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The Greater Dublin Area Transport Strategy 2022-2042 Public Consultation

The Eastern and Midland Regional Assembly (EMRA) welcomes the publication of the Greater Dublin Area (GDA) Transport Strategy 2022-2042 prepared by the National Transport Authority (NTA). This submission has been prepared by the executive and approved by the members of the Eastern and Midland Regional Assembly at the meeting of 10th December 2021.

The GDA Transport Strategy

The GDA Transport Strategy 2022-2042 is a statutory framework for investment in multi-modal transport infrastructure and services for the Greater Dublin Area to 2042 and it is a successor to the existing GDA Transport Strategy 2016-2035. The implementation of the Transport Strategy is a critical framework to achieve transport infrastructure investment, climate action and strengthened international, regional and local connectivity in the Region. It is a critical enabler for transport infrastructure led growth within the Dublin Metropolitan Area (DMA).

The Transport Strategy 2022-2042 will take forward the land use and transport planning principles and transport investment priorities for the DMA and Region, supported in the existing transport strategy 2016-2035 and supported in the RPOs of the RSES and Dublin MASP. It will strengthen upon them to enable our Region to achieve its vision and sustainable Regional Strategic Outcomes identified in the RSES.

The Role and Function of the Regional Assembly

The EMRA is part of the regional tier of governance in Ireland. It is primarily focused on driving regional development through the formulation, adoption and implementation of the Regional Spatial and Economic Strategy (RSES), oversight and coordination of County Development Plans and Local Economic and Community Plans, management of EU Operational Programs, EU project participation, implementation of national economic policy, and additional functions working with the National Oversight and Audit Commission.

Along with the three-fold ambition for the Region as stated in the Regional Spatial and Economic Strategy (RSES) of healthy placemaking, economic opportunities and climate action, The Assembly will also work towards the strategic goals in our Corporate Plan to grow the profile of the Region and to drive the regional agenda at home and abroad, working with our stakeholders to shape policy making including the next round of EU 2021-2027 programmes and to enhance local, regional, national and EU co-ordination.

EMRA has statutory functions providing oversight on Local Authority Development Plans and ensuring consistency between the RSES and the National Transport Authority's (NTA) Transport Strategy for the

Greater Dublin Area (GDA). As a strategic policy body, The Assembly also participates in the consultation processes of other relevant strategic plans and policies.

Regional Spatial and Economic Strategy (RSES)

The RSES for the Eastern and Midland Region was made in June 2019. The overall vision of the Strategy is to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunity for all. The vision is supported by 16 Regional Strategic Outcomes (RSOs) that are framed around three key principles of Healthy Placemaking, Climate Action and Economic Opportunity.

A primary statutory objective of the Regional Spatial and Economic Strategy (RSES) is to support the implementation of the National Planning Framework (NPF), the NDP and thus Project Ireland 2040. The RSES is of critical importance for the delivery of Project Ireland 2040, given that it is the succeeding tier of policy delivery in Ireland.

It is essential for the delivery of same, that investment decisions are aligned to spatial planning decisions. The RSES captures these spatial planning decisions for the Eastern and Midland Region to provide a meaningful planning and investment framework for the Region.

The RSES presents a Spatial Strategy¹, devised and informed by a complementary Economic Strategy, which provides a framework for future growth, ensuring the delivery of effective regional development through the realisation of viable and vital places. This includes championing the capital city of Dublin as a smart, climate resilient and global city region; securing Athlone, Drogheda and Dundalk as Regional Growth Centres, acting as regional economic drivers and supports for their wider catchment areas; and promoting a network of large economically active Key Towns² that provide employment and services to their surrounding areas. All of this is supported by Self-Sustaining Growth Towns, Self-Sustaining Towns and a network of multifaceted Rural Places. It is essential that investment decisions reflect this spatial strategy and the settlement hierarchy presented, to allow managed and sustainable growth that enables each place fulfil ambition and potential.

Legislative Context

The RSES is required by legislation to be consistent with the Transport Strategy of the NTA, as set out in Section 23(7)(c) of the Planning and Development Act 2000, as amended. Likewise, the Transport Strategy is also required to be consistent with the relevant RSES in force for the GDA, as set out in Section 12(6) of the Dublin Transport Authority Act (DTA) 2008, as amended.

Section 12 of the DTA Act sets out further procedures for the NTA to consult with and consider the views of the Regional Assembly, while preparing a Transport Strategy, and after publication of a draft Strategy.

This submission contains the views of the Eastern and Midland Regional Assembly (EMRA) as provided for under Section 12 (8) (a) of the DTA Act 2008, as amended, and sets out the overall priorities for investment in transport infrastructure and services, in order to ensure the effective integration of transport and land use planning in the Greater Dublin Area (GDA), and in the wider context of the Eastern and Midland Region.

In addition to the above, The Eastern and Midland Regional Assembly (EMRA) and the NTA are required, in so far as practicable, to perform their functions in a manner consistent with (a) the most recent approved climate action plan, (b) the most recent approved national long term climate action strategy, (c) the most recent approved national adaptation framework and approved sectoral adaptation plans, (d) the furtherance of the national climate objective, and (e) the objective of

¹ See Appendix B

² Swords, Maynooth, Bray, Navan, Naas, Wicklow, Longford, Mullingar, Tullamore and Portlaoise.

mitigating greenhouse gas emissions and adapting to the effects of climate change in the State, as set out in the Climate Action and Low Carbon Development Act, as amended.

Submission

The Assembly would like to acknowledge the extensive work that the National Transport Authority has carried out in order to prepare the Draft Transport Strategy and welcomes the overall approach and effort to coordinate and incorporate policies and objectives, so that they are consistent with the RSES.

The opportunity for stakeholders to contribute to the development of the Transport Strategy is a significant opportunity for the implementation of the RSES and Dublin MASP. This submission builds upon previous recommendations made by this Assembly to the NTA in January 2021 at the pre-draft consultation stage of the process and is structured as follows:

1. Alignment with the RSES- General Matters
 - 1) Aim and Objectives of the Transport Strategy
 - 2) Considerations for the Review of the RSES
 - 3) Dublin-Belfast Economic Corridor
 - 4) Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Dublin City and Suburbs and the Dublin Metropolitan Area
 - 5) Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Regional Growth Centres and Key Towns
 - 6) Strengthened Support for the Role and Ambition of Regional Growth Centres and Key Towns
 - 7) Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Rural Areas
2. Part B The Strategy- Thematic measure;
 - 1) Planning for Sustainable Transport
 - 2) Integration and Inclusion
 - 3) Walking and Cycling
 - 4) Bus
 - 5) Light Rail
 - 6) Dart + and Rail
 - 7) Roads
 - 8) Traffic Management and Travel Options
 - 9) Freight, Delivery and Servicing
 - 10) Climate Action Management
3. Phasing
4. Conclusion

1.0 Alignment with the RSES- General Matters

1.1 Aim and Objectives of the Transport Strategy

The Assembly supports the aim of the Draft GDA Transport Strategy 2022-2042 *“to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports economic growth”*.

This aim is aligned to the vision for the Region and three cross-cutting principles of the RSES, which are to promote quality of life through Healthy Placemaking, accelerate transition to a low carbon society through Climate Action and to create jobs and good living standards for all through Economic Opportunity. Having an efficient, multi-modal, low carbon transport network that is accessible for all

society will help to achieve these principles. In addition, this will strengthen the vision of the Dublin MASP to build a smart, climate resilient and global city region with improved sustainable travel options and quality of life for people who live, work, study or visit the metropolitan area.

The Assembly welcomes the Draft Transport Strategy objectives which are to enhance the natural and built environment, connect communities, enhance quality of life, build a strong economy and deliver an equitable and accessible transport system for all. This will be achieved through delivery of an integrated, multi modal, lower carbon transport system which is planned, phased and delivered to underpin infrastructure led population and employment growth targets in the Region.

The Draft GDA Transport Strategy has identified a range of effective ‘measures’ under the themes of walking and the public realm, cycling and personal mobility devices, public transport (including specific measures for bus, light rail, DART+ and rail), roads, traffic management and freight.

Overall, the aims of the Draft GDA Transport Strategy and the measures identified, assist the achievement of RSES Regional Strategic Outcomes (RSOs) including RSO 1 Sustainable Settlement Patterns, RSO 2 Compact Growth and Urban Regeneration, and RSO 4 Healthy Communities.

Specifically, RSO 6 Integrated Transport and Land Use, aimed at promoting best use of transport infrastructure and sustainable and active modes of travel to ensure the proper integration of transportation and land use planning, is assisted through the measures identified in the GDA Strategy.

Further, RSO 15 aimed at Enhanced Strategic Connectivity, which seeks to protect and enhance international connectivity and regional accessibility to support economic development and resilience, is supported through the Draft GDA Transport Strategy.

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.

