging car parking bays and a network of e-bike chargers together with facilities to support electric buses and delivery vans / trucks.

Healthy Placemaking

- Healthy place making is emphasised in the NPF and the RSES. The Draft DLR CDP also incorporates healthy placemaking, which promotes active lifestyles through quality pedestrian and cycling links, particularly to and from places of work, education and recreation. In this regard Policy Objective T10, states:

“It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm improvements.”

It is recommended that healthy placemaking be emphasised in the NTA’s Transport Strategy. All transport projects should contribute in a positive way to healthy placemaking. The approach set out in DMURS in terms of placemaking should be emphasised.

‘10 Minute’ Neighbourhood Concept

- The Draft DLR CDP incorporates the ‘10 minute’ neighbourhood concept which supports the principles of a sustainable urban village in terms of being able to walk or cycle to neighbourhood support facilities within a 10 minute timeframe. It is recognised however that not every house will have all such facilities located within this timeframe. In this regard the 10-minute neighbourhood includes access to high quality public transport within a short walk from homes which in turn can provide sustainable access to neighbourhood support facilities and employment opportunities that may not be available within the local community.

The Local Authority supports the inclusion of the ‘10 minute neighbourhood concept in the NTA’s Transport Strategy.

Ecosystem Services

- It is considered that transport projects are often being prepared in a context where environmental and biodiversity concerns are raised by stakeholders during public consultations. It would be more efficient and appropriate if these matters were identified and integrated into the design at an earlier stage of the process. The Local

Authority would support an approach which incorporates ecosystem services, nature based solutions and urban greening from the outset.

- The Draft DLR CDP incorporates this approach through the inclusion of Policy Objectives on ecosystem services, nature-based solutions and urban greening (CS8, GIB29 and CA17)

It is recommended that an ecosystem services approach is followed in the NTA's Transport Strategy including the integration of nature-based solutions and urban greening measures into projects wherever feasible. It is recommended that a multidisciplinary approach is used from early stages in the development of the Transport Strategy, ABTAs and transport projects in this regard.

Greenways and Blueways

- The RSES supports the development of a network of greenways and blueways in the Region. The Draft DLR CDP also supports the development of them as recreational linkages which are important to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of the urban area (Policy Objective OSR8).
- The development of greenways and blueways are often associated with ecologically sensitive watercourses and therefore projects have the potential to have a negative impact on the ecosystem services of watercourses. Inland Fisheries Ireland have a new Guide on '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).

The Local Authority supports the inclusion of a network of greenways and blueways in the NTA's Transport Strategy and the Cycle Network Plan for the GDA. 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).

Dublin Eastern Bypass

- In view of the compact growth agenda, and the shift from the emphasis on moving vehicles towards moving people by more sustainable modes, there should be a review of the requirement to retain the Dublin Eastern Bypass (DEBP) Corridor.
- The DEBP is protected in the Draft DLR CDP and Specific Local Objective 4 is also relevant and states:

“To promote potential additional future uses of the Dublin Eastern Bypass reservation corridor, including a greenway/cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA.”

The Local Authority would welcome a review of the need to retain the Dublin Eastern Bypass Corridor, which is a valuable bank of land within the built-up area of the County. If it must be retained, then at minimum the inclusion of text allowing for the provision of sustainable uses pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass is recommended to be included in the Strategy.

Pedestrian/Cycle Footbridges over the M50/M11

- The M50 and the M11 are the cause of significant severance in the County and separate communities, businesses and services from each other. In the context of improving sustainable movement patterns and increasing active travel, the Draft DLR CDP identifies a number of pedestrian/cycle footbridges over the M50/M11, see below.

Pedestrian/Cycle Footbridges over M50/M11

Location
Ticknock Drive to Ballinteer Road
Bearna Way to Moreen
Sandyford pedestrian and cycle bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of M50 Junction 13
Murphystown Road to Leopardstown (as part of, or separate to, Murphystown Link Road)
HRI bridge from Ballyogan to South County Business Park/HRI lands
M50 Carrickmines Junction (east to west)
In the vicinity of Allies River Road
Love Lane Bridge

It is recommended that the NTA's Transport Strategy acknowledges the severance impact of major roads infrastructure and supports the provision of pedestrian/cycle footbridges over the M50/M11, as listed in Table 5.2 of the Draft DLR CDP.

Public Transport Interchanges

- The Draft CDP lists 6 public-transport interchanges for the County in Table 5.1 of the Draft Plan. These are an important element for the efficient operation of the public transport system in the County.

Public Transport Interchanges

Location	Public Transport Modes
Dundrum	Luas - Bus
Dún Laoghaire	Suburban Rail – Bus
Blackrock	Suburban Rail – Bus

Cherrywood	Luas – Bus
Woodbrook	Suburban Rail – Bus
Sandyford	Luas – Bus

It is recommended that the NTA’s Transport Strategy supports the public transport interchanges listed on Table 5.1 of the Draft DLR CDP.

Park and Ride

- Policy Objective T20 in the Draft DLR CDP supports the provision of park and ride facilities (including EV charging and cycle parking) at Carrickmines along with a new Park and Ride at Woodbrook. These are an important element of providing improved access to public transport corridors. **The provision of a Strategic Park and Ride at Woodbrook should not however undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.**

It is recommended that the new Park and Ride at Woodbrook and the enhanced Park and Ride at Carrickmines be supported in the NTA’s Transport Strategy.

