

**Chapter 02**  
Need for the  
Proposed Scheme

## Contents

<b>2.</b>	<b>Need for the Proposed Scheme .....</b>	<b>1</b>
2.1	Introduction .....	1
2.2	The Transport Need for the Proposed Scheme .....	2
2.2.1	The Regional Transport Need .....	2
2.2.2	The Local Transport Need .....	15
2.3	Policy Context.....	18
2.3.1	International Policy .....	18
2.3.2	European Union Law and Policy .....	19
2.3.3	National Policy .....	20
2.3.4	Regional Policy .....	39
2.3.5	Local Policy Context .....	51
2.4	Benefits of the Proposed Scheme .....	68
2.5	References .....	72

## 2. Need for the Proposed Scheme

### 2.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) outlines the need for the Ringsend to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

Sustainable transport infrastructure assists in creating more sustainable communities and healthier places to live and work while also stimulating our economic development and contributes to enhanced health and well-being when delivered effectively.

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure. Effective and reliable bus priority depends on a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently, bus lanes are available for 34% of the Proposed Scheme route, with no signal control priority for buses. Along a portion of the route, cyclists typically share space on bus lanes or general traffic lanes with 74% of the route providing segregated cycle tracks (across both the north and south quays). Furthermore, there are key sections of the current bus lanes that are not operational on a 24-hour basis in addition to being shared with cyclists which compromises the reliability and effectiveness of the bus services in these areas.

Private car dependence has resulted in significant congestion that has impacted on quality of life, the urban environment, and road safety. The population of the Greater Dublin Area (GDA) is projected to rise by 25% by 2040 (Project Ireland 2040 - National Planning Framework (Government of Ireland 2018a)), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced walking, cycling and bus infrastructure on this key corridor in the Dublin region. The objectives of the Proposed Scheme are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movements over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

The objectives outlined above relating to enhancing capacity of the public transport system and enhancing safe infrastructure for cycling are underpinned by the central concept and design philosophy of 'People Movement'. People Movement is the concept of the optimisation of roadway space and / or the prioritisation of the movement of people over the movement of vehicles along the route and through the junctions along the Proposed Scheme. The aim is to reduce journey times for modes of transport with higher person carrying capacity (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

The need for the Proposed Scheme is to respond to current deficiencies in the transport system at a Regional and Local level, as set out in Section 2.2.

The delivery of the Proposed Scheme is supported by International, European Union, National, Regional and Local strategies, policies, and plans. The key policy and planning documents are described in Section 2.3, including the manner in which the need for the Proposed Scheme is supported by the relevant policies and objectives.

Finally, Section 2.4 describes the benefits that will accrue from the provision of the Proposed Scheme.

Investments in high quality public transport infrastructure and systems have been proven to result in significant modal shift. Indeed, the National Transport Authority's (NTA's) Canal Cordon Report 2019 (NTA 2019a) outlined that in 2019 (prior to COVID-19 restrictions) travel by sustainable modes accounted for 72% of all trips into Dublin City, compared to 59% in 2010. This positive improvement in sustainable mode uptake was facilitated by investment in walking, cycling and bus infrastructure, Luas Cross City and the re-opening of the Phoenix Park Tunnel in addition to investments in systems such as the Leap Card and Real Time Passenger Information.

The COVID-19 pandemic brought about a short-term change in travel patterns in the GDA (which led, for example, to fewer people using public transport and more people working from home). Travel demand and patterns of travel have now started to return to pre-pandemic levels and are anticipated to grow in line with population growth. The impacts on travel demand and patterns of travel are still dependent on the quality of the transport system, in particular, the reliability of a bus service that is not constrained by general traffic congestion.

## **2.2 The Transport Need for the Proposed Scheme**

Addressing the challenges, as outlined in Section 2.1, and the resulting need to develop an integrated sustainable transport system for the GDA formed part of the assessment process leading to the preparation and subsequent adoption of the recent GDA Transport Strategies (Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a) and the new Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a). An overview providing the context for the new Greater Dublin Area Transport Strategy 2022 – 2042 (in relation to the old Transport Strategy for the Greater Dublin Area 2016 – 2035) is given in Section 2.2.1.1.

The need for the Proposed Scheme to respond to current deficiencies in our transport system in the context of the wider GDA transport need is presented in this Section of the EIAR. The reasonable alternatives considered as part of this process are addressed in Chapter 3 (Consideration of Reasonable Alternatives).

### **2.2.1 The Regional Transport Need**

#### **2.2.1.1 Overview of the Transport Strategy for the Greater Dublin Area 2016 – 2035 and the New Greater Dublin Area Transport Strategy 2022 – 2042**

The Greater Dublin Area Transport Strategy 2022-2042 (NTA 2022a) replaces the prior Transport Strategy for the Greater Dublin Area 2016 - 2035 (NTA 2016a).

That prior Transport Strategy for the Greater Dublin Area 2016 – 2035 set out to contribute to the economic, social, and cultural progress of the GDA by providing for the efficient, effective, and sustainable movement of people and goods. In other words, it was about making the Dublin region a better place for people who live and work there, and for those who visit.

It did that by providing a framework for the planning and delivery of transport infrastructure and services in the GDA. It has also provided a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water, and power, could align their own investment priorities.

It has been an essential component, along with investment programmes in other sectors, for the development of the GDA which covers the counties of Dublin, Meath, Kildare, and Wicklow.

Major projects provided for in the prior Transport Strategy for the Greater Dublin Area 2016 – 2035 included BusConnects Dublin which the Proposed Scheme is a key component of.

Under Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended), the NTA must review its transport strategy every six years. Arising from the review of the Transport Strategy for the Greater Dublin Area 2016 – 2035, an updated strategy has been developed which sets out the framework for investment in transport infrastructure and services over the next two decades to 2042.

Since the prior Transport Strategy for the Greater Dublin Area 2016 – 2035 was approved by government in 2016, the NTA, along with the Councils, other transport delivery agencies and transport operators, have worked to build and develop that strategy's projects and proposals.