1.2 Considerations for the Review of the RSES

The Assembly notes that within Section 19 of the Draft GDA Transport Strategy, under the section ‘Considerations for Review of the Next RSES’, the NTA carried out an analysis of land use development potential based on accessibility to the core public transport network proposed for the Metropolitan area in 2042.

The analysis used the general areas set out in Table 5.1 of the RSES to identify large scale areas with potential to grow, and within the catchment of the proposed Strategy public transport network. The potential transport orientated growth locations within the Metropolitan Area is illustrated in Figure 19.2.

It is stated that the outcomes of the analysis informed a series of important recommendations to ensure that land use development complements investment in transport and acts as an enabler of the actions required to address climate change. Accordingly, it is noted that the NTA will seek that the next RSES, and Local Authority statutory plans aligning with it, achieve greater levels of development consolidation through:

- A greater emphasis on development in Dublin City Centre at a significantly higher density;
- Provision for the review of existing zonings for residential and employment development with a view to ensuring development takes place within the 1km walking catchment of an existing or committed future public transport service;
- Policies which ensure that residential developments, other than single rural dwellings, will occur within walking or cycling distance of existing or planned future primary (2km) and secondary schools (3km);
- Policies which ensure that school developments will take place within walking and cycling distance of its population catchment;

- A review of the potential for high intensity residential, employment and mixed-use development at key locations within Metropolitan Dublin, where it has been identified that the existing land uses comprise an under-utilisation; and
- Restrictions on the development of peripheral sites zoned for employment to low intensity uses only which demonstrate low dependency on the use of the private car.

Whilst The Assembly, in principle, supports the rationale informing these recommendations, and notwithstanding the inclusion of the sentence ‘in accordance with the provisions of the Planning and Development Act’ before these recommendations are listed on page 221, it is considered that 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...*”.

The Assembly also notes the inclusion of Figure 19.2 as part of this section. The use of RSES Table 5.1 for information on the indicative strategic residential and employment locations along each of the five Strategic Development Corridors for the analysis is positive. However, it should be cautioned that such sites 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.

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).

1.3 Provide Specific Support to the Dublin-Belfast Economic Corridor

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.

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.

Positively, projects and measures included in the Draft GDA Transport Strategy are considered to assist connectivity and economic growth on the corridor between urban nodes, ports and airports. This includes, for instance, Regional Bus Corridors, DART + Extensions Coastal North and Coastal South (including extension of electrified rail to the Regional Growth Centre of Drogheda), regional and inter-city rail improvement, support for the implementation of the National Rail Freight Strategy, maintenance, renewal and improvement on the strategic national road network for public transport and freight movement, and the preparation of a Strategy for Sustainable Freight Distribution for the Greater Dublin Area.

Notwithstanding this, 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.

This would be in keeping with the RSES, that identifies the Dublin- Belfast Economic Corridor as a key growth enabler for the Region and the State, and a national entry point to the island of Ireland, connecting Drogheda, Dundalk and Newry, with major airports and ports in Dublin and Belfast. The RSES further supports the improvement and protection of cross border road and rail links, including feasibility for high-speed rail between Dublin and Belfast, and improvements to the Dublin-Wexford rail line and N11/M11 on the Eastern Corridor extending south to Rosslare Europort in the Southern Region, which is a key strategic connection for the Region and state, particularly in a post Brexit scenario.

1.4 Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Dublin City and Suburbs and the Dublin Metropolitan Area

The growth strategy for the Region, as defined in the RSES, is underpinned by a settlement strategy and an integrated land use transportation strategy which seeks to protect and enhance global connectivity, regional connectivity and sustainable mobility within and servicing the settlements of the Region.

This settlement hierarchy and spatial strategy set out under Table 4.2 and Figure 4.2 in the RSES, aligns settlement function and ambition with the need for land use and transport planning integration, transport infrastructure and service delivery.

It provides a critical justification for funding and delivering on the objectives, transport measures and infrastructure priorities of the GDA Transport Strategy 2022-2042. Achieving the outcomes of the transport strategy also achieves the Regional Strategic Outcomes of the RSES.

Of note, the RSES supports:

- Dublin City and Suburbs is at the top of the hierarchy and functions as a national transport hub with strong inter and intra-regional connections. It is supported for consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area. Future development requires co-ordination with the delivery of key public transport infrastructure. The RSES Policy Response (Table 4.3) is for continued consolidated population and employment growth with a focus on improving housing supply and amenity provision to create sustainable communities and improve public transport and sustainable travel options.

The Draft GDA Transport Strategy will deliver enabling transport infrastructure to enable the growth strategy for the Dublin MASP, which it supports in setting a clear direction for spatial planning policy and transport investment priorities at the Metropolitan level. The five Strategic Development Corridors for the DMA, corresponding Strategic Employment Development Areas (see Appendix D) and transport infrastructure to service these locations are priorities of the Transport Strategy and include:

- City Centre and Area within the M50;
- North-South Corridor – DART+; Luas Bray, Access Roads;
- North-West Corridor – DART+, New Orbital Roads;
- South Western Corridor – DART+; and
- Metrolink / Green Line Corridor – Luas Green Line Upgrade; Metrolink.

The Draft GDA Transport Strategy includes support for RPO 5.2 which supports the delivery of key sustainable transport projects including Metrolink, DART and Luas expansion programmes, Bus Connects and the Greater Dublin Metropolitan Cycle Network. RPO 5.3 is also cited, requiring that

future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a focus on increasing the share of active modes (walking and cycling) and public transport use. These provisions are welcomed by The Assembly.

The MASP sets a framework for the sustainable development of the DMA to grow to 1.65 million population by 2031. Table 5.1 of the MASP identifies the phasing and enabling transport infrastructure required to service the short, medium and long-term population growth and employment growth on each of the corridors. In addition, Section 5.6 Integrated Land Use and Transportation, identifies key transport infrastructure investments required for the metropolitan area as supported by national policy. Projects for rail (DART and Luas), bus, park and ride and road infrastructure are identified. Infrastructure for walking, cycling and routes as part of a Metropolitan Greenway Network are identified for implementation. 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.

The Assembly notes that infrastructure projects identified as priorities for delivery under Chapter 5, Dublin MASP, and Chapter 8, Connectivity, are dealt with throughout the thematic chapters of Part B of the Transport Strategy, rather than grouped as multi-modal infrastructure packages to service each Strategic Development Corridor of the MASP. Nonetheless, The Assembly welcomes the transport priorities and measures throughout the Transport Strategy where they align with infrastructure priorities listed in the Dublin MASP and RSES.

Notwithstanding the above, 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. 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.

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.

1.5 Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Regional Growth Centres and Key Towns

The Assembly welcomes the inclusion of a number of RPOs from the RSES, within the Draft GDA Transport Strategy, that relate to Metropolitan Area Key Towns of Bray, Maynooth and Swords. The Draft Transport Strategy states that these are of relevance to the Strategy and includes, RPO 4.31 which supports Swords-Dublin Airport as a key location for economic development delivery of Metrolink, RPO 4.33 which supports transport infrastructure and DART expansion to Maynooth, RPO 4.40 which supports Luas extension to Bray and the delivery of enabling transport infrastructure for the development of Bray-Fassaroe, and RPOs 4.48 and 4.52 which support improvement of the transport network within and serving Naas and Sallins.

Measures under Part B of the Draft GDA Transport Strategy include transport infrastructure investments for Cycle Networks and Greenways, Core Bus Corridors, Regional Bus Corridors, Light Rail (Luas) lines, Metrolink, Dart + and rail network connectivity to different settlements and rural areas in the DMA and extending to Core Region area. These projects and measures for specific settlements are fully supported by The Assembly.

Notwithstanding the above, it is considered that there is further opportunity to strengthen this content. While the Draft Transport Strategy includes measures for key enabling transport infrastructure servicing settlements in the DMA and Region, 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.

1.6 Strengthened Support for the Role and Ambition of Regional Growth Centres and Key Towns

Strengthened integration of the settlement hierarchy and settlement strategy of the Region will support the need for transport infrastructure investment as an enabler for each place to fulfil ambition and potential. Examples of such strengthening are provided below and are welcome inclusions in the Strategy.

Drogheda- Regional Growth Centre

The Draft Transport Strategy includes proposals for Dart + Coastal North electrified rail services to Drogheda, additional fleet, infrastructure and a higher frequency of services. It also supports Regional Bus Corridors servicing Drogheda. This infrastructure investment supports the role of Drogheda as a Regional Growth Centre.

The RSES states that Regional Growth Centres are large towns with a high level of self-sustaining employment and services that act as regional economic drivers, play a significant role for a wide catchment area and capitalise on their strategic location and high-quality connections to Dublin. Enabling infrastructure identified for Drogheda includes Dart Expansion and RPO 4.18 of the RSES seeks to enhance Drogheda's role as a strategic employment centre on the Dublin-Belfast Economic Corridor.