Section Two Items relating to Major New Development Areas within DLRCC:

Cherrywood SDZ & Major Urban Housing Delivery Sites at Woodbrook-Shanganagh and Kiltiernan-Glenamuck

(Note: Future development areas at Old Connaught & Rathmichael are dealt with in Section One above)

Update on Implementation –

Cherrywood:

Cherrywood occupies a location of strategic importance within the region, being located within the Dublin Metropolitan Area and partly within Dublin City & Suburbs, and along the Luas Green Line, M50, N11, QBC/Core Bus Corridor, and NTA primary cycle route. It is also the largest 'ready to go' tranche of undeveloped housing land in Dublin. Since 2016, development in Cherrywood has progressed at pace. Construction of c.1,540 dwellings is underway, with a further c.2,400 dwellings permitted, and applications lodged for a further c.650 dwellings. Cherrywood Town Centre is under construction, as is the First Primary School site, with a temporary school having opened in 2020. Significant roads including quality pedestrian and cycle infrastructure (c. 5kms), public open space (3 no. large parks) and attenuation infrastructure has been delivered up-front, with LIHAF -funded road and bridge infrastructure connecting to N11 also under construction. The URDF supported Cherrywood Greenway Project is also progressing.

Currently, Cherrywood is planned to accommodate c.24,000 residents (c.8,775 dwellings) and c.22,000 workers. Overall the SDZ has the potential to provide up to 10% the total Dublin housing supply projected to 2031 and between c.22% to c.35% of the total DLR housing supply projected to 2028. Cherrywood is a higher density, mixed-use, and compact light-rail-based settlement, with a high employment ratio, that is achieving densities of 45 to 125uph (average net density of 82uph) all within 1km of 5 no. Luas stops (2 no. of which are unopened).

Woodbrook-Shanganagh:

The Woodbrook-Shanganagh Local Area Plan for the area indicates potential to deliver a sustainable residential community of c.1,600 - 2,300 dwellings. Planning permission for Phase 1 development of 685 dwellings (Reg. Reg. ABP 305844-19) was granted in February 2020, and includes for Woodbrook DART Station temporary Park & Ride, and Woodbrook Avenue which will provide access to the future Woodbrook-Shanganagh DART station. Irish Rail's planning application for the DART station is currently live and due for determination in the near future (Reg. Ref. D20A/0744). Funding support for Woodbrook Avenue has been

secured through LIHAF. The Woodbrook Shanganagh lands have capacity to accommodate 7 to 8% of DLR's total population growth in the coming years.

Kilternan-Glenamuck:

The Kilternan-Glenamuck Local Area Plan indicates potential to deliver a sustainable residential community of a further c. 2,500 to 3,000 dwellings. The Kilternan-Glenamuck lands have capacity to accommodate 7 to 8% of DLR's total population growth in the coming years.

Alignment of Land Use Policy & Infrastructure Investment: NPF, Eastern Midland Regional Assembly RSES, MASP, and NDP.

Cherrywood:

The NPF states that the Key Future Growth Enablers for Dublin include progressing the sustainable development of new greenfield areas for housing, especially those on public transport, and specifies Cherrywood in this regard. Within the EMRA RSES Cherrywood is a key settlement on the Metro-link-LUAS Strategic Development Corridor:

- In relation to residential development in DLR, Cherrywood is identified as a new and emerging mixed-use district.
- In relation to employment, the RSES specifically identifies Cherrywood as a Key Strategic Site, and as a high-density business district with potential for significant re-intensification of employment within the M50 ring, to complement the Docklands and City centre business district.
- In relation to retail and services, Cherrywood is identified for significant retail and people intensive employment again to complement City centre and Docklands, and is identified as a Level 3 Key Service Centre.

The EMRA RSES identifies necessary infrastructure for the emerging high-density mixed use district at Cherrywood and the new residential communities in Kilternan-Glenamuck. Enabling infrastructure includes LUAS green line upgrades; public transport and roads upgrades; and new road and bridge and N11 junction (Cherrywood) and water upgrades.

Woodbrook-Shanganagh:

The RSES and MASP identify Woodbrook-Shanganagh as a Strategic Development Area for a new residential community along the North-South Corridor. The RSES also identifies Woodbrook-Shanganagh for a new station on the southeastern commuter line to include a new access road.

Kilternan-Glenamuck:

The RSES and MASP identify Kilternan-Glenamuck as a Strategic Development Area for a new residential community on the Metrolink / Luas Corridor.