With respect to BusConnects Dublin, work was commenced 2017. BusConnects Dublin was launched in 2017. It is a multi-faceted programme comprising several elements, of which, the Core Bus Corridors will provide approximately 230km of bus priority and approximately 200km of cycle routes.

It is the largest ever investment programme on the bus network to deliver high levels of bus priority on all the main corridors to support and significantly improve the operation of bus services now and into the future. It is proofed for resilience to enable the operation for more frequent services as required. The Proposed Scheme is a fundamental element of this ongoing work.

The challenges outlined in the Transport Strategy for the Greater Dublin Area 2016 – 2035 and the identified need for BusConnects Dublin, as determined in the preparation of that prior strategy remain, and the evidence from the detailed corridor studies undertaken in the preparation of that prior strategy is still valid and robust.

### **2.2.1.2 Context**

An appraisal of the existing transport system in the GDA was undertaken to inform the previous Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a) in terms of current deficiencies and needs into the future. The following trends, which contribute to a mismatch between transport service provision and demand, were identified:

- *Frequently uncompetitive bus and rail journey times compared to the car;*
- *Improved but still overly complex bus network;*
- *A Public transport fare structure that is overly complex;*
- *Perception of poor value for money on public transport;*
- *Frequent disruptions to rail services;*
- *Improved but insufficient integration between modes and service providers;*
- *Insufficient provision of passenger facilities, such as shelters and waiting areas;*
- *Inadequate level of passenger information;*
- *Major delays in the provision of new infrastructure;*
- *Congestion on the strategic road network;*
- *Severe local congestion in certain locations;*
- *Substandard – and in places dangerous – cycling environment; and*
- *Substandard provision for pedestrians, particularly in central areas.'*

A Strategic Environmental Assessment (SEA) was undertaken on the Transport Strategy for the Greater Dublin Area 2016 - 2035 (NTA 2016b). A number of alternative strategies were determined and assessed, taking into account the objectives and the geographical scope of the strategy. The provisions of the Transport Strategy for the Greater Dublin Area 2016 - 2035 (including bus-based transport modes), were evaluated for potential significant effects, and measures were integrated into the Transport Strategy for the Greater Dublin Area 2016 - 2035 on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated. In considering the alternative modes on a corridor basis, the environmental assessment undertaken considered that bus-based projects could contribute towards facilitating the achievement of Ireland's greenhouse gas emission targets in terms of reducing emissions per passenger per kilometre travelled. An SEA was also undertaken for

the new Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022b). The Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a) was developed and assessed in the context of three notional Investment Scenarios, as follows:

In preparing the Transport Strategy for the Greater Dublin Area 2016 - 2035, a number of studies were undertaken by the NTA to assess the transport options within broad corridors and to examine a number of supporting transport policy measures. In these studies, transport demand and supply issues were examined, and the transport interventions required to meet future demand were derived. The recommendations from these studies have been taken on board in the formulation of the Transport Strategy for the Greater Dublin Area 2016 - 2035. The Transport Strategy for the Greater Dublin Area 2016 - 2035 identified the need for higher capacity public transport provision such as light rail, Metro and heavy rail, complemented by a 'Core Bus Network'. As mentioned previously, the challenges outlined in the Transport Strategy for the Greater Dublin Area 2016 – 2035 and the identified need for BusConnects Dublin, as determined in the preparation of that prior strategy remain, and evidence from the detailed corridor studies undertaken in the preparation of that prior strategy is still valid and robust.

### **2.2.1.3 The Pedestrian Network**

The Transport Strategy for the Greater Dublin Area 2016 - 2035 (NTA 2016a) identified deficiencies in the existing pedestrian network, comprising of footpaths and pedestrianised areas catering for pedestrian movement throughout the GDA. Specifically, at many junctions across the GDA, pedestrian crossings are not provided, or are provided only on some arms. The amount of time given to pedestrians to cross, and the time they must wait to cross, also renders the walking experience sub-optimal. While these issues affect all parts of the GDA, they are particularly critical in Dublin City Centre where the number of pedestrians is highest.

In order to address this, the prior Transport Strategy for the Greater Dublin Area 2016 - 2035 sought to:

- *Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams;*
- *Develop, in collaboration with the local authorities, a strategic pedestrian network plan, encompassing the main urban centres of the region, which will identify the key pedestrian linkages in those areas;*
- *Enhance pedestrian movement along the strategic pedestrian routes by widening footpaths where appropriate, providing better surfacing and by removing unnecessary poles, signs, street cabinets, advertising and other street clutter;*
- *Support local authorities in the implementation of pedestrianisation schemes, particularly in central areas of high pedestrian footfall, such as shopping streets;*
- *Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian routes, and reduce the speed of turning traffic;*
- *Reduce waiting time for pedestrians at crossings in Dublin City Centre and other urban centres;*
- *Liaise with local authorities to deliver pedestrian information and wayfinding signage in urban centres across the GDA;*
- *In conjunction with local authorities and An Garda Síochána, evaluate, and where appropriate seek the introduction of, lower speed limits on residential streets and in urban centres;*
- *Cooperate with other agencies in the enforcement of laws in relation to parking on footpaths;*
- *Support pedestrian permeability provision in new developments, and the maintenance, plus enhancement where appropriate, of such arrangements in existing developments; and*
- *Ensure that permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.'*

The need for the Proposed Scheme is supported by the prior Transport Strategy for the Greater Dublin Area 2016 – 2035 and the new Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a) in regard to improving the pedestrian environment along the Proposed Scheme, while taking cognisance of and supporting pedestrian and urban realm planning objectives locally.

#### 2.2.1.4 The Cycle Network

The Greater Dublin Area Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013) was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. The GDACNP 2013 formed the strategy for the implementation of a high quality, integrated cycle network as set out in the Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a). This policy is further discussed in Section 2.3.4.5.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either non-segregated on-street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP 2013 found that typically the cycle lanes achieve a QoS score of C or D in the DCC Area (QoS scores are assigned on a five-point scale from A+ to D). More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport). It is however noted that since the production of the GDACNP 2013, several interventions have taken place, both permanent and temporary. In the case of the existing environment however, 74% of the route currently provides segregated cycle tracks.