Additional content from the RSES for designated Regional Growth Centres and aligning additional support for their ambition under statutory regional objectives would demonstrate a stronger alignment between the GDA Transport Strategy and RSES.

Key Towns in the Metropolitan Area and Core Region

The Draft GDA Transport Strategy restates the following provisions of the RSES, including:

- For Swords (Key Town Metropolitan Area); RPO 4.31 for Dublin Airport and Swords as an economic driver, Metrolink, Park and Ride, Bus Connects and Lissenhall M1 Junction upgrade.
- For Maynooth (Key Town Metropolitan Area); RPO 4.33 for strategic transport infrastructure, Dart + West rail electrification, pedestrian and cycle linkages to the Royal Canal Greenway, Maynooth Outer Orbital Route.

- For Bray (Key Town Metropolitan Area); RPO 4.40 for ongoing investment in public transport infrastructure, development of Bray-Fassaroe, Bus Connects, Luas Green Line extension, DART + Coastal South.
- For Naas (Key Town Core Region); RPO 4.52 for new public transport within and servicing Naas and Sallins, Regional Bus Corridor, DART + South West rail electrification.
- For Navan (Key Town Core Region); Regional Bus Corridor, new rail line to Navan.
- For Wicklow-Rathnew (Key Town Core Region); Regional Bus Corridor and DART extension.

This infrastructure supports the role of Bray, Maynooth and Swords as Key Towns in the Metropolitan Area and of Naas, Navan and Wicklow-Rathnew as Key Towns in the Core Region.

Additional content from the RSES for designated Key Towns and aligning additional support for their ambition under statutory regional objectives would demonstrate a stronger alignment between the GDA Transport Strategy and RSES.

Whilst it is acknowledged that the draft transport strategy includes infrastructure projects and measures to service the above-mentioned locations, in addition to Dublin City and Suburbs, it is considered that there is additional scope to maximise reference to their designated role 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). Appendix A of this submission provides examples of RSES provisions for each Key Town, referenced in the GDA Strategy, for consideration as additional support.

1.7 Delivering Transport Infrastructure as an Enabler of the Regional Settlement Hierarchy: Rural Areas

Under the RSES settlement hierarchy and spatial strategy (Table 4.2 and Figure 4.2), the RSES supports:

- **Self-Sustaining Growth Towns and Self-Sustaining Towns:** The transport profile (RSES Table 4.3) for these settlements is that they are self-sufficient and/or commuter settlements, some with good public transport and regional transport links, some of which may be highly car dependent. The RSES policy response (also Table 4.3) is consolidation coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.
- **Rural Places:** The transport profile (RSES Table 4.3) is that towns and rural villages may not have good public transport or regional connections and may be highly car dependent. The RSES policy response (also Table 4.3) is for consolidation coupled with targeted rural housing and investment policies where required, to improve local employment, services and sustainable transport options and to become more self-sustaining.

Regarding rural public transport connectivity, the Draft Transport Strategy supports the bus system as the appropriate public transport solution across much of the GDA, including within the Metropolitan area. It supports providing enhanced levels of bus priority on the Regional Core Bus Corridors, and in towns and villages in the GDA served by regional bus routes. It also commits to improving the public transport offer and interchange between modes in rural parts of the GDA, through the Connecting Ireland and Local Link initiatives. Measures provided for include:

- **Measure BUS12 – Bus Priority in Towns and Villages:** The NTA and local authorities will implement bus priority measures in towns and villages in the GDA in order to reduce delays to bus services.

- **Measure BUS13 – Connecting Ireland:** It is the intention of the NTA to 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.
- **Measure BUS14 – Regional and Rural Bus Services:** The NTA will continue improving the public transport offer in rural parts of the GDA in order to meet existing and future travel demand and to reduce dependency on the private car for all trip purposes.
- **Measure BUS15 – Local Link and Demand Responsive Transport:** It is the intention of the NTA to further develop the Local Link programme as a key element of the regional transport system, in order to ensure that rural areas are adequately served.

The Assembly supports these measures which align with RSES Section 8.4, RPO 4.78 and RPO 8.13 that 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.

2.0 Recommendations for Part B the Strategy-Thematic Measures

2.1 Planning for Sustainable Transport

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 approach 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 NTA Transport Strategy. e.g., the Avoid-Shift-Improve Model (Source: Deutsche Gesellschaft für Internationale Zusammenarbeit (DGIZ) GmbH).

2.1.1 Measures of the Strategy

Chapter 8 of the Draft Transport Strategy, Planning for Sustainable Transport, outlines that the close integration of transport investment and land use planning will guide the direction of future development within the Region.

This section supports 15-minute cities and 10-minute neighbourhoods. As a corner stone for the 15-Minute City, mixed use policies are required in local plans and greater levels of filtered permeability.

It commits NTA support that all the major land banks in Metropolitan Dublin which will cater for the demand for housing in the region, in line with the RSES, will be served by high quality public transport.

Through Measure PLAN5, the principle of Transit Orientated Development is supported. The NTA will work with EMRA and the Local Authorities to identify locations suitable for high density development at locations serviced by existing and proposed public transport.

Measures require development in the GDA to be permitted only where it is serviced by existing or planned high quality public transport infrastructure. Such measures are set for Housing and Transport, Consolidated Development, Retail Development and Office Development.

Measures PLAN8-PLAN9 are identified for school site selection, requiring new sites for school to be accessible for most students by public transport and active travel.

Measures PLAN12-PLAN14 focus on the importance of achieving high quality urban design in transport schemes with greater recognition for placemaking qualities, active streets and an attractive public realm to encourage people to take public transport, walk and cycle.

The strategy supports Local Transport Plan (LTP) preparation and implementation. Measure PLAN15 Local Transport Plans states the NTA will promote and assist Local Authorities to develop LTPs based on the ABTA methodology, as part of the statutory plan-making process.

LTPs will be prepared for selected settlements such as Drogheda, Arklow, Ashbourne, Balbriggan, Naas, Navan, Newbridge, and Wicklow-Rathnew and certain large settlements or development areas within the Dublin Metropolitan Area.

2.1.2 Alignment with the RSES

The Assembly welcomes the measures of Chapter 8 which support the implementation of the RSES, including RSO 6 Integrated Transport and Land Use. The measures align to the Guiding Principles for the Integration of Land Use and Transport and RPOs 8.1 to 8.4 under Chapter 8 of the RSES.

Regarding the preparation of LTPs, RPO 8.6 of the RSES states *“In order to give local expression to the regional level Transport Strategy within the Region in conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region”*.

This RPO therefore allows Local Authorities and the NTA to consider the case and benefits of LTP preparation and implementation for a number of potential settlements in the DMA. This will provide a local and evidence-based framework (using the ABTA Methodology) to implement the RPOs of RSES and Measures of the GDA Strategy at the local context. It is important that this flexibility is retained and the text of the Draft Transport Strategy referencing LTPs for selected settlements needs to be qualified that these are examples and LTPs are not limited to these towns. Local Authorities should consider the use of LTPs and ABTA for different settlements as an implementation tool for the RSES and GDA Transport Strategy.

In light of the above, the following RSES priorities should inform the GDA Transport Strategy for the GDA 2022-2042:

- **Local Transport Plans (LTPs):** Measure PLAN15 supporting the preparation of LTPs is welcomed. Chapter 8 of the Draft GDA Transport Strategy further states that LTPs will be prepared for selected settlements such as Drogheda, Arklow, Ashbourne, Balbriggan, Naas, Navan, Newbridge, and Wicklow-Rathnew and certain large settlements or development areas within the Dublin Metropolitan Area. In alignment with RSES RPO 8.6, the strategy should clarify that these are example locations and 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 measures of Chapter 8 of the Draft Transport Strategy are relevant in addressing impacts from the Covid-19 Pandemic and the important role of city and town centre revitalisation for sustainable mobility (Town Centre First approaches). Sections 3.3 and 3.5 of the Draft Transport Strategy note these challenges.

The NTA note the trends of significant reduction in the daytime population of our large towns and cities as technology facilitates working from home. The trend towards online retailing and on-line teaching and college courses, will accelerate this for some settlements. At this point in time, the NTA cannot state with certainty how the pandemic will affect our travel plans, or indeed our settlement patterns, in the long-term.

It is still the intention of the strategy to plan for consolidation of our towns and cities, promoting public transport as a major contributor to a zero- carbon transport system and meeting increased demand

for public transport and active travel infrastructure. As the immediate transport impacts of Covid-19 through 2020 and 2021 settle into medium and long-term impacts, the NTA will respond and ensure the monitoring and analysis remains up to date.

The strategy recognises the opportunities from increased home working and blended home/office working and the use of remote working hubs to lessen the demand for work related commuting and greater use of local public transport and active travel as modal choice for quality of life, accessing services and amenities.