Cycling & Walking

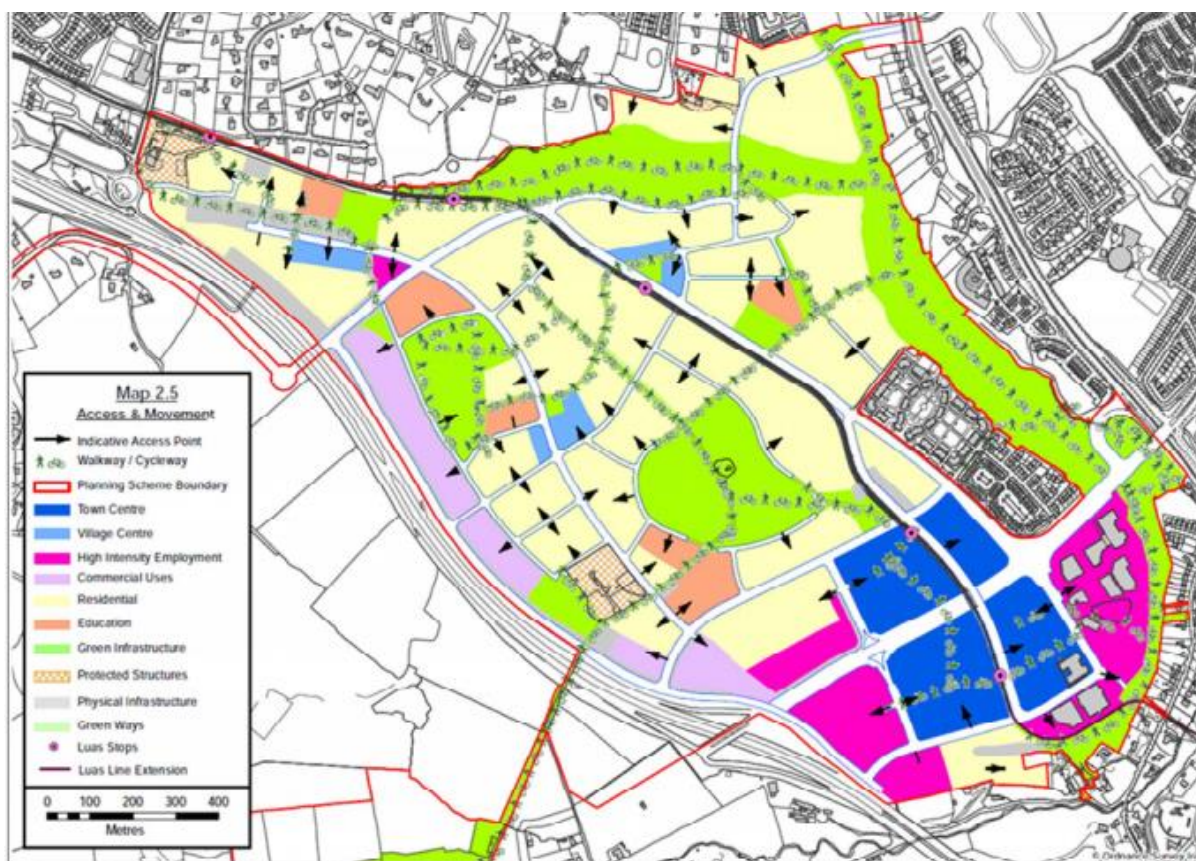


Figure 5 Greenway Network – Cherrywood Planning Scheme

It is respectfully requested that the revised Transport Strategy **further promotes the expansion and integration of primary, secondary and feeder cycle and Greenway routes** (Section 5.6 ‘Cycling Infrastructure’).

Cherrywood: In this regard, Figure 5.10 ‘Metropolitan Cycle Network’ and Map CN2 ‘Full Dublin Cycle Network’ as set out in the Dublin Cycle Network Plan 2013 could include key elements of the dedicated Greenway, walking and cycling routes within Cherrywood (shown on Maps 2.5 and 4.5 of the Cherrywood Planning Scheme). These routes include the emerging Cherrywood Linear Park and Greenway, as well as other links critical to the integration of Cherrywood with the County and regional cycle and Greenway network.

The following sections of the emerging network are particularly important to achieve the integration of Cherrywood into the pedestrian, Greenway, and Primary, Secondary & Feeder cycle networks. These include connections:

- via Kiltiernan Link Road & Priorsland M50 overbridge;
- to the N11;
- via the Ticknick Park-Ballycorus Road access, linking Cherrywood and the Dublin/Wicklow Mountains, including via Kiltiernan-Glenamuck;
- within Cherrywood Town Centre via the Wyattville Link Road;
- via the Luas Green Line extension route toward Bray;
- between Cherrywood and Shankill;
- between Cherrywood and Cabinteely, via future Greenway.

Other routes set out in the Cherrywood Planning Scheme, such as Greenways and direct/dedicated walking/cycling links to Sandymount Business District and to the Stepside area should continue to be progressed.

Funding support via URDF Round 2 2020 would enable a number of these projects to progress.

Kiltiernan-Glenamuck: An extensive road network is being developed alongside planned development within the LAP area. It is considered that the revised Transport Strategy should note and support the significant potential for improved walking and cycling connectivity in the area, including to Luas and bus services in Cherrywood and Ballyogan.

Woodbrook-Shanganagh: It is considered that the potential of the Woodbrook-Shanganagh area to integrate walking and cycle routes with rail and bus services, for example the East Coast Cycle Route should be incorporated into the revised Strategy.

Rail

Cherrywood: As the 2016 Strategy states, Cherrywood requires high-capacity public transport (Section 4.2.6). DLR would welcome renewed commitment to **the planned extension of the Luas Green Line to Bray**, as set out in the RSES, and as shown on per Map 5.3 '2035 Metropolitan Light Rail Network'. DLR would welcome **confirmation of the timing of the proposed Luas Green Line Extension from Cherrywood to Bray, post-2027**. Completion of Luas Green Line Enhancements, and delivery and entry into service of the remaining additional longer trams and tram extensions to the existing tram fleet on the Luas Green Line could also be supported.

In relation to Metro, the potential upgrade of the Luas Green Line to Metro and extension to Cherrywood, was fully considered in consultation with NTA and TII during the preparation of the Cherrywood Planning Scheme and also the Cherrywood Urban Form Development Framework.

Development within Cherrywood is dependent on the careful management of the finite capacity that exists on the strategic road network and on the provision of external strategic transport infrastructure and services. The Cherrywood Planning Scheme links significant development in Cherrywood to upgrade of the Luas line to Metro (Sequencing and phasing requirements, Table 7.5). More generally, the extension of Metro from Sandyford to Cherrywood is of significant importance to the County. **DLR considers that the potential for extension of Metro-Link further south towards Bride's Glen and Bray in the future should continue to be considered.** The challenges in this regard are noted, however, it is suggested that scope to re-examine opportunities in this regard should be maintained. **The importance of providing through services between Bride's Glen / Bray and the City (without requiring a change of train) also needs to be considered.**

Notwithstanding, DLR also considers that the interim progress and development of Cherrywood and Kilternan-Glenamuck should be clearly decoupled from development of Metro-Link. Figure 5.3 and Figure 5.4 of the Strategy require updating in relation to MetroLink.

Woodbrook-Shanganagh: The revised Transport Strategy should be updated to take account of the emerging new DART station and access road at Woodbrook-Shanganagh as part of the DART Expansion Programme (Section 5.2.5 of the Strategy). Refer below in relation to Park & Ride facilities in the Woodbrook-Shanganagh area.

Bus

It is expected that the Strategy will be updated to reflect final BusConnects proposals. This will require updating Figure 5.5 '2035 Core Bus Network – Radial Corridors' (to include Core Bus Corridor No. 13) and Figure 5.7 '2035 Core Bus Network- Regional Corridors' both of which indicate core bus routes serving Cherrywood and Woodbrook Shanganagh. Noting the scale of Cherrywood, DLR consider that other key BusConnects routes required to integrate Cherrywood into the Core Network and the wider Region (Table 7.5 of the Planning Scheme) should also be indicated (e.g. currently routes 222, 226/227, 301/302 and Spine Route E1).