The GDACNP 2013 proposes a network of cycle links throughout the GDA, categorised as follows:

- **Primary Routes:** Main cycle arteries that cross the urban area and carry most cycle traffic;
- **Secondary Routes:** Link between principal cycle routes and local zones;
- **Feeder Routes:** Cycle routes within local zones and / or connections from zones to the network levels above;
- **Inter Urban Routes:** Links the towns and city across rural areas and includes the elements of the National Cycle Network within the GDA; and
- **Green Route Network:** Cycle routes developed predominately for tourist, recreational and leisure purposes but may also carry elements of the utility cycle route network above. Many National Cycle Routes will be of this type.

An extract from the GDACNP 2013 is shown in Image 2.1, which highlights the Proposed Scheme in the context of the planned cycle network. There is one primary cycle route identified running along the majority of the Proposed Scheme (Cycle Route 5), whilst the Proposed Scheme is also intersected by a number of other primary cycle routes, namely Cycle Route 1, Cycle Route 13, and Cycle Route SO1/N10. There are also secondary cycle routes in proximity to the Proposed Scheme such as route 1E/N05, 13E/N05, C8 and the Royal Canal and Dodder Greenways.



Image 2.1: Extract from GDA Cycle Network Plan (Proposed Scheme Highlighted in Yellow)

The Proposed Scheme, which was supported by the GDACNP 2013 for the area, is needed to address the deficiency in the limited segregated cycling infrastructure currently available on this corridor.

It is noted that in preparing the Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a), the NTA also carried out a review of the GDACNP 2013. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network (NTA 2022c) which was published alongside the Greater Dublin Area Transport Strategy 2022 – 2042. With respect to the Proposed Scheme the 2022 Greater Dublin Area Cycle Network is consistent with that of the GDACNP 2013, outlining the same number and types of cycle routes as mentioned above.

Notable differences between the 2022 Greater Dublin Area Cycle Network and the 2014 GDA Cycle Network Plan include:

- The coastal cycle route along Strand Road in Sandymount and through Irishtown and Ringsend is now a Primary radial route rather than a Secondary route.
- Several additional Secondary routes are now included in the Ringsend and Poolbeg areas, with one following Pigeon House Road and Sean Moore Road.
- More Greenway links are included through Ringsend Park, at Irishtown Stadium and Sean Moore Park.

Each of the changes listed above support and reinforce the need for the delivery of cycling infrastructure along the route of the Proposed Scheme.

Extracts from the 2022 Greater Dublin Area Cycle Network are shown in Image 2.2, which highlights the Proposed Scheme in the context of the planned cycle network. It is noted that the routes within the 2022 Greater Dublin



Area Cycle Network are not numbered, and as such reference numbers included in the EIAR refer to the GDACNP 2013.

The Greater Dublin Area Transport Strategy 2022 – 2042 states that key elements of the Cycling Network Plan for the GDA will be delivered as part of the Core Bus Corridor schemes.

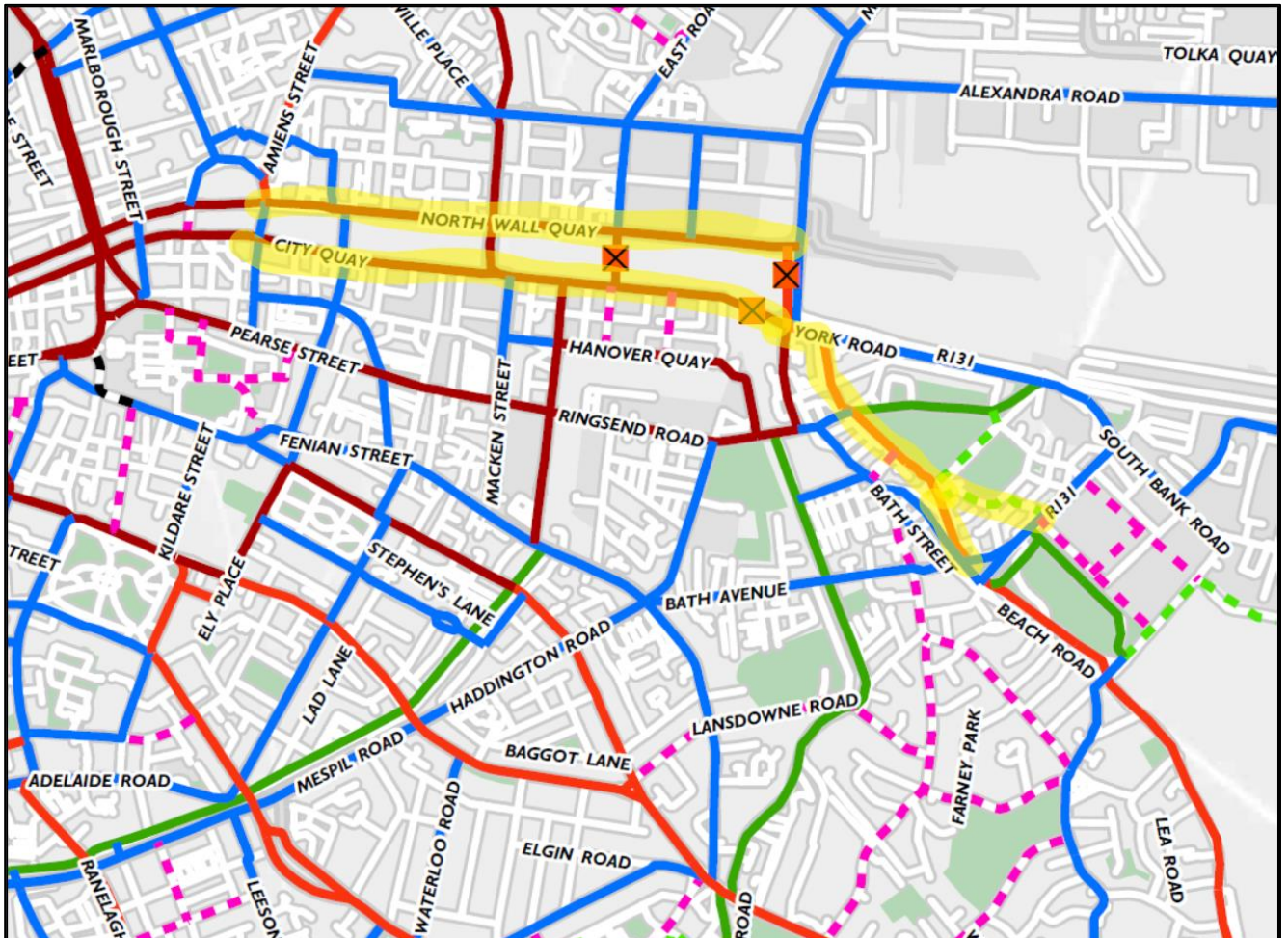


Image 2.2: Extract from the 2022 Greater Dublin Area Cycle Network (Proposed Scheme Highlighted in Yellow for Information)