A recommendation to the NTA at the pre-draft consultation stage was to refer to the 'Regional Co-working Analysis' report prepared by the Three Assemblies to assess the potential of remote working to open new economic and environmental opportunities. It was suggested that the review of the existing Transport Strategy will need to address both the short and anticipated long term impacts of a shift towards co-working and remote-working, and potential decrease in the number of commuting trips to large urban centres in the Region. The Draft Transport Strategy has addressed this recommendation, Section 3.3 setting the challenge which is addressed in turn by pro-active measures in Section B of the strategy.

Enhanced public transport networks across the DMA and region, including rural public transport and strengthened connectivity between settlements of different scale and interconnection between modes such as rural bus services, rail, walking and cycling, will support accessibility to networks of remote working hubs.

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.

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.

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.

2.2 Integration and Inclusion

2.2.1 Measures of the Strategy

Chapter 9 of the Draft Transport Strategy, Integration and Inclusion, states that metropolitan and regional transport operates as a network. The ability of people to change seamlessly from one mode to another – walking to the bus; cycling to the train station; changing from one bus to another – is critical. This is supported by Measure INT1, Integration of All Modes in Transport Schemes.

Measure INT3 Park and Ride (P & R) states it is the intention of the NTA to secure a network of regional level bus and rail P & R facilities in the GDA. Measure INT4 outlines the intention to deliver high quality major interchange facilities or Mobility Hubs, at appropriate locations served by high-capacity public transport services, designed with high quality passenger facilities. Further, Measures INT5-INT8 support modal interchange, next generation ticketing and mobility as a service system that is part of a smarter transport network.

Measures INT9-INT10 support smarter travel workplaces and campuses, Green Schools travel and residential travel planning. This Section states that behavioural change programmes (including initiatives such as Smarter Travel Workplaces and An Taisce's Green School Programme) are an integral part of the NTA's functions and responsibilities, and will continue as key measures of the Transport Strategy.

Measure INT15 relates to accessible infrastructure and commits to ensuring that public transport infrastructure and facilities in the GDA are made accessible for all users.

On the need for strengthened international connectivity and relevant also for Chapter 15 Freight, Delivery and Services, this section addresses the integration of transport networks with Dublin Port and Dublin Airport. Measure INT2, International Gateways, commits to improved landside transport infrastructure and services to support the role of Dublin Port and Dublin Airport as major employment locations, economic drivers and strategic assets for the transport of freight.

2.2.2 Alignment with the RSES

The Assembly welcomes the measures of Chapter 9 aimed at supporting seamless integration between all modes of transport, Park and Ride infrastructure, the emergence of Mobility Hubs and transition to greater levels of smart mobility and e mobility services.

It is considered that the measures support Chapter 8 of the RSES including Integration of Land Use and Transport- Guiding Principles, and RPOs 8.1 to 8.4 for the integration of land use and transport planning.

Regarding Measure INT2, International Gateways, and support for landside multi-modal network access to Dublin Port and Dublin Airport, this is in keeping with RSES RPOs 8.15 and 8.16 for International Connectivity, RPOs 8.17 to 8.20 for Dublin Airport, and RPOs 8.21-8.24 for Dublin Port.

Regarding measures for behavioural change initiatives, RPO 8.7 supports the role of Mobility Management Plans and Travel Plans to bring about behaviour change and more sustainable transport use. Measures INT9-INT11 do not refer to these tools, instead supporting Smarter Travel Workplaces & Campuses and Residential Travel Planning. Clarity is recommended to confirm if the terminology has adapted or if there is still a benefit to integrate the role of Mobility Management Plans and Travel Plans as initiatives for behavioural change in support of RSES RPO 8.7.

Having regard to the above, the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **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.

Regarding Park and Ride (P & R), Measure INT3 is supportive of RPO 8.14 which relates to the delivery of the strategic park and ride projects set out in Table 8.5 of the RSES. These locations supported in the RSES include:

- Swords
- Finglas
- Dunboyne
- Liffey Valley

- Naas Road
- Carrickmines
- Woodbrook
- Greystones

Figure 9.1 of the Draft Transport Strategy provides a schematic map alongside a table with thirteen P & R facilities, distinguished by Strategic Development Corridors, type (bus or rail) and parking capacity. The map and table are not conducive however to enable confirmation that the P & R locations as identified in RSES Table 8.5 are addressed.

In this regard, the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **Park and Ride (P & R) facilities:** 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.

2.3 Walking and Cycling

2.3.1 Measures of the Strategy

Chapter 10, Walking, Accessibility and Public Realm and Chapter 11, Cycling and Personal Mobility Devices, address proactive measures to increase active travel through enhanced infrastructure and facilities to encourage users and achieve an increase in bike mode share from 4% in 2016 to 12% in 2042.

Measures for pedestrians includes improved footpath infrastructure, increased pedestrianisation, wayfinding and access for persons with disabilities. Measures CYC1-CYC7 for cycling address delivery of the GDA Cycle Network, cycle parking, bike share, bikes on public transport and facilities for e-scooters. In particular Measure CYC2 aims to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users. It is considered that this supports RPO 9.12 of the RSES which, when formulating planning policy advocates the need to cater for all levels of disability and in particular the needs of an ageing population.

2.3.2 Alignment with the RSES

The Assembly welcomes these measures that can deliver key enabling walking and cycling infrastructure which is in keeping with Chapter 5, Dublin MASP, and Chapter 8, Connectivity, of the RSES. The Assembly further welcomes the reference within the Draft Transport Strategy to the growing cycling community and their emerging needs, including that as more women and girls cycle, for example, personal security needs may become more pronounced, in particular on off-road greenways.

It is considered that the measures outlined in this section of the Draft GDA Transport Strategy are in keeping with the following walking and cycling objectives which will guide investment in the EMRA;

- Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors
- Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects
- Provide safe cycling routes in towns and villages across the Region
- Enhance pedestrian facilities in all urban areas in the Region.

However, it is considered that an opportunity for strengthening these measures does arise regarding stronger support for specific greenway routes as included in the RSES as part of a Metropolitan Greenway Network, including the East Coast Route, the Royal and Grand Canals Greenways, the River Liffey Greenway, the Dodder Valley Greenway and the Western Canals Route. There is also potential to provide local links and greenways along the Rivers Tolka, Santry, Poddle and Camac, as set out in the Dublin Metropolitan Area Cycle Network.

In addition, RPOs 7.24 and 7.25 of the RSES support the development of a Strategic Greenway Network in line with the Department's Strategy for the Future Development of National and Regional Greenways 2018 which includes the Dublin-Galway Eurovelo Route.

RPOs 5.2 and 5.8 of the RSES further support the development of the NTA's Greater Dublin Metropolitan Cycle Network, including a Metropolitan Greenway Network linking the canals, rivers, docklands and Dublin Bay and an interurban network extending to the surrounding metropolitan towns. In addition, a metropolitan wide strategy map(s) of the updated GDA Cycle Network should be mapped as for other modes.

In light of the above, it is considered that the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **Develop the Metropolitan Greenway Network:** 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:
 - 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'.
 - 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.
 - 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.

2.4 Bus

2.4.1 Measures of the Strategy

Chapter 12.2, Bus, supports the role of bus as a mode of transport providing the backbone of the regional transport system and which will continue to play this pivotal role into the future.

Outcomes for bus mode through the measures of the strategy include, delivery of 16 Bus Connects Core Bus Corridors, 410 km of Orbital Routes, >230km of Radial Bus Priority, Bus Priority on National Roads leading to Dublin, 100% Zero Emissions Bus Fleet, Better Interchange with DART and Luas, expanded 24hr Bus Services, Bus Connects Higher Frequency and Higher Capacities, and the Connecting Ireland initiative delivering new services linking towns, villages and rural areas across the Region.

The Draft Transport Strategy clarifies that some corridors are combined for the purpose of planning applications. As an outcome, sixteen Bus Connects Core Bus Corridors will be delivered including bus projects identified in the RSES.

Measure BUS1 to Measure BUS4 support the implementation of twelve Core Bus Corridors, additional Radial Core Bus Corridors and Orbital Bus Corridors. Measures BUS 6-8 support high-capacity fleets

and zero emission vehicles (fleet will be zero emission by 2035). Measure BUS 10 provides for new passenger bus stop facilities, whilst Measure BUS11 supports the implementation of seven Regional Bus Corridors.

As a positive for strengthened rural public transport, Measures BUS 12-15 support bus priority in towns and villages, implementation of Connecting Ireland and extension of Local Link services.

2.4.2 Alignment with the RSES

The Assembly welcomes these measures as it is considered that they deliver key enabling bus corridor 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.

2.5 Light Rail

2.5.1 Measures of the Strategy

Chapter 12.3, Light Rail, notes that a network of multiple high-capacity lines incorporating bus and light rail is a viable option in serving a city of the scale and density of Dublin. Outcomes for light rail through the measures of the strategy, include the delivery of Metrolink (20,000 passengers per hour and Swords to City Centre in 25 minutes) and Luas extensions. Projects for Luas include planning for 85km of additional lines to Lucan, Bray, Poolbeg and Finglas.