Cherrywood: As the 2016 Strategy states, Cherrywood requires high-capacity public transport. The core radial bus corridors on the N11, south of UCD are indicated. DLR would welcome Transport Strategy Sections 4.2.6, 5.5.6 and Figure 5.5 indicating **support for emerging Bus Priority measures within the SDZ which will integrate Cherrywood with the**

Light Rail and core bus networks. The Castle Street Bus Priority route will run through Cherrywood from the bus gate on Bishop Street and connect to the Luas Carrickmines Park & Ride and Transport Interchange (as shown on Map 4.6 of the Cherrywood Planning Scheme).

The Castle Street Bus Priority route has largely been completed by private developers (Reg. Ref. DZ15A/0183) with the exception of the final 350m from Barringtons Road to the Luas Carrickmines Park & Ride. Completion of the remainder will release latent value in private and public investment made to date, particularly existing Luas investment (Carrickmines Park & Ride; the yet to be opened Brennanstown Luas stop; and connection to existing QBC/Core Bus).

In this regard, Castle Street will be a key sustainable travel route for Cherrywood, connecting a new Village Centre, mixed-use neighbourhoods, as well as 5 no. schools - making it a 'sustainable schools corridor'. Funding support via URDF Round 2 2020 would enable completion of this route.

Roads & Traffic

Continued investment in the planned road network is critical to deliver the scale of development planned at Cherrywood, Woodbrook-Shanganagh, and Kilternan-Glenamuck.

Cherrywood: The Kilternan Link road and Priorsland M50 overbridge (Map 4.5 of Cherrywood Planning Scheme) is required for Cherrywood SDZ to achieve its full potential and integrate it into the surrounding road network. It removes the constraint of the M50 boundary and enables east-west movements from Cherrywood to the Kilternan-Glenamuck MUHDS/LAP area and the Ballyogan Environs District Centre/LAP area. The Kilternan Link will incorporate bus, cycle and pedestrian routes between these settlements and the Luas, and will help protect the regional and national role of the M50 (Junction 15 and Junction 16) by managing local demand. The Link will provide plan-led integration of emerging settlements in the area by the most direct 1km multi-modal route and provide multi-modal access to emerging jobs, facilities and services along the Metro-Link / Luas Corridor. NTA is a key stakeholder in this project, with DLR and TII being lead agencies for Implementation and having primary funding responsibilities for construction of Kilternan Link. DLR would welcome **the role of the Kilternan Link in integrating Cherrywood, Kilternan-Glenamuck and Ballyogan Environs by bus, cycle and pedestrian routes being supported in the Strategy.**

Furthermore, the KLR sits adjacent to the proposed 11c cycle route of the Greater Dublin Area Cycle Network Plan which runs from Goatstown to the Carrickmines Greenway via

Sandyford. As part of the plan, a new cycle bridge is envisaged south of Junction 15, but this will no longer be required if the KLR scheme is delivered.

The **Beckett Road and Barringtons Road connections** (Map 4.5 of the Cherrywood SDZ Planning Scheme) are also required for the Cherrywood SDZ to achieve its full potential. They are required to complete the SDZ 'Outer Box' and remove vehicular traffic from Cherrywood's internal network, and allow the 'heart' of Cherrywood to function sustainably, with attractive, dense and safe neighbourhoods for walking and cycling. They in turn connect with the Kilternan Link to integrate Cherrywood and the surrounding areas over the M50.

Funding support via URDF Round 2 2020 would enable these projects to progress.

There are a number of other roads projects planned for in the vicinity of Cherrywood which will enhance transport and movement in the area, and should be accounted for in the revised Transport Strategy:

- M50 Western Parallel Road from Old Conna to Cherrywood environs. This route passes through Cherrywood SDZ and connects with Kilternan Link Road, and is important for keeping local traffic off the M50.
- N11 and M50 between Newtownmountkennedy and Sandyford (including M11/M50 junction) will be upgraded.
- Loughlinstown roundabout will be improved.

Woodbrook-Shanganagh: To develop as a new Strategic Development Area, the RSES identifies a new access road and rail station as required enabling infrastructure. Woodbrook Avenue Distributor Road comprises the new access required for the new DART station and temporary Park & Ride, and received planning permission February 2020. The revised Transport Strategy (Section 5.2.5) should be updated to recognise the emerging new DART station and required access road in line with Section 5.4 of the EMRA RSES. Refer below in relation to Park & Ride facilities in the Woodbrook-Shanganagh area.

Kilternan-Glenamuck: An extensive road network is being developed alongside planned development within the LAP area. It is considered that the revised Transport Strategy should note the significant potential to improve capacity, safety and connectivity, including to Luas and bus services in Cherrywood and Ballyogan. This will also improve mobility to jobs, facilities and services for developing areas and neighbouring rural areas.

Parking Supply

Cherrywood: Section 5.11 'Parking Supply' of the Strategy states that the supply and management of parking is central to the management of travel demand, and that it has a critical influence on mode choice and congestion; the design of new development; operation of transport modes; and the allocation and design of space in urban areas. The Strategy proposes maximum standards; limiting the availability of workplace parking; area-based parking caps; parking arrangements for specific user requirements; and the provision and management of destination parking.

To support these measures and innovation in the management of parking supply the Cherrywood Development Agency seeks to research how **parking can be used more efficiently, and how the supply of parking can be optimised to support the shift to more sustainable modes**. The concept of 'Smart Parking' can be used to integrate a range of measures in this regard, including the use of technology (e.g. parking sensors, smart cars and mobile applications), services (e.g. car sharing, car delivery & collection) and management (e.g. housing as a service, property management) to maximise the use of spaces, and also change the way parking space is provided (e.g. innovative remote parking and vehicle storage solutions).