The Proposed Scheme, which is supported by the GDACNP 2013 and the 2022 Greater Dublin Area Cycle Network for the area is needed to address the deficiency in the very limited segregated cycling infrastructure currently available on this corridor.

### 2.2.1.5 The Bus Network

To inform the preparation of the Transport Strategy for the Greater Dublin Area 2016 - 2035(NTA 2016a), the NTA prepared the Core Bus Network Report (NTA 2015a) for the Dublin Metropolitan Area, which identified those routes upon which there will be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

The development and implementation of priority infrastructure on the Core Bus Network is to ensure that delays are minimised, reliability is improved through peak and off-peak periods and mode shift from the private car is made more attractive.

The reason for focusing on the Core Bus Network is to maximise the return on future investment in bus infrastructure and to facilitate efficient operation of bus services, thereby improving the attractiveness of public transport for a large proportion of the population of the Dublin Metropolitan Area and beyond.

The Core Bus Network Report focused on the overall existing bus service network and identified locations where the bus network is operating sub-optimally. The network is dominated by a radial network to / from Dublin City Centre, supplemented by low frequency orbital and local bus routes serving larger destinations outside of the City Centre core.

The following methodology was employed to determine the need for the future core bus infrastructure network:

- 1) The existing bus network and bus infrastructure in the Dublin Metropolitan Area was analysed, including the identification, mapping and categorisation of the existing bus infrastructure. This analysis identified all roads that have dedicated road space for bus, and other bus priority infrastructure, such as bus gates, junction bus priority and bus-only through routes;
- 2) Journey time delays of the bus network in the Dublin Metropolitan Area were examined;
- 3) The frequency of bus services between stops during the peak period was examined to help identify where the highest volume of bus traffic is on the network;
- 4) A demand analysis, including a broad understanding of trip demand was undertaken; and
- 5) Using the above analysis, specific corridors where investment is to be prioritised in the network were identified and mapped.

Overall, at the time the Core Bus Network Report was prepared, there were approximately 213km (kilometres) of dedicated bus lanes in the GDA, of which 93km can be categorised as outbound and 120km can be categorised as inbound (City Centre or lower order centre as destination).

Bus lanes vary by quality, level of continuity, quality of treatment at junctions and operational times. Generally, all lanes are currently at least operational for their peak hours (i.e. morning peak for inbound and evening peak for outbound). Many are operational in both directions at both peak periods, some from 7am to 7pm and others on a 24-hour basis. Some corridors benefit from a high degree of continuity whereby bus lanes are present for long sections and are not truncated at all junctions. This occurs mostly in locations where a previous full lane of traffic or a pre-existing hard shoulder has been designated as a bus lane.

The Transport Strategy for the Greater Dublin Area 2016 - 2035 concluded that this high-quality Core Bus Network would form an integral part of the improved public transport infrastructure measures for the Dublin Metropolitan Area. The final resulting Core Bus Network presented in the Transport Strategy for the Greater Dublin Area 2016 - 2035 represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.

It comprises 16 radial corridors, three orbital corridors and six regional corridors. The radial core corridors, as extracted from the Transport Strategy for the Greater Dublin Area 2016 - 2035, are shown in Image 2.3 (reproduced from Figure 5.5 in the GDA Transport Strategy (routes presented are indicative only)).

During the non-statutory public consultations and the route selection process, the 16 radial routes had been considered separately. However, in certain instances a number of radial routes were then combined where they were considered to have geographical associations or where it was considered to be a functional interdependence that would be best addressed by the combining of routes. This combining of routes resulted in the 16 radial routes being brought together to form the 12 BusConnects Core Bus Corridor Schemes, which are listed below in Section 2.2.1.7.

The Transport Strategy for the Greater Dublin Area 2016 - 2035 recognised that these corridors are generally characterised by discontinuity, whereby the corridors currently have dedicated bus lanes along only less than one third of their lengths on average which means that for most of the journey, buses and cyclists are sharing space with general traffic and are negatively affected by the increasing levels of congestion. This results in delayed buses and unreliable journey times for passengers.