Measure LRT1 provides for Metrolink, stating it is intended to seek planning consent for Metrolink in 2022 and, subject to receipt of approval, to proceed with the construction of the project.

Measures LRT2-LRT5 support the extensions to Finglas, Lucan, Bray and Poolbeg respectively. Measure LRT6 supports potential post 2042 extensions on an extensive network (reconfiguration of existing Red and Green Lines included to serve a larger catchment and key locations).

Measure LRT7 supports Orbital Luas while Measures LRT 8-10 support enhanced capacity on existing services and priorities for trams.

2.5.2 Alignment with the RSES

It is noted that the Draft GDA Transport Strategy does not reference the undertaking of an assessment, and, if appropriate, planning and design of Luas network expansion to Hazelhatch and Booterstown, as indicated at RPO 8.8 and Table 8.2 of the RSES. It is recognised that DART + South West is supported with the electrification of the Kildare Rail Line to service Dublin Heuston to Hazelhatch-Celbridge, however, the status of these connections or replacement with other modes, requires clarification to ensure consistency with the RSES.

Regarding Metrolink, there is one notable change relating to the full route for Metrolink southwards. RSES Table 8.2 supports a Swords to Sandyford route whereas the southern terminus of Metrolink now proposed in the Draft Transport Strategy is at Charlemont. The NTA have qualified that following comprehensive route options assessment, feasibility studies and public consultation, a south city terminus at Charlemont allows modal interchange of the Luas Greenline to Sandyford. It is stated that growing demand and densification over the longer term will allow an assessment of the corridor for an upgrade to metro standard.

The Dublin MASP identifies Luas Greenline and Metrolink combined as the key enabling transport infrastructure to service growth on this corridor. A rail priority under RSES Table 8.2 is for Luas Green Line capacity enhancement in advance of the Metrolink. The Draft GDA Transport Strategy indicates that during the period of this strategy, it is intended to deliver significant additional capacity on the

Luas Green Line through the provision of additional fleet and necessary infrastructure to meet forecast passenger demand.

Regarding underground metro lines, Table 8.2 of the RSES supports an evaluation of underground metro routes within the M50. The Draft Transport Strategy responds to this and indicates that a network of multiple high-capacity lines incorporating bus and light rail is a more viable option in serving a city of the scale and density of Dublin in that a much wider population can be served directly with a high-quality system than could feasibly be served with a more limited Metro network. This approach can be delivered incrementally, both in terms of transitioning from bus to high-capacity bus and/ or light rail along any corridor, or, as has been the case on both the red and green lines in Dublin, extensions have been added to the original lines as and when demand for travel justified them.

Analysis undertaken for this strategy determined that forecast demand for travel in advance of 2042 could only currently justify the level of investment required for an underground metro system in the Swords-Dublin Airport-City Centre corridor.

The Assembly notes this and the justifications for the routes and benefits of the modal network put forward. The commitment to continual review of demand and operation of these corridors with scope to increase the frequency of services and upgrade to high-capacity modes such as metro, is welcome.

Having regard to the above, the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **Clarification on Luas network expansion to Hazelhatch and Booterstown:** 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 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.

2.6 DART+ and Rail

2.6.1 Measures of the Strategy

Chapter 12.4, DART+ and Rail, notes that as passenger numbers recover from the pandemic, and as further development occurs along heavy rail lines, it is anticipated that this mode will play an increasingly important role in the GDA transport system. The DART+ Programme seeks to increase this electrified network to 150km, in order to facilitate increased train capacity to meet current and future demands. This will greatly contribute to Ireland's transition to a low carbon and climate resilient society.

Outcomes for light rail though the measures of the strategy include DART services on all lines into Dublin, DART Extension to Kilcock, Naas and Wicklow, over 100km of new electrified rail lines, deliver new rail line to Navan, eight new train stations, high quality rail to serve major housing development areas, new Metrolink/ DART Interchanges at Glasnevin and Tara Street, and a target for 65,000 additional daily rail passengers.

Regarding measures, Measure RAIL1, DART+, supports electrification of the rail line and enhanced services to Drogheda in the North, Maynooth and Celbridge in the West and extended services to Greystones.

Measure RAIL3, DART Extension, supports extended electrified rail services to Sallins/Naas, Kilcock and Wicklow. Measure RAIL6 supports new rail stations in Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Lousia Bridge and west of Maynooth.

Further, Measure RAIL4, Navan Rail Line, supports the extension of the existing rail network with a new rail line from the M3 Parkway terminus station to Navan. Measure RAIL5 supports improved regional and inter-city rail services.

2.6.2 Alignment with the RSES

The Assembly welcomes the inclusion of these measures and it is considered that they deliver key enabling rail projects as identified in the Dublin MASP and in RSES Chapter 8, Table 8.2 Rail Projects for the Region.

2.7 Roads

2.7.1 Measures of the Strategy

Chapter 13, Roads, states that roads form the main transport arteries across the State and provide the corridors by which not just car movement, but public transport (buses, taxis and some sections of Luas), cycling, walking and freight movement operates. As such they are a critical part of an effective and sustainable transport system.

The priority for road investment will be the expenditure required to maintain, renew, manage and operate that extensive infrastructure. It is also proposed to undertake a limited number of new projects.

Measure ROAD1, Principles of Road Development, states that there will be no significant increase in capacity for private car trips on radial roads within the Metropolitan Area. Provision will be made for steady state investment in the GDA's road network. Road schemes, other than a motorway or protected road, will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision.

Measure ROAD2, National Roads Requirements, states that strategic traffic, in the context of national roads, is primarily comprised of inter-urban and interregional traffic. This 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. Secondary local functions should not be encouraged, or planned for, on national roads. National roads are not to be developed or planned, to support the continued urban expansion through the zoning of residential land uses adjacent to or within national road corridors.

Regarding road projects, the Eastern Bypass is no longer required for delivery. A Leinster Orbital Route will also not be pursued. Existing road improvements and on-line local improvements will cater for orbital demand.

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.

An appropriate road link between the N3 and N4 national roads, which can provide a satisfactory alternative in the event of issues arising on the M50 between Junctions 6 and 7, in addition to providing potential additional public transport linkages is noted.

2.7.2 Alignment with the RSES

These measures are noted by EMRA and are considered to deliver key enabling road projects as identified in the Dublin MASP and in RSES Chapter 8, RPO 8.10 and Table 8.4 Road Projects for the Region.

Not all projects on RSES Table 8.4 are relevant for the boundary of the GDA Transport Strategy. However, it is noted that some projects, which connect with the GDA, are not referenced in Chapter 13 of the Draft Transport Strategy, including Osberstown Interchange and Sallins Bypass, M4 Maynooth to Leixlip and N3 Clonee to M50. The status and inclusion of these projects should be clarified.

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.

Concerns have been expressed relating to the inclusion of 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.

Having regard to the above, the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **Road Projects in the GDA:** 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;
 - Osberstown Interchange and Sallins Bypass.
 - M4 Maynooth to Leixlip
 - N3 Clonee to M50

2.8 Traffic Management and Travel Options

2.8.1 Measures of the Strategy

Chapter 14, Traffic Management and Travel Options states the main objective of Traffic Management is to ensure that the regional transport system continues to operate in an efficient manner. This means that the movement of people by public transport, walking and cycling, and the movement of goods, is not adversely affected by private car traffic, and that the impacts of traffic congestion can be minimised.

Measure TM1, Management of Dublin City Centre, and TM2, Management of Urban Centres, outlines that the NTA and Local Authorities in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve an expanding City Centre and to facilitate a post-Covid recovery based on sustainable transport.

Measures are also provided for reduced speed limits, car free zones, home zones, safe routes to school, car sharing and car free residential developments.

Measures TM11-TM17 require management of car parking and setting maximum standards for Local Authority statutory plans, including zero to 0.5 provision in locations in Central Dublin and between the M50 and Canals. Locations between the metropolitan boundary and M50 have a maximum standard of up to 1.5 spaces per residential unit and hinterland towns up to 2 spaces per unit. Smaller settlements and areas with low levels of accessibility to public transport will be subject to local

assessment. Measures also seek justification in limited circumstances for employment car parking, seeking to optimise public transport and access to Mobility Hubs. The reduction and removal of all public sector office car parking is required.

Measure TM18 promotes electric vehicles and charging facilities. As part of the future for e-mobility, Measure TM21 supports emerging new technology such as Connected and Autonomous Vehicles in the planning and design of the transport network.

3.8.2 Alignment with the RSES

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.

2.9 Freight, Delivery and Servicing

2.9.1 Measures of the Strategy

Chapter 15, Freight, Delivery and Servicing, commits to preparation of a Strategy for Sustainable Freight Distribution for the Greater Dublin Area including an examination of the potential for Construction and Logistics Centres in the GDA, plus the feasibility of consolidation centres and break-bulk facilities, to facilitate deliveries by smaller vehicles.