The Smart Parking concept has the potential to support the viability of higher density development by enabling innovative and more flexible solutions to managing car parking demand. It also has the potential to reduce the space required for car parking within dense, public transport locations, as well as enabling more car-free urban space - in line with Ministerial Guidelines and the recently approved Cherrywood Planning Scheme car parking amendment. It offers parallel public benefits including reduced congestion, improving air quality, reducing noise, improving amenity and improving accessibility. Support for such measures in the revised Transport Strategy would be welcomed. Funding support via URDF Round 2 2020 would enable this project to progress.

The Smart Parking project builds upon the recent Amendment to the Cherrywood Planning Scheme (ABP-305785-19) which itself provides for a reduction in residential car parking requirements within the SDZ, and supports car storage provision. Please refer to the Parking Advice Technical Note which informed the Amendment – available at [parking_advice_note_2019.pdf \(dlrcoco.ie\)](https://dlrcoco.ie/parking_advice_note_2019.pdf).

The approach to reducing car parking requirements is consistent with the NTA Transport Strategy and national guidance in relation to apartment development, and aligns with the

Cherrywood Access & Movement Strategy – available at: [access_and_movement_strategy_2018.pdf \(dlrcoco.ie\)](https://dlrcoco.ie/access_and_movement_strategy_2018.pdf)

It is requested that the benefits of coordinating parking standards across the GDA be given due consideration in the Strategy review.

Park & Ride

Section 5.10 of the Strategy states that Park and Ride facilities will be provided to facilitate those living beyond the local walking catchment of rail, or feasible alternative public transport services, to access destinations through the public transport network. Figure 5.11 of the Strategy '2035 Strategic Park and Ride Facilities' shows one of the 7 no. strategic Park & Ride facilities in the region is within Cherrywood, at Carrickmines Luas stop.

Cherrywood: The existing temporary Carrickmines Luas Park & Ride facility continues to operate. Planning permission for a permanent facility was granted in February 2018 (DZ17A/0114). Continued regional level **policy support for a Park & Ride at this strategic location** would be welcome, consistent with Table 8.5 of the EMRA RSES.

In addition, it is considered that **support for other Park & Ride facilities at appropriate locations within the SDZ** could be provided in the Strategy. In this regard it is noted that Park & Ride facilities are permitted as part of the under-construction Cherrywood Town Centre development (DZ17A/0862).

Woodbrook-Shanganagh: The revised Strategy should be updated (Section 5.10) to take account of the emerging new DART station and access road at Woodbrook-Shanganagh. Irish Rail's planning application for the DART station is currently live and due to determination in the near future (Reg. Ref. D20A/0744). Planning permission for the Woodbrook Avenue access to the emerging DART station was permitted in February 2020 (Reg. Reg. ABP 305844-19). These facilities will support integration with BusConnects core bus routes (route no. 13) and rail services (DART).

It is important to note that the RSES identifies the need for Park & Ride facilities in the vicinity of Woodbrook-Shanganagh. Temporary Park & Ride facilities are permitted to be developed adjacent the emerging Woodbrook-Shanganagh rail station (Reg. Reg. ABP 305844-19). This location is in time to be developed for housing. It is considered that the **revised Transport Strategy should be updated to support provision of permanent Park & Ride facilities along the south-eastern commuter line to serve the broader Bray, Woodbrook-Shanganagh and Fassaroe area. The provision of a Strategic Park and Ride should not however undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.**

Section Three Approaches, Concepts and Items relevant across the GDA

Stakeholder Engagement

Central to the success of Strategy, in achieving its goals, will be the extent to which it raises public awareness and fosters buy in for the changes that we must make. The public are the main stakeholders in this review and there is discernible public support for change and a strong appetite, we believe, for public involvement. We are presently at a critical juncture with the climate emergency and the timescale for effective mitigation is limited. It is crucial therefore that public support and buy in from stakeholders is maximised in order to optimise the effectiveness of our response.

The previous review conducted in 2015 achieved just 116 submissions on the initial consultation round and 153 in response to the Draft Strategy. This is considered quite low for a Strategy of this importance and scale with a population base approaching 2m people. The current review in our opinion must seek to improve on this level of engagement and to achieve this we believe that innovative, robust and comprehensive stakeholder engagement is required.

Though the public engagement for this review has already commenced, there is still crucial engagement time ahead, with the publication of the Draft Strategy later this year. This is a great opportunity for purposeful engagement, trialling new ideas, gauging opinion and incorporating feedback. In addition to a robust public awareness campaign and a dynamic and engaging online platform, we believe that the following concepts and approaches should be considered for incorporation into the review process in order to optimise productive engagement:

- a. Present a Vision for the GDA region which people can understand and share. This will generate pride in what we are all working towards and highlight the importance of developing a city region which competes well internationally.
- b. The challenges which lie ahead cannot be addressed by the transport agencies alone. Cross sectoral engagement and partnership is required to ensure a holistic approach, which seeks to incorporate input and support from a wide range of public bodies and representative groups.
- c. Present the Strategy and proposed interventions according to easily understood spatial themes similar to the approach taken in the Greater Manchester Transport Strategy 2040, an illustration from which is copied below.



Figure 6 Spatial Themes – Greater Manchester Transport Strategy 2040

- d. Include innovative concepts and approaches. These generate debate, improve engagement and provide the public with tangible insights into what the Strategy involves as well tangible concepts and scenarios to consider. The National Planning Framework’s URDF mechanism is an example of an innovative approach targeted to address a specific issue. A number of innovative approaches relating to mobility are suggested below in this submission.
- e. Use Case Studies to illustrate how a particular approach or intervention would work. This can transform a concept into something tangible and everyday, which people can relate to.
- f. The public engagement should address all cohorts of the population and we believe there is particular merit in having focussed messaging tailored to address each individual group. For example:
 - i. Senior Citizens – DLRCC has an Age Friendly Strategy (currently being reviewed) and a key finding of the existing strategy was disappointment in general with the level of consultation with older people on changes to transport service and infrastructure. Older people can be very dependent on public transport and private car use and change may present significant challenges. Engagement with them on their needs and concerns should be a priority.