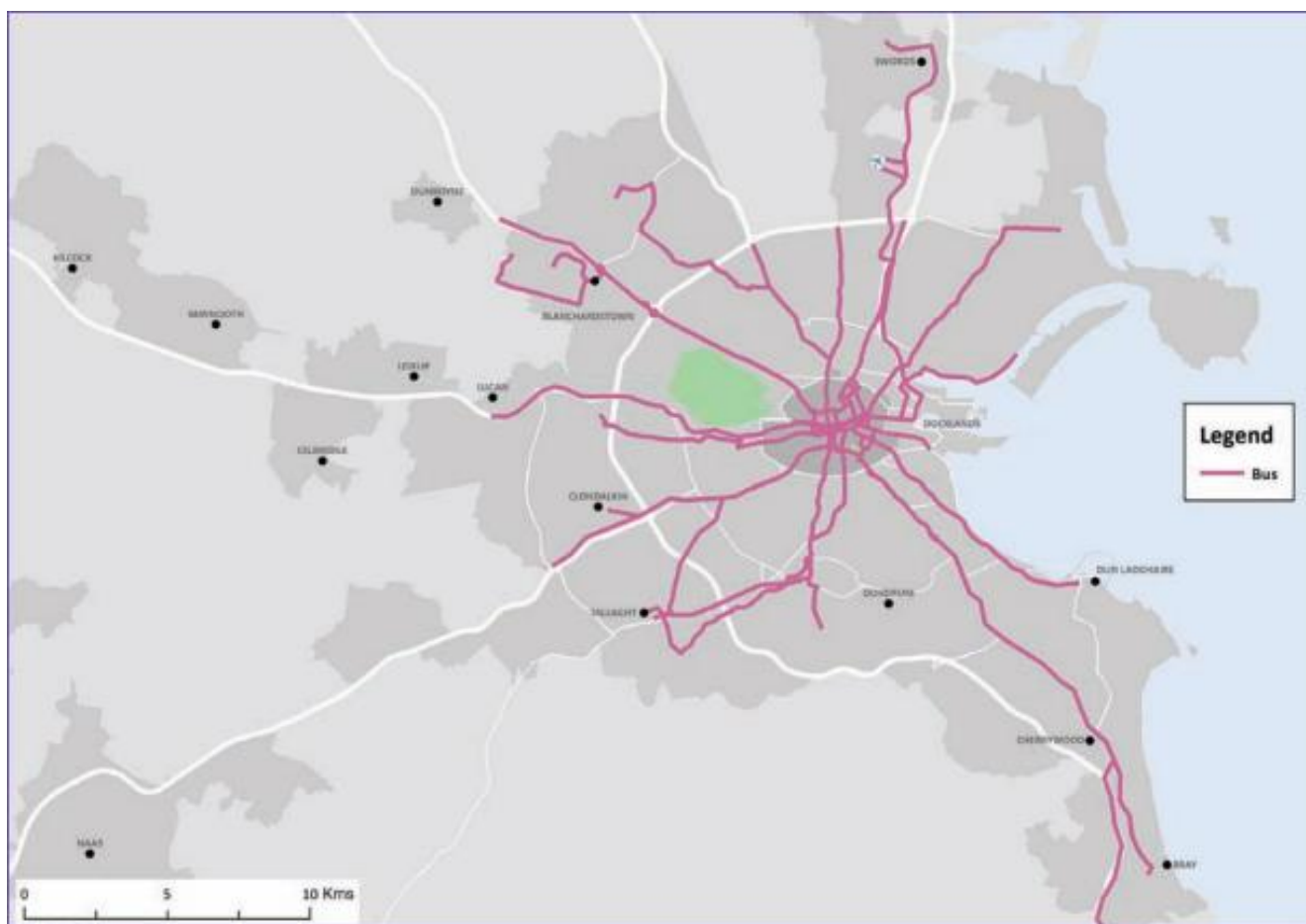
That prior Transport Strategy for the Greater Dublin Area 2016 - 2035 states that it is therefore intended to provide continuous bus priority, as far as is practicable, along the core bus routes, with the objective of supporting a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport. The new Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a) similarly states that subject to obtaining statutory planning approvals, the NTA will proceed to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme. They will facilitate faster and more reliable bus journeys on the busiest bus corridors in the Dublin region, making the overall bus system more convenient and useful to more people.

The main bus corridor along the route of the Proposed Scheme in the east Dublin City area extends along the River Liffey for a distance of 2km from Talbot Memorial Bridge to the Tom Clarke East Link Bridge and onto a new urban area that extends a further 1km to the Poolbeg Peninsula in Dublin Bay (i.e. Poolbeg West Strategic Development Zone (SDZ)).

There are lengths of existing bus lanes along the north quays of the River Liffey, but these are discontinuous at various pinch-points formed by old lifting bridges that span across inlets at George's Dock, a disused harbour closest to the city, and at Spencer Dock where the Royal Canal enters the River Liffey. On the south quays there are no existing bus facilities, and there is no connection to Ringsend as there is no existing bridge across the mouth of the River Dodder at the eastern end. The development plans for the Poolbeg Peninsula, namely the Poolbeg West SDZ, have identified the need for a bridge connection to be provided to connect new communities to the City Centre.

To overcome the bus provision deficits, as outlined above, the Core Bus Network study included a recommended route from Ringsend to the City Centre (the Proposed Scheme) for two purposes:

- To improve bus priority along the north quays where there are many city services, as well as regional and national bus services that travel through the Dublin Port Tunnel from Dublin Port towards Dublin Airport and destinations further north; and
- To enable a new bus service along the south quays to the Poolbeg Peninsula where major development is planned.



**Image 2.3: 2035 Core Bus Network - Radial Corridors**

The need for the Proposed Scheme is supported by the objective of the Greater Dublin Area Transport Strategies to provide continuous bus priority, as far as is practicable, along the core bus route, that supports a more efficient and reliable bus service with lower journey times.

### **2.2.1.6 The BusConnects Programme**

The BusConnects Programme seeks to greatly improve bus services in Irish cities, including Dublin, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. As set out in a later section below, BusConnects is part of the Government's policy to improve public transport and address climate change in Dublin and other cities. BusConnects is included as a specific policy objective of Project Ireland 2040 – The National Development Plan 2021 – 2030 (hereafter referred to as the NDP 2021 – 2030) (Government of Ireland 2021a) and the Climate Action Plan 2023 (Government of Ireland 2023), there is a specific action to advance the BusConnects programme in five cities (which includes Dublin).

The full programme for BusConnects Dublin includes a range of interlinked and complementary proposals including:

- Management elements: Redesigning the network to increase the number of homes, jobs and services with coverage, improving orbital accessibility and restructuring radial routes into spines;
- Technological elements: Introducing new ticketing systems to improve convenience and reduce dwell time at bus stops;
- Fleet elements: Replacing the bus fleet with low emission vehicles, introducing branding and livery to give a new 'look and feel';
- Policy elements: Introducing a 90-minute ticket to remove the financial penalty for interchanging between buses or changing mode during trips; and

- Infrastructure elements: Creating infrastructure to separate buses and cyclists from other traffic to make sustainable travel a faster, safer and more reliable choice. Developing interchange hubs and improving pedestrian facilities around bus stops.