RPO 8.5 of the RSES supports the preparation of a strategy for freight transport in collaboration with the relevant transport agencies and the other Assemblies. From a climate change perspective, this should contribute to the acceleration of the decarbonisation of the freight sector, integrate smart technologies in logistics management and reinforce the important role that the strategic rail and road (including TEN-T) network play in efficiently moving freight.

Measures FREIGHT 1 to FREIGHT 6 provide for a strategy for sustainable freight distribution, strengthened planning policy for freight (appropriate locations for freight intensive development in Development Plans), HGV Management, greater use of rail freight and implementation of the outcomes of the Rail Freight 2040 Strategy, provision for consolidation centres and environmental measures for freight. This includes seeking to reduce “last mile” trips by motorised vehicles and transition to zero emission delivery vehicles.

2.9.2 Alignment with the RSES

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.

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.

2.10 Climate Action Management

2.10.1 Measures of the Strategy

The Draft GDA Transport Strategy places a significant emphasis on climate change and greater contributions from the transport sector and mobility to lower carbon emissions.

One of the main objectives of the Draft GDA Transport Strategy is for an enhanced natural and built environment in order 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.

Section 3.2 of the Draft GDA Transport Strategy addresses climate change, reiterating that under the Climate Action and Low Carbon Development (Amendment) Act 2021, emissions must reduce by 51% by 2030, setting a path towards a zero net-emissions scenario by 2050. It is noted that the Draft GDA Transport Strategy refers to Climate Action Plan 2019. The final Strategy should also refer to the actions under the new Climate Action Plan 2021 as they relate to transport and in particular the specific transport sector emissions reductions targets.

For transport, there are three main actions required for emissions reductions, namely:

- Reducing the demand for travel;
- Increasing use of public transport, walking and cycling and a reduction in trips by car; and
- Conversion of the transport fleet to zero emissions vehicles

The close integration of land use and transport planning will contribute to this aim, particularly in the medium and long term. A key objective is to increase the use of public transport and active travel. To this end, the Draft Transport Strategy 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.

Chapter 16, Climate Action Management, provides important information on the assessments undertaken of the forecast emissions level in 2030, taking account of the additional transport infrastructure and transport services set out in the Transport Strategy proposals, in addition to vehicle electrification and increased use of bio-fuels proposals.

While this package of measures does deliver a very significant level of decrease in greenhouse gas emissions, it does not fully achieve the required 51% reduction target.

To address the shortfall to achieving the overall target, a set of core demand management measures (the 'Core Measures') were identified for assessment in combination with three alternative overall demand management approaches, being:

Approach 1 – Increased fuel prices;

Approach 2 – Additional electrification (including hydrogen vehicles), and

Approach 3 – Congestion charging / low emission zones plus road pricing / tolling.

The Core Measures included in each approach assessment comprised:

- Reduction of free workplace parking in urban areas;
- Putting in place increased parking charges in urban areas;
- Adjustment of traffic signal timings across the metropolitan area to better facilitate movement by sustainable modes; and
- Commitment to provide enough passenger capacity on public transport services to absorb increased transference.

It is acknowledged that Approach 1 (increased fuel price) and Approach 2 (additional electrification) are national policy issues rather than regional matters. It is likely that general carbon pricing policy will see increased fuel costs of some level over the coming years to reflect the overall objective of reducing fossil fuel use. In relation to additional electrification (Approach 2), the already planned level of electrification by 2030 is highly ambitious and the potential to further ramp this up is limited. Accordingly, most of the remaining emissions reduction target will fall to be achieved by the types of demand management measures set out under Approach 3.

Two important measures are provided to address the urgency for Climate Action.

- MEASURE CLIMATE1: Additional demand management measures to achieve the GDA transport emissions target for 2030 will be implemented. The NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include parking restraint, zonal charging, additional tolling/ road pricing and/or further vehicle electrification.
- MEASURE CLIMATE2: Through the implementation of the full measures set out in the 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.

2.10.2 Alignment with the RSES

The Assembly supports the commitment to tackling Climate Actions and the detailed assessments undertaken by the NTA to ensure lower carbon emissions from transport to meet the reduction targets. The challenge is significant and the combined implementation of the measures across Section B of the Transport Strategy in addition to greater demand management, behavioural change initiatives and other policies of central government for fiscal incentives and cleaner fuels and energy to operate transport networks are addressed in a holistic manner through the Draft Transport Strategy. Priority for public transport solutions could target the higher sources of emissions, including long distance commuting.

The measures align with RSES Chapter 7 Climate and Environment, which sets out the commitment to support transition to a low carbon, circular and climate resilient Region. This is reflected by the inclusion of Climate Action as one of three Key Principles in the RSES.

The Assembly also acknowledges the need for accelerated climate action in the Climate Action and Low Carbon Development (Amendment) Bill which commits Ireland to net zero- carbon emissions by 2050 and to achieve an interim 51% reduction in GHG emissions by 2030 as identified in the Transport Strategy.

Well planned settlements can ensure that sustainable travel patterns are established to reduce the need for unnecessary private car journeys, and the associated CO2 emissions, to support climate transition. The Climate Strategy of the RSES is underpinned by spatial policies in the RSES to ensure more efficient use of urban land, with compact growth targets of at least 50% of all new homes within or contiguous to the built-up area of Dublin city and suburbs and a target of at least 30% for other urban areas (RPO 3.2 refers).

The Transport Strategy in the RSES also promotes mode shift towards low-carbon alternatives such as public transport, increased walking and cycling and promotion of greater efficiency in the use of our transport networks. In this regard, a targeted approach to a mode shift should be considered as part of the Strategy.

The RSES commits to monitor progress in this transition to zero carbon, and RPOs 7.30 and 7.31 set out that EMRA will work with stakeholders, including the NTA and Climate Action Regional Offices (CAROs) to carry out an assessment of transport emissions in the region and agree reduction targets in accordance with agreed national sectoral plans.

Also highlighted in the RSES, is the need to monitor and reduce carbon emissions and to achieve and maintain good air quality, particularly along transport corridors (RPO 7.7 refers).

RPO 3.6 further requires that city and county development plans shall undergo assessment of their impact on carbon reduction targets and include measures to monitor and review progress towards carbon reduction targets. To this end, EMRA is leading an ESPON EU research programme (QGasSP) to identify a robust method for quantifying the relative GHG impacts of alternative spatial planning policies, the outputs of which are anticipated in 2022 and should assist the NTA as it progresses. It is proposed that EMRA and the NTA should collaborate to promote the use of QGasSP for the

assessment of transport options and their climate benefits/impacts to inform policy choices and project decisions.

The Climate Strategy of the RSES sets out policies for the decarbonisation of energy, building and transport sectors and to ensure the resilience of critical infrastructure that is capable of withstanding, adapting and recovering from extreme weather events (RPOs 7.35 to 7.43 refer). To this end, there may be benefit in including an additional measure that commits to resilient design of transport infrastructure servicing the GDA and Region, with measures to protect the operation of transport infrastructure and networks from the effects of climate change and extreme weather events.

Having regard to the above, the following RSES priorities should inform the GDA Transport Strategy 2022-2042:

- **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 CLIMATE1, 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.

3.0 Phasing

Section 19.1 of the Draft GDA Transport Strategy refers to the pace of implementation which will be dictated by the level of available funding, noting that it is the budgetary environment which primarily determines the rate at which strategic infrastructure projects can be delivered. The phasing of the GDA Transport Strategy is proposed to be fully aligned with the National Development Plan 2021-30. 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.

4.0 Conclusion

In conclusion, the Regional Assembly welcomes the opportunity to engage in the process of the preparation of the GDA Transport Strategy 2022-2042. We look forward to continuing engagement with the NTA in the further development and implementation of the Transport Strategy, to support land use and transport planning integration for economic, social and environmental development throughout the DMA and Region, whilst transitioning to lower carbon transport emissions, greater levels of sustainable mobility and a higher quality of life for all in our society.

Regards,



Jim Conway
Director
Eastern and Midland Regional Assembly
15th December 2021

Appendix A: RSES Support for Key Towns Enable Their Role and Growth Ambition and Support Transport Infrastructure and Services Within and Serving Key Towns in the Metropolitan Area.