- ii. The Mobility Impaired – The needs and opinions of those for whom mobility presents special challenges should be considered from the outset in order to ensure an inclusive review is undertaken.
- iii. School Children & Teenagers – These represent an immensely important group as the habits and attitudes they form will largely dictate future mobility in the region. Their energy and ability to positively influence parents and wider society should be harnessed.
- iv. Average Family – The mobility needs of the average family is the main driver of transport demand in the region. The Strategy review must understand how mobility solutions can respond to this demand.

Underpinning all public engagement exercises we believe should be a strong focus on concise and easily understood messaging which entices and facilitates engagement.

DLRCC is willing to assist with any of the above where possible and in particular would highlight the DLR Public Participation Network (PPN) as an extremely useful network for consultation with a diverse range of community groups within the county.

Allocating Road Space

Realistically, reallocating road space is the main tool available, capable of delivering the changes we require within the necessary timescale. Put succinctly, the allocation of road space must match our ambitions and we believe the Draft Strategy presents an excellent opportunity to explore the concept of a strategic and equitable re-allocation of road space within the GDA.



Photo from Urban Movement

uncertainty with regard to future travel demand and the issue is further compounded by the current Brexit and Pandemic events. Transport planning must respond therefore to an increasing array of potential future travel behaviours over the coming years and DLRCC believes there is merit in exploring the use of “Scenario Planning” methods as part of the Strategy review, in order to better address these future uncertainties.

Increasingly, transportation agencies are adopting scenario planning techniques to examine a variety of possible transport futures. One of the central premises of this approach is that making decisions on the basis of a clear well defined future is seriously flawed and that on the contrary, a wide range of possibilities should be examined. In effect, it requires that policies and investment decisions should be tested against a wide range of potential scenarios so that vulnerable ideas can be sifted out from the more resilient and robust. More detailed text on this approach is available at: [scenario-planning-jonathan-manning-002.pdf \(windows.net\)](#)

Innovation

While it is understood that one of the main purposes of the Strategy is to provide a framework for the planning and delivery of transport infrastructure and services, we also believe that the Strategy has a role to play in bringing forward and supporting innovative approaches to achieving a sustainable transport future within the GDA. As already highlighted in this submission, we are now at a critical juncture and there is an urgent need to change and adapt our mobility. To achieve transformative change within the necessary timescale, we believe that new and innovative approaches, not just for infrastructure delivery but also for promoting behavioural change, are now required to complement the planned delivery of major projects and service enhancements. DLRCC believes that the following concepts and approaches set out hereunder merit consideration.

Innovation & Delivery Models

Pedestrian & Cycling Infrastructure

The last year has seen successful trialling of new methods for the delivery of pedestrian and cycling infrastructure at a number of locations across Dublin and cities around the world. Within DLR there has been significant learning in terms of what can be achieved within a short timeframe and at a relatively low cost. Perhaps what has been most instructive though is how the public have responded. The Coastal Mobility Route (shown below) in particular has been a major success with the number of cyclists now using the route surpassing all expectations. In addition, mobility interventions within some of our villages including

Blackrock and Dundrum have also been well received, with the strong focus on improved liveability widely welcomed.



Coastal Mobility Route – Dun Laoghaire

While these interventions to date have been mostly introduced to deal with the Covid emergency, they have nonetheless underpinned our belief that if appropriate infrastructure is provided, people will use it, and we can bring about a major modal shift towards cycling and walking, and a corresponding reduction in car based transport. DLRCC is also currently progressing its Active Schools Travel Initiative, which proposes the development of safe cycling routes across the county with special emphasis on promoting active travel for schoolchildren.

While the delivery models for these projects has been a new departure for DLRCC, given its potential in terms of delivering sustainable mobility within the timescale required to meet climate obligations, we believe the approach merits careful consideration under this review.

NOTE: DLRCC also requests that the updating of the **National Cycle Design Manual** is prioritised.



Mobility & Liveability Interventions in Dundrum & Glasthule Villages

Bus Priority

As with the cycling infrastructure referenced above, we believe there is also potential for bus priority measures to be rolled out in the short term at certain locations without requiring major infrastructural investment and which could strengthen public transport options for consumers. As highlighted above in our submission, one of the main tools at our disposal as we seek to affect a major modal shift in the short term is the allocation of road space. Whether for the main commuter corridors leading into Dublin such as the M11/N11 through north Wicklow or to support the new Orbital routes being rolled out under the BusConnects initiative, the potential to reserve road capacity, through the use of both spatial and/or temporal bus priority measures, we believe should be fully explored.

Innovation & Behavioural Change

The extent to which promoting behavioural change can help to transform our mobility landscape should not be underestimated. DLRCC believes that changing habits at family and local neighbourhood levels is key to achieving a long term societal shift to more sustainable mobility. To achieve this, we believe that the following approaches merit consideration for inclusion and promotion in the Strategy.

“One Car Family” Concept

According to the CSO 2016 Census, 42% of households within DLR have two or more cars. While current forecasts do not predict any significant decline in car ownership rates over the coming years, there is growing anecdotal evidence in DLR however, that improvements to public transport and active mobility infrastructure together with an increasing awareness of climate obligations and a growing desire for improved liveability, is leading more families to consider downsizing to one car.



It is already widely acknowledged by numerous studies that where a second car is owned, it inevitably spends the majority of its time (estimated at up to 96%) parked up in a driveway. When one considers the estimated annual cost of owning and running the average car at just over €10,000 (according to the AA), the potential to promote public transport and active mobility as cost effective alternatives to owning a second car is significant. Presenting a relevant Case Study within the draft Strategy would help to highlight this potential while also giving transport planners an insight into what interventions are required to support families opting to down size or remain a One Car Family.

Transitioning to a one car family has the immediate effect of locking people into more sustainable mobility patterns. DLRC believes there is an appetite currently within the region for this and that there is merit and potential in exploring how the “One Car Family” concept and potential incentivising mechanisms could be promoted through the Strategy.