BusConnects Dublin is a suite of transformative changes to the bus system, intended to make it more efficient, faster, reliable and easier to use. The BusConnects Dublin programme contains nine elements, one of which is the BusConnects Dublin – Core Bus Corridor Infrastructure Works (the CBC Infrastructure Works). The nine elements are:

- CBC Infrastructure Works;
- Dublin Area Bus Network Redesign;
- Transitioning to a new low emissions bus fleet;
- State of the art ticketing system;
- Cashless payment system;
- Simpler fare structure;
- New Park and Ride sites in key locations;
- New bus livery providing a common style across all operators; and
- New bus stops and shelters with better signage and information.

The CBC Infrastructure Works are needed because they will provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

Each of the other elements individually brings its own benefits, but there are cumulative benefits that are dependent on the completion of the entire programme, given the network interdependencies between measures. The effectiveness of the programme is more than the sum of its parts. For example, some additional bus patronage will be attracted by simply adding new services and redesigning the network, but it will take an increase in speed and reliability to reach a wider segment of the market. Addressing fares and making the system easier to use will bring another market segment on board. Additionally, bringing all these changes to people's attention so that they can take advantage of the new opportunities would be difficult without refreshing the information system, the bus livery and the waiting environment.

The implementation of these other elements will progress independently of the CBC Infrastructure Works element.

The CBC Infrastructure Works brings a range of benefits as an element in its own right. However, the CBC Infrastructure Works is also integral to realising the fullest potential of the other elements.

In the absence of the Proposed Scheme, bus services will operate in a more congested environment, leading to higher journey times for buses and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme will provide will significantly limit the potential to grow those modes into the future.

#### **2.2.1.7 The CBC Infrastructure Works**

The radial Core Bus Corridors identified in the GDA Transport Strategy (NTA 2016a), as modified in the light of more detailed assessment, are to be delivered under the CBC Infrastructure Works. The CBC Infrastructure Works will deliver approximately 230km of dedicated bus lanes and 200kms of cycle tracks along 12 stand-alone Core Bus Corridor Schemes, which includes the Proposed Scheme.

The 12 stand-alone Core Bus Corridor Schemes to be delivered under the CBC Infrastructure Works are shown in Image 2.4 and are listed here:

- Clongriffin to City Centre Core Bus Corridor Scheme;
- Swords to City Centre Core Bus Corridor Scheme;
- Ballymun / Finglas to City Centre Core Bus Corridor Scheme;

- Blanchardstown to City Centre Core Bus Corridor Scheme;
- Lucan to City Centre Core Bus Corridor Scheme;
- Liffey Valley to City Centre Core Bus Corridor Scheme;
- Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme;
- Kimmage to City Centre Core Bus Corridor Scheme;
- Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme;
- Bray to City Centre Core Bus Corridor Scheme;
- Belfield / Blackrock to City Centre Core Bus Corridor Scheme; and
- **Ringsend to City Centre Core Bus Corridor Scheme.**



Image 2.4: CBC Infrastructure Works

The CBC Infrastructure Works will typically run along existing trunk bus routes, connecting metropolitan urban centres along the route and the City Centre.

Section 5.5.4 of the Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a) states that:

*‘A number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.’*

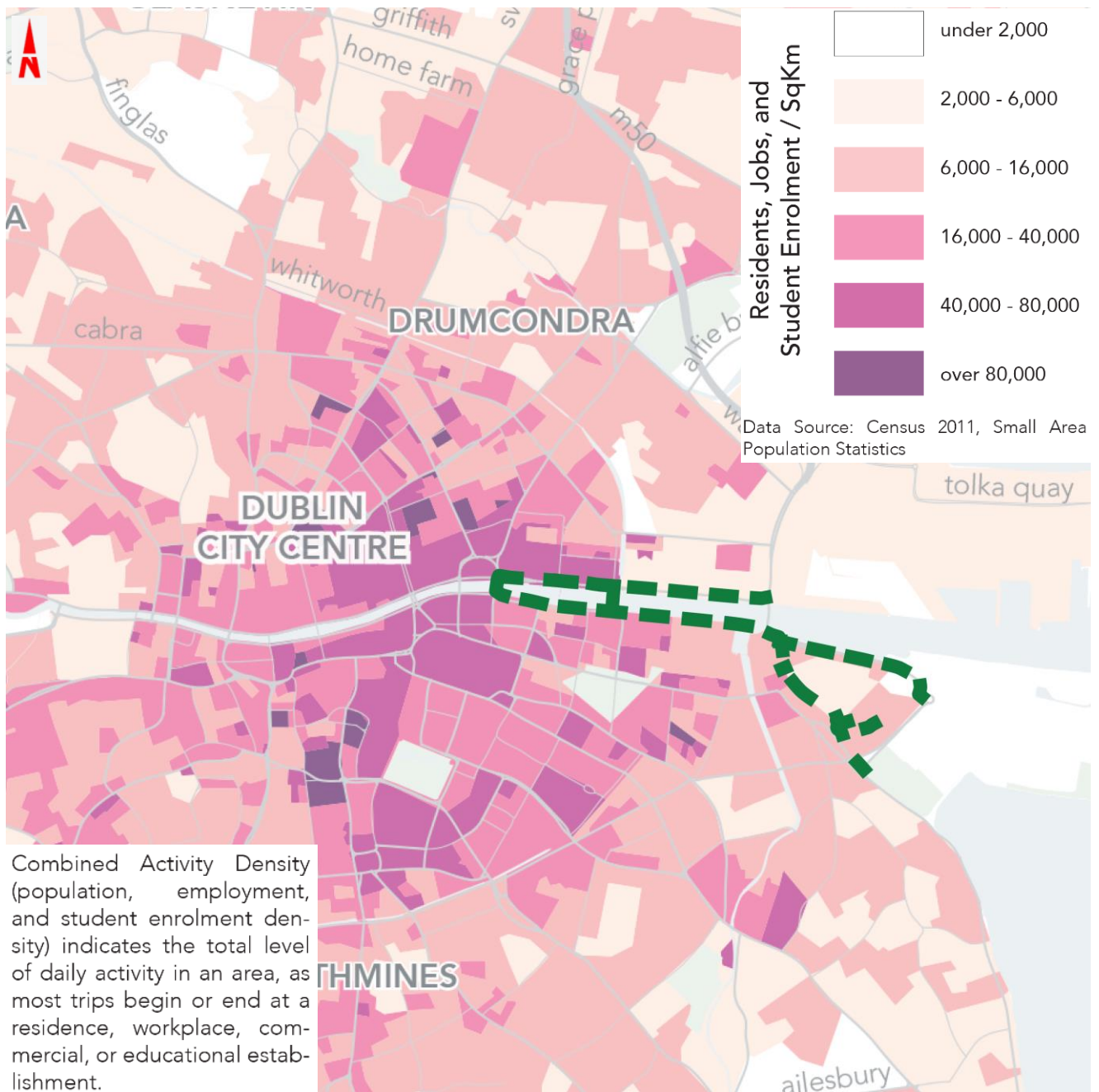
As design and planning work was progressed by the BusConnects Infrastructure team, it became clear that the level of differentiation between the Bus Rapid Transit (BRT) corridors and the Core Bus Corridors would, ultimately be limited, and that the radial Core Bus Corridors should be developed to provide a similarly high level of priority service provision (i.e. to provide consistency in terms of bus priority and infrastructure to support all bus services).