RSES provisions for Swords (Key Town Metropolitan Area) for consideration as additional support to the GDA Transport Strategy:

- The delivery of Metrolink in co-ordination with other public transport proposals, including the Bus Rapid Transport/Bus Connects and Park and Ride programmes and electric vehicle charging infrastructure, is crucial for the future sustainable development of Swords.
- There is significant potential to transition towards sustainable and low carbon transport modes through the provision of high-quality walking and cycling permeability offering direct routes to local destinations and public transportation hubs. Improvements to the road and cycle network are required to capitalise on this, together with the delivery of new road infrastructure.
- This strategic landbank of Lissenhall offers the opportunity for the development of a well-connected mixed-use urban district on the northern side of Swords within 1 km of the Metrolink corridor.
- RPO 4.28: Support the continued development of Swords as a vibrant Key Town with a thriving economy; an integrated public transport network.
- RPO 4.29: Support the regeneration of underused town centre lands along with the planned and sequential infill opportunities to provide for high density and people intensive uses in accessible locations that are accessible to high quality transport, existing and planned,
- RPO 4.32: Encourage transition towards sustainable and low carbon transport modes in Swords through the provision of high- quality walking and cycling permeability offering direct routes to local destination and public transportation hubs.

RSES provisions for Maynooth (Key Town Metropolitan Area) for consideration as additional support to the GDA Transport Strategy:

- Planned infrastructure upgrades include the M4 from Maynooth to Leixlip and for a bridge and relief road to the south east of the town. The DART Expansion project and proposed electrification of the rail line to Maynooth represents a significant opportunity for sequential growth in Maynooth.
- A new sewer connection for the Railpark lands, in association with the relief road will also unlock significant development potential, along with the development of an Outer Orbital Route connecting the east of the town and lands within the Maynooth Environs of Meath and to the west of the town with the provision of new roads connecting the Moyglare Road to the Kilcock Road.
- The provision of additional road capacity around the town offers an opportunity for improved public transport walking and cycling networks, through relocation of road space within the town
- RPO 4.34: Support Maynooth as a key town to act as an economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs.
- RPO 4.35: A cross boundary Joint Local Area Plan (LAP) shall be prepared by Kildare County Council and Meath County Council to provide a co-ordinated planning framework for the Maynooth area. The Joint LAP shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure investment requirements and promote greater co-ordination and sequential delivery of serviced lands for development.

RSES provisions for Bray (Key Town Metropolitan Area) for consideration as additional support to the GDA Transport Strategy:

- Bray has access to high quality public transport including DART services and is at the terminus of the proposed Luas Green Line extension, with excellent potential to promote sustainable mobility and achieve the vision of ‘walkable’ communities.
- The development of a new centre at Fassaroe is largely dependent on the delivery of transportation infrastructure including upgrades to the N/M11 and the delivery of high-quality public transport connections to Bray.
- The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council, Dún Laoghaire- Rathdown County Council and the transport agencies to ensure the delivery of roads and public transportation infrastructure to support the westward expansion of the town.
- RPO 4.37: Support the continued development of Bray including the enhancement of town centre functions, development of major schemes at the former Bray golf course and Bray harbour, along with increased employment opportunities and co-ordination between Wicklow County Council, Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links and road improvements.
- RPO 4.41: Encourage transition towards sustainable and low carbon transport modes through the promotion of alternative modes of transport and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance.

RSES provisions for Naas (Key Town Core Region) for consideration as additional support to the GDA Transport Strategy:

- Naas has a high level of internal trips, however further investment is needed in public transport and active travel connections within the town linking residential areas and the Northwest Quadrant to Sallins-Naas railway station.
- The Naas Branch of the Grand Canal runs southwards from Sallins to the canal harbour in the heart of the town and then branching off to Corbally Harbour. There is potential to develop the amenity, recreation and sustainable transport potential of the canal including the development of greenways from Naas to Sallins and Corbally Harbour and linking to the cross regional Grand Canal Greenway.
- Through targeted investment, the town can achieve a walkable and cycle friendly connected environment underpinned by a sustainable transport network. The delivery of new and enhanced public transport infrastructure in Naas and Sallins including Park and Ride and Interchange facilities will be supported as identified by the NTA and Kildare County Council.
- RPO 4.48: Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking, cycling and bus network with strong links to Sallins Railway Station, key destinations within the town and to the North West Quadrant and town centre area.
- RPO 4.49: Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally harbour greenways and linking these to the national Grand Canal Greenway.

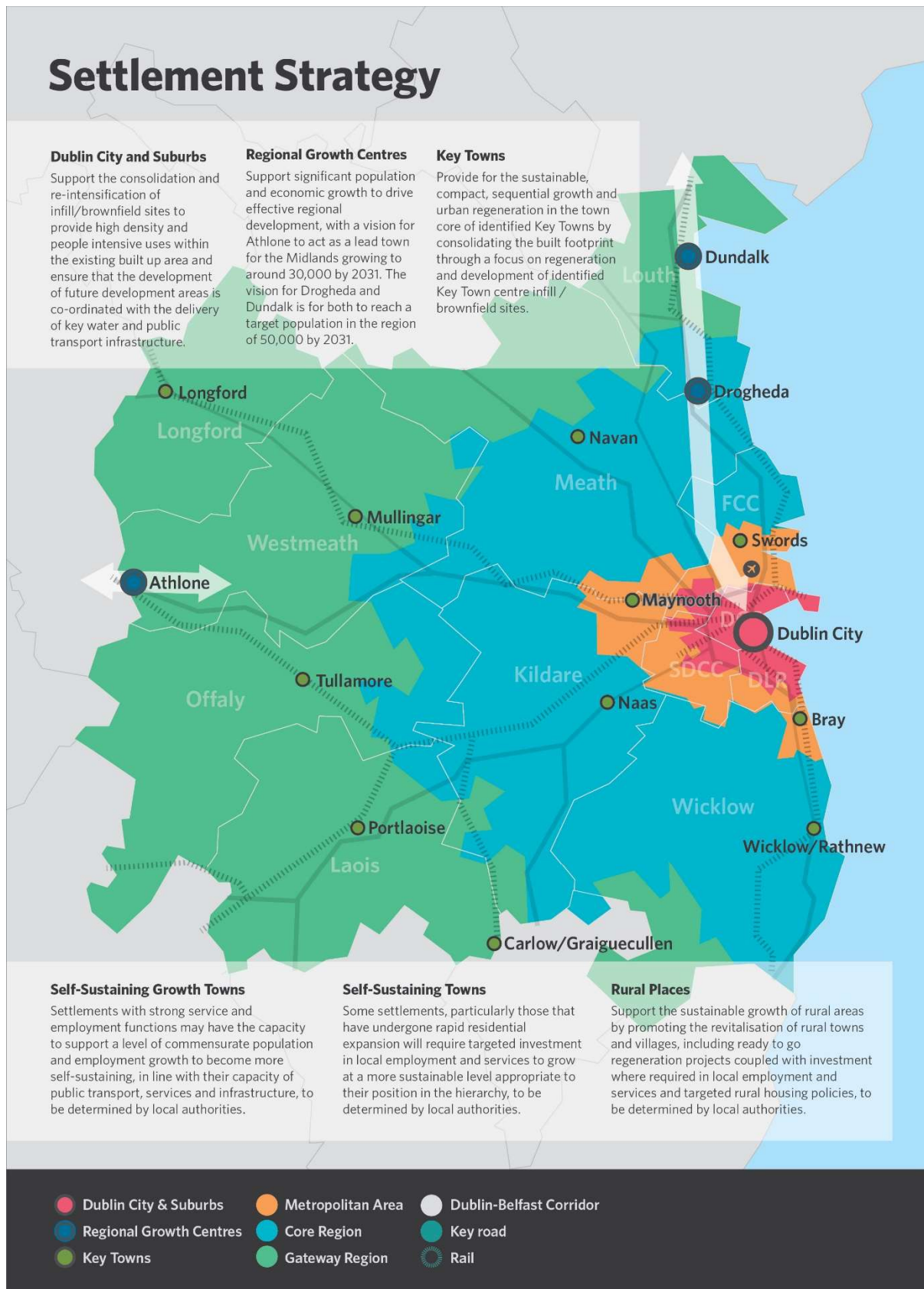
RSES provisions for Navan (Key Town Core Region) for consideration as additional support to the GDA Transport Strategy:

- There is potential to improve public transport as part of the delivery of Phase 2 of Navan Rail project, subject to feasibility and for further investment in walking and cycling both in the town and regionally.
- RPO 4.42: Support the delivery of road infrastructure to release strategic residential and employment lands for sustainable development and to improve connectivity and the efficient movement of people and services in the town.

RSES provisions for Wicklow-Rathnew (Key Town Core Region) for consideration as additional support to the GDA Transport Strategy:

- There is potential to improve sustainable mobility through the enhancement of bus and rail services. Public transport improvements would improve the accessibility of Wicklow-Rathnew to Dublin and the wider area and would likely contribute to population and economic growth.
- RPO 4.54: Support an enhanced role and function of Wicklow-Rathnew as the County Town, particularly as a hub for employment, training and education.
- RPO: 4.58: To support ongoing investment in rail infrastructure to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity.