Remote Working & Workplace Travel Plans

Over the last year, the need to work remotely, in line with Covid 19 restrictions, has highlighted the enormous potential that home working presents for reducing traffic and emissions and has also proven the viability of homeworking as an alternative to commuting for large swathes of the workforce. Legislation is currently being progressed to specify entitlements for employees with respect to homeworking and it seems likely that it will

have a greater role to play in affecting commuting patterns over the coming years than has hitherto been the case.

Recent surveys point to a blended situation emerging as a preferred option. This could have implications for traffic if the already known phenomenon of the mid-week traffic bulge persists (Tues/Weds/Thurs pre-Covid generally had higher traffic levels). Insightful commentary on the opportunities afforded by remote working highlights one potential benefit as being the ability to flatten the curve of peak transport demand and enable the allocation of resources more evenly across the day to provide a higher overall level of service. For such benefits to be realised however, we need to both avoid a strong peak demand accruing mid-week and we also need to incorporate more flexible working hours for office attendance. DLRCC believes that the draft Strategy presents an opportunity to explore, with the relevant stakeholders, how new work practices can be tailored and work place travel plans influenced to optimise the benefits for public transport. In particular, we believe it will be important for the draft Strategy to both demonstrate the potential improvements which new work practices can deliver for public transport and to propose supporting mechanisms or initiatives, where required.

Quiet Neighbourhoods

DLRCC believes that that our mobility habits are shaped to a large extent by our immediate neighbourhood environment. If our local environment is designed to accommodate and encourage active mobility, then people will be more likely to develop positive walking and cycling habits to meet their everyday needs.

Promoting the “Quiet Neighbourhood” concept is key bringing about behavioural change at a local level, which in turn will pay dividends in improved mobility patterns at the wider city and regional levels. It is important therefore that the review explores and considers potential mechanisms for inclusion in the draft Strategy, which can help promote and develop the concept across the GDA. DLRCC also highlights the need for the Strategy review to have regard to the Government’s Road Safety Strategy – 2021 – 2030, which is currently being progressed.

It is also worth noting that the scale of interventions required for quiet streets’ initiatives can be quite minimal and the cost correspondingly low, making such projects extremely good value for money, especially when the associated health and social benefits are factored in. (See also the “10 Minute Neighbourhood” concept – Section One P.15 above).



Walthamstow Village in the UK has seen a 20% drop in vehicle numbers since trialling its Cycle Friendly Neighbourhood scheme

The Public Realm

All active mobility takes place within the public realm and the more attractive and high quality this space is, we believe, the more people will be encouraged to walk and cycle. Careful attention to soft landscaping and public amenities within new infrastructural developments is crucial and DLRCC considers that the draft Strategy presents an opportunity to promote the reclaiming of the public realm to provide more attractive, liveable and civically useful spaces for people to enjoy and thereby help to foster a more active and healthier lifestyle for all residents within the GDA. (See also the “Healthy Placemaking” concept – Section One P.15 above).



DLR – Coastal Mobility Route & Public Realm Enhancements

Cycle Parking at Public Transport Stops

Cycle parking at public transport stops promotes the combined use of cycling and public transport within one trip and can offer a strong alternative to car use on longer distances and thereby encourage a shift to sustainable modes. All our main public transport stops should therefore be considered as potential interchange points between the public transport network and the cycle network. Integrating public transport networks and the cycle network brings benefits for both cycling and for public transport as they are generally complementary modes and can easily be combined as links in a door to door trip chain.

For the cyclist, cycling to or from a public transport stop is an efficient way of making longer trips and the propensity of cyclists to use public transport depends not only on the quality of public transport itself but equally on having cycle-friendly interchange conditions at the stop. This means high quality, safe and easily accessible cycle parking options not just at rail & Luas stations but also at bus stops. The NTA's Core Bus Corridors Infrastructure Works project presents an excellent opportunity for retrofitting quality cycle parking across the region's core bus network.



Cycle Parking Provision at a bus stop in Eindhoven

For public transport, cycling is a valuable feeder mode, whose potential should be developed as it increases the catchment area of stops more than tenfold compared to walking. The potential is high. In the Netherlands for example, approximately 14% of bus

passengers use the bicycle as their access mode while the figure for rail passengers is approximately 40%. Quality cycle parking provision would also facilitate potential for integration with rental ebike schemes and further increase the options for onward connectivity by sustainable modes. In addition, appropriately located cycle parking provision at certain bus stops and rail stations would also help serve the cycle parking needs of villages and centres across the region.

DLRCC considers the current provision of cycle parking at public transport stops within the county and wider GDA to be inadequate and generally not conducive to achieving the potential highlighted above. In particular, there is a significant deficit in the quantum of sheltered and secure cycle parking. It is requested that the provision of quality cycle parking facilities (sheltered & secure) at public transport stops (rail & bus) within DLR and across the GDA is prioritised and promoted through the Strategy.

Commercial Bus Services

The last decade has seen significant growth in the licenced bus passenger services market. In 2019, approximately 10% of public transport journeys nationally were on commercially operated licenced services and this represents a 21% increase in passenger journeys on commercially licenced services from 2016 – 2019. These are services which operate at no cost to the state and which provide valuable public transport options for consumers. The commercial bus sector must therefore be considered a vital element of the overall public transport network and one which can deliver substantial passenger numbers at limited cost.

Within DLR and the wider GDA region, commercial bus services play a very important role in the provision of public transport options for commuters, students and airport access. Pre Covid 19, there was a total of approximately 60 daily regional services each way along the N11 corridor linking centres in the south east with destinations in DLR and Dublin City & Dublin Airport.

DLRCC believes that the commercial bus sector offers potential to assist with the response to increasing congestion levels evident on the M11/N11 corridor pre Covid. It also offers a delivery model which is flexible in terms of responding quickly to meet demand without the long lead in times more often associated with public transport interventions. This is crucial in terms of the climate emergency and the timescale for effective mitigation.