The Proposed Scheme connecting Ringsend to the City Centre serves a significant public transport demand between these locations.

The Dublin Area Bus Network Redesign Revised Proposal (October 2019) (NTA 2019b) presented information on *‘patterns of demand’*. Image 2.5 is an extract of the Combined Activity Density map for areas local to the Proposed Scheme, which combines residential, employment, and student enrolment densities to approximate the total effect of all densities in representing potential demand for public transport. Image 2.6 is an extract from the Average Daily Patronage Heatmap, which presents information on daily average weekday boardings along the Proposed Scheme route. Note these images are based on patronage levels in 2019. The Proposed Scheme is superimposed on the images for context.

Image 2.5 and Image 2.6 demonstrate the catchments which are proposed to be served by the sustainable transport infrastructure within the Proposed Scheme.

Further detail is provided in Chapter 6 (Traffic & Transport) on the modelling and transport analysis carried out as part of the EIAR, which assesses the impact of the Proposed Scheme against key metrics and comparatively between Do Minimum and Do Something (i.e. with the Proposed Scheme) scenarios.



**Image 2.5: Combined Activity Density Map (Dublin Area Bus Network Redesign Revised Proposal (NTA 2019b)). Proposed Scheme Highlighted as Green Dashed Line for Information)**



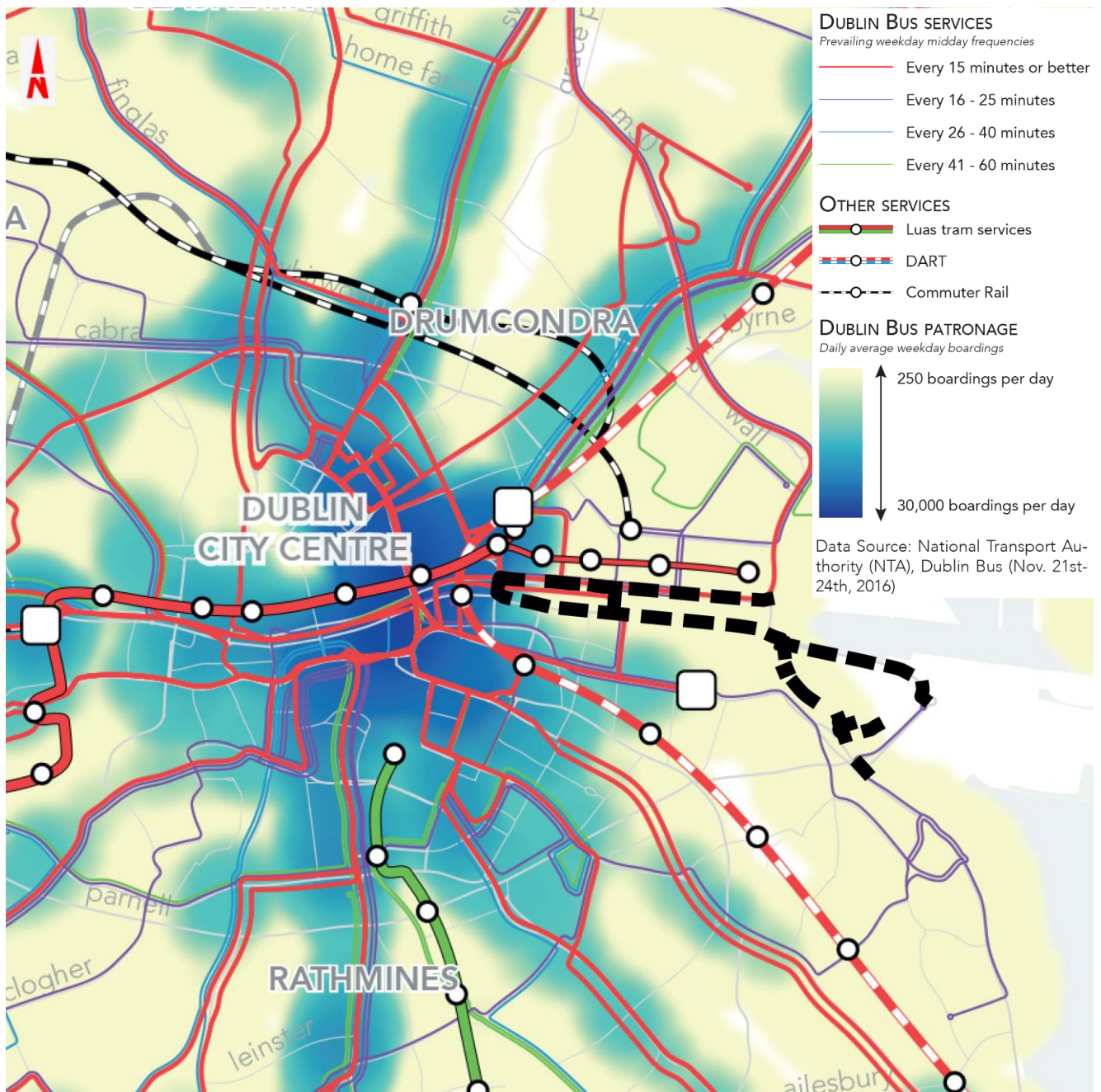


Image 2.6: Average Daily Patronage Heatmap (Dublin Area Bus Network Redesign Revised Proposal (NTA 2019b)). Proposed Scheme Highlighted as Black Dashed Line for Information)

## 2.2.2 The Local Transport Need

The local transport need supporting the Proposed Scheme is summarised in this Section, with the existing baseline transport environment presented in further detail in Chapter 6 (Traffic & Transport).