Appendix B: Settlement Strategy of the EMR



Appendix C: Dublin MASP- Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing (Table 5.1 of the RSES)

TABLE 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing			
Corridor	Residential	Employment/ Mixed Use	Phasing/Enabling infrastructure
City Centre within the M50 (Multi-modal) Population capacity Short 35,000 Medium 10,000 Long 15,000 Total 60,000	Docklands build out of North Lotts and Grand Canal Docks with further physical and social regeneration of Poolbeg and northeast inner-city lands	Further development of people intensive high tech and services-based business districts in Docklands and Poolbeg	Short to Medium term Dodder bridge, LUAS extension to Poolbeg, local and wider area water upgrades, waste water upgrades and district heating
	City centre regeneration of older social housing projects (former PPPs), Parkwest-Cherry Orchard, Ballymun, Ashtown-Pelletstown and St James – Heuston lands	Regeneration of Diageo lands, health and education related employment at St James and Grangegorman campus	Short to Medium term Waste water upgrades, social infrastructure Long term Long term capacity supported by DART underground
	Naas Road /Ballymount - significant brownfield lands in South Dublin and Dublin City Council areas, with potential for residential development and more intensive employment/ mixed uses	Re-intensification of underutilised lands including Naas road and older industrial estates, subject to feasibility study	Medium to Long term Multi-modal public transport, new Luas stop, site assembly, waste water upgrades and local area water network upgrades
	Dunsink - major greenfield landbank with long term potential to develop a new district centre	Subject to feasibility	Long term LUAS extension to Finglas, access, site conditions, feasibility
North-South corridor (DART) Population capacity Short 31,000 Medium 13,000 Long 7,000 Total 51,000	North Fringe - large scale urban expansion creating new communities at Clongriffin-Belmayne (Dublin City) and Baldoyle-Stapolin (Fingal)	Completion of mixed-use districts with retail and service provision	Short to Medium term Access to rail station, bus upgrades, new road connections, drainage, parks and social infrastructure
	Donabate - significant residential capacity in this strategically located rapidly growing coastal village	Consolidation of economic and service base in tandem with population growth	Short term DART expansion, distributor road and railway bridge, social infrastructure, local area water network and storage upgrades
	South County Dublin - North Wicklow - development of new residential communities at Woodbrook- Shanganagh and Bray Golf course and Harbour lands	Strengthening commercial town functions in Bray, developing IDA strategic site in Greystones to strengthen economic base in North Wicklow	Short term Access road, new station at Woodbrook - Shanganagh. Access to Bray station and PT bridge.
	Bray Fassaroe* - westward extension of Bray at Old Connaught-Fassaroe (Dún Laoghaire) and Bray -Fassaroe (Wicklow) lands	New mixed use residential and employment district at Fassaroe, west of Bray Greystones Strategic site	Short to Medium term High capacity bus between Bray and Fassaroe, distributor road, N/ M11 upgrades, new bridge to Old Conna. Waste water upgrades. Local and wider area water network and storage upgrades Long term LUAS extension to Bray

Corridor	Residential	Employment/ Mixed Use	Phasing/Enabling Infrastructure
North-West corridor (Maynooth/ Dunboyna commuter line / DART) Population capacity Short 24,000 Medium 10,000 Long 3,000 Total 37,000	Dublin 15 lands - continued development of Hansfield linked to the future development of Barnhill and Kellytown landbanks to the south and east.	Further development of large-scale employment in Dublin Enterprise Zone** and synergies with Blanchardstown IT	Short term Public transport, Clonsilla Station, water network and waste water upgrades.
	Leixlip - strategic greenfield lands near Corfey station with capacity for phased development, improve links to Leixlip and adjoining Dublin/Meath lands	Large scale former Hewlett Packard site and Collinstown site to strengthen employment base for North Kildare.	Short to Medium term LUAS extension to Maynooth, roads upgrades, community and social infrastructure, waste water and local water network upgrades
	Maynooth - Significant strategic residential capacity at Railpark lands and to the north and west of the town near Maynooth University	New Research & technology Park adjoining Maynooth University	Short to Medium term DART expansion, road upgrades, bridge, Maynooth Outer Orbital Route, waste water and local water network upgrades
	Dunboyne - Sequential development prioritising zoned and serviced lands near the railway station and town centre and at Dunboyne North / M3 Parkway station	Space intensive 'big box' employment at Portan. Mixed use 'live - work' development at Dunboyne North	Medium to Long term Outer Orbital road, distributor road, additional watermain and waste water upgrades
South western corridor (Kildare line/ DART and LUAS redline) Population capacity Short 45,000 Medium 21,000 Total 66,000	Western suburbs - Continued development of Adamstown SDZ and the phased development of Clonburris located strategically between the west Dublin suburbs of Lucan and Clondalkin. New residential community at Kíscarbery near Clondalkin.	Promotion of high tech, manufacturing and research and development in Grange Castle Business Park	Short to Medium term New roads and railway bridge, new rail station, DART expansion to Celbridge-Hazelhatch (Adamstown, Clonburris) Access road and waste water upgrades (Kilcarbery). Public transport and access (Grange Castle). New water network infrastructure to supply Clonburris SDZ and local network upgrades.
	LUAS red line - Regeneration of brownfield lands in Tallaght. New district at Fortunestown near emerging town of Saggart/Citywest	Re-intensification of older industrial estates at Naas Road/ Ballymount. Intensification of industrial lands and mixed-use development at Tallaght Town Centre/Cookstown	Short to Medium term Brownfield conditions and site assembly waste water upgrades and Citywest junction link at Tallaght/Fortunestown
Metrolink / LUAS Greenline Corridor (Metrolink/ LUAS) Population capacity Short 28,000 Medium 25,000 Long 18,000 Total 71,000	Dún Laoghaire - Rathdown - New and emerging mixed-use districts of Cherrywood and Sandyford. New residential communities in Ballyogan and environs and Kiltiernan-Glesamuck	Continued development of high-density business districts at Cherrywood and Sandyford. New mixed use centres in Ballyogan and Kiltiernan	Short to Medium term LUAS green line upgrades. Public transport and roads upgrades. New road and bridge and NIT junction (Cherrywood) and water upgrades.
	Swords - sequential development of strategic residential sites within Swords and development of Oldtown-Moartown lands.	Airport related, commercial facilities and employment linked to development of Metrolink	Short to Medium term Public realm, pedestrian and cyclist provision. Road improvements, BusConnects. Additional runway and improved access (Airport). Waste water upgrades. Local and wider area water network upgrades.
	Swords - Lissenhall - new mixed-use urban district on the northern side of Swords linked to delivery of Metrolink	Development of high-tech research and development employment within a campus setting at Lissenhall East	Medium to Long term Improved bus connections, Metrolink, roads improvements and expanded internal road network and waste water upgrades

*Development at Fassroe will be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown County Council and the transport agencies **Dublin Enterprise Zone is not directly served by existing or planned rail and will require improve bus connections and demand management measures

Appendix D: Potential of Strategic Employment Development Areas in the Dublin Metropolitan Area (Table 5.2 of the RSES)

TABLE 5.2 Potential of Strategic Employment Development Areas in the Dublin Metropolitan Area		
Strategic corridor	Strategic Employment locations	Employment potential
Docklands and City centre (Multi-modal)	Docklands, Poolbeg and north east inner city	High tech, financial services and people intensive employment and regeneration of underutilised lands
	City centre (Grangegorman and St James-Drageo lands)	Re-intensification and regeneration of underutilised lands, employment opportunities related to education and hospital campus development
	Industrial lands	Re-intensification of older industrial lands subject to feasibility
North-South corridor (DART)	North County Wicklow (Bray, extension to Fassaroe, Greystones)	Re-intensification of commercial town centre functions and new mixed-use district. Redevelopment of IDA strategic sites at Greystones to strengthen employment base for North Wicklow
North-West corridor (DART/Maynooth-Dunboyne commuter line)	Dublin Enterprise Zone (Dublin 15)	Large scale office, research and development and high tech manufacturing in proximity to Blanchardstown IT
	Dunboyne employment lands	Space intensive 'big box' employment at Portane. Mixed use development at M3/Parkway
	Leixlip employment lands	Large scale former Hewlett Packard site and Collinstown site for regional enterprise to strengthen employment base for North Kildare
	Maynooth Research & Technology Park	New technology and research and development employment related to synergies with Maynooth University
South west corridor (DART /LUAS redline)	Naas Road/Ballymount lands	Potential for intensification of industrial lands and development of new mixed-use district
	Tallaght Town Centre /Cookstown	Potential for intensification of industrial lands and development of a new mixed-use district
	Grange Castle Business Park	Space intensive uses e.g. IT, research, pharmaceuticals in a campus style setting
Metrolink / LUAS Green line Corridor	South County Dublin (Cherrywood, Ballyogan and Sandyford)	Mixed-use districts with significant retail and people intensive employment to complement city centre and docklands
	Swords and Dublin Airport/South Fingal	Future employment locations and airport related and commercial facilities in Swords and Dublin Airport/South Fingal