How can buses get through?

If the commercial bus market along the south east corridor and indeed across the wider GDA region is to grow however, the potential for demand management measures and possible bus priority interventions will need to be explored. As highlighted above in this submission, anticipated increases in both remote working and flexible working hours have the potential to significantly alter demand patterns along our main transport corridors and thereby create opportunities for new measures to support public transport. DLRCC believes that the potential for these solutions should be fully explored in the preparation of the draft Strategy.

Demand Management on the M50

TII (then the National Roads Authority) and the four Dublin Local Authorities produced a report on M50 Demand Management in April 2014 in response to a condition imposed by An Bord Pleanála on the M50 Upgrade. The report identified an indicative scheme of demand management measures. There has been some progress on the roll-out of the Information, ITS, Smarter Travel and Control elements of the scheme. In particular, the National Traffic Control Centre and variable speed limits are progressing well. However, the report said that "The study showed clearly that fiscal measures had by far the most significant impact on managing future demand on the M50." Given the importance of the M50 for strategic trips, commercial traffic and for access to Dublin Port and Airport, all the elements of the scheme of demand management measures should be examined, we believe, as part of the Strategy review.

Dart Underground

Dart is, and will remain, a major public transport asset for the County and the region. The overall capacity of the Dart system is constrained by its capacity in the city centre, in particular on the northern approaches to Connolly Station. While the re-opening of the Phoenix Park Tunnel has provided a connection between the Kildare line and the city centre, it has also increased the demand for train paths in the city centre without providing any additional capacity. The City Centre Resignalling Project provides significant increase in capacity but will not be sufficient for the life of the Strategy.

Dart Underground would provide a step change in the capacity, balance and efficiency of the whole system. It would avoid the current situation where a large number of disparate services converge onto the limited number of tracks north of Connolly, namely services from Belfast, Dundalk/Drogheda, Howth/Malahide, Maynooth, Sligo and Mullingar. In land-use planning terms, it would also allow for north-south rail capacity to be provided outside the very narrow corridor between O'Connell Bridge and the Loop Line Bridge, thereby creating opportunities for very high density development over a wider area of the city centre and docklands.

Micro-Mobility

Micro transit modes are becoming increasingly common sights on our streets and public spaces. Given the relatively recent phenomenon that they are however, our policy response is still unclear. What is clear though is the potential these modes have to transform micro-mobility in the short term. It is also clear that if this industry is allowed to develop in a policy vacuum, it will be harder for us to harness the potential benefits in a manner, which supports a high quality public realm. DLRCC requests that the Strategy review examines how these new transit modes can be effectively incorporated into our transit & mobility network.



Public Transit - City of Orlando

Digital Information & Sharing Platforms

There is growing evidence that digital information has the potential to radically transform our mobility patterns over the coming years. Some commentators are referring to digital information as the fuel of mobility due to the positive impact information sharing platforms can have on travel behaviour. From real time passenger information for bus and rail services to car clubs and lift sharing platforms, the opportunities appear limitless. DLRCC is very keen to see such information sharing capabilities examined as part of the Strategy review to better understand where and how these technologies can be most usefully deployed in order to promote lift sharing, ebike & car clubs etc. as viable mobility modes.

Areas where we believe there is potential include the following:

- Car/Lift share & car-pool platforms
- Real time information on bicycle availability for both eBike and city bike rental schemes
- Real time information on secure & sheltered bicycle parking availability at strategic locations
- Improvements to the National Journey Planner to include information on Active Modes

Safe & Inviting Public Transport

Safe and inviting public transport systems and active mobility spaces are vital not just for encouraging a greater shift to these modes but crucial also for promoting inclusivity. Depending on the station or bus stop location and the time of travel, accessing and using public transport can sometimes be daunting and uninviting, which for more vulnerable users, can be a significant disincentive, especially for late evening and night time travel. While the responsibility for much of this lies outside the remit of the transport agencies and operators, we still however believe that the Strategy review presents an opportunity to explore the issue and put forward a coordinated set of measures for consideration, so that improvements where possible can be made.

Areas to focus on might include:

- How to fill effectively the “authority” vacuum at unmanned stations and limit any tendency towards anti-social behaviour both within and around station buildings.
- How to liaise and coordinate with Gardai & Relevant Authorities in order to raise awareness and encourage appropriate responses.

- How to ensure that the design, layout and location of new infrastructure and development, is reflective of the need to provide safe and inviting areas.
- Is there a role for innovative technology solutions?

Conclusion

The crucial item of note for DLRCC is the requirement for transport infrastructure to open up the south east of the County, which is earmarked in the MASP for sustainable growth. Our submission sets out in some detail, the various transportation and active mobility interventions which will be required to allow our major new development areas – Cherrywood, Woodbrook – Shanganagh, Kiltarnan – Glenamuck, Ballyogan, Rathmichael & Old Connaught, transition sustainably, to areas capable of providing for the growth envisaged in the RSES and beyond. DLRCC requests that these items are taken into account in the Strategy review.

Our submission also highlights the various items from our Draft County Development Plan 2022 – 2028, which we consider pertinent to the Strategy review. Of particular relevance we believe is the promotion of the “10 minute” Neighbourhood concept, which supports the principles of sustainable communities and underpins our ambitions to prioritise active mobility and public transport within the County. We believe that this approach merits consideration in the Strategy review as a mechanism for promoting sustainable communities across the GDA.

As already highlighted, the challenges ahead are great, but so too are the opportunities. Our submission sets out a number of approaches, concepts and suggestions, which we believe have the potential to significantly strengthen the review process, add value to the content and outcomes of the Strategy and ultimately help to realise the opportunities that lie ahead for a more sustainable transport future.

Finally, DLRCC would like to reiterate its thanks to the NTA for this opportunity to participate in the review of the GDA Transport Strategy and we look forward to on-going engagement with the Authority as the review progresses over the year ahead.