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 29% (outbound) and 38% (citybound), cumulatively equating to 34% of the length of the route. The Proposed Scheme will facilitate 100% bus priority and complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability and provide resilience to congestion.

One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area. The CBC Infrastructure Works, including the Proposed Scheme, are being developed to provide improved existing or new interchange opportunities with other existing and planned transport services, including:

- DART stations;
- Existing Dublin Bus and other bus services;
- The GDACNP 2013 (NTA 2013) and 2022 Greater Dublin Area Cycle Network (NTA 2022c);
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the ongoing roll out of Dublin Bus Network Redesign as part of BusConnects.

The Proposed Scheme will commence at Talbot Memorial Bridge beside the Custom House at the eastern side of the City Centre. The route will encompass bus lane and cycle infrastructure on both the north and south quays, connecting the City Centre with the Docklands and onto Ringsend and Irishtown by way of a new bridge connection over the mouth of the River Dodder. Priority for buses will be provided along the entire length of the north quays, from the Custom House to the 3 Arena at Tom Clarke East Link Bridge, consisting of dedicated bus lanes in each direction. Bus priority will be provided in both directions on the south quays between the Samuel Beckett Bridge and the DPTOB. Westbound priority will be provided from the Samuel Beckett Bridge to Talbot Memorial Bridge on the south quays, while eastbound buses will use the north quays on this section. Segregated two-way cycle tracks will be provided on the Campshires on both sides of the River Liffey. A cycle route will extend through Ringsend and Irishtown towards Poolbeg Peninsula.

Along the route of the Proposed Scheme, there are many local destinations that generate high demand for public transport, walking and cycling such as the number of large employers and communities (i.e. north quays, south quays, Ringsend and Irishtown) that are located along its route. In order to improve accessibility to jobs, education and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high-quality pedestrian environment. The Proposed Scheme includes significant improvements to the pedestrian environment along the entirety of its route in terms of footpath improvements and through upgrading facilities for pedestrians at junctions and crossings, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment.

In terms of the need to improve facilities for cyclists, as referenced in Section 2.2.1.4, as part of the GDACNP 2013, there is one primary cycle route identified running along the majority of the Proposed Scheme (Cycle Route 5), whilst the Proposed Scheme is also intersected by a number of other primary cycle routes, namely Cycle Route 1, Cycle Route 13, Cycle Route SO1/N10, Cycle, National Route 5 and the Dodder Greenway.

The existing conditions of cycling facilities along the Proposed Scheme comprise of the following:

- There is a westbound cycle track on the north quays for 1.35km (69% of the 1.6km length), with 0.25km of shared bus lane in short sections where there are buildings on the Campshires where there is no space for the cycle track to continue;
- Eastbound on the north quays there is an advisory cycle lane over a length of 0.8km, shared bus lane over 0.4km in five short sections, and no facility over 0.4km; and
- On the south quays there is a continuous good quality two-way cycle track over a length of 0.9km from Talbot Memorial Bridge to Forbes Street. East of there, an eastbound cycle track extends for 0.5km to the end of Sir John Rogerson's Quay at the River Dodder. There is no westbound cycling facility over the easternmost 0.5km section.

The Proposed Scheme will provide continuous segregated two-way cycle tracks along the length of the north and south quays from Talbot Memorial Bridge to Tom Clarke East Link Bridge (via the DPTOB on the south quays), as well as extending through Ringsend and Irishtown towards the Poolbeg Peninsula. Enhancing the cycling facilities along the route of the Proposed Scheme will improve the attractiveness of cycling as a safe and more sustainable alternative to private car or public transport use. The Dodder Cycle Route and the East Coast Trail will converge at the eastern side of the DPTOB, which in turn will link them to the Liffey Cycle Route and the Grand and Royal Canal Cycle Routes. As such, the Proposed Scheme will allow the integration of all of the major greenways in the eastern part of the city, thereby making a critical contribution to the realisation of the overall GDACNP.

There is considerable demand for transport both along the corridor, and further afield from the onward connections to the route at the eastern end. Local demand arises from the high-density mixed uses in the Docklands area that is increasing as urban redevelopment continues at the eastern end of the area. Specific demand centres are at the Convention Centre, the 3-Arena, the Bord Gáis Energy Theatre, various hotels and tourism facilities. Nearby residential areas at Ringsend and Irishtown generate demand for connection to the City Centre, and this will increase with the planned new residential area on the Poolbeg Peninsula.

The Dublin Port Tunnel provides a regional and national continuation of the bus corridor to the north at East Wall Road, with bus services to Dublin Airport in Swords, and a wide range of destinations further afield.

As part of the BusConnects Revised Bus Network proposals, the Proposed Scheme will facilitate the extension of the G-Spine from Liffey Valley / Ballyfermot along the north quays to a terminus at the Spencer Dock Luas stop. Other bus services will continue further east to serve the East Wall area and to provide a connection through Dublin Port to the ferry terminal. On the south quays, the C-Spine from Lucan will continue to Ringsend and Poolbeg to provide a new service enabled by the key new bridge link across the River Dodder. The completion of the DPTOB and the ancillary works along the south quays included as part of the Proposed Scheme will allow for the potential diversion of some of the BusConnects Spine route services onto the DPTOB, thereby providing a more direct connection between the City Centre and the new development lands on the Poolbeg Peninsula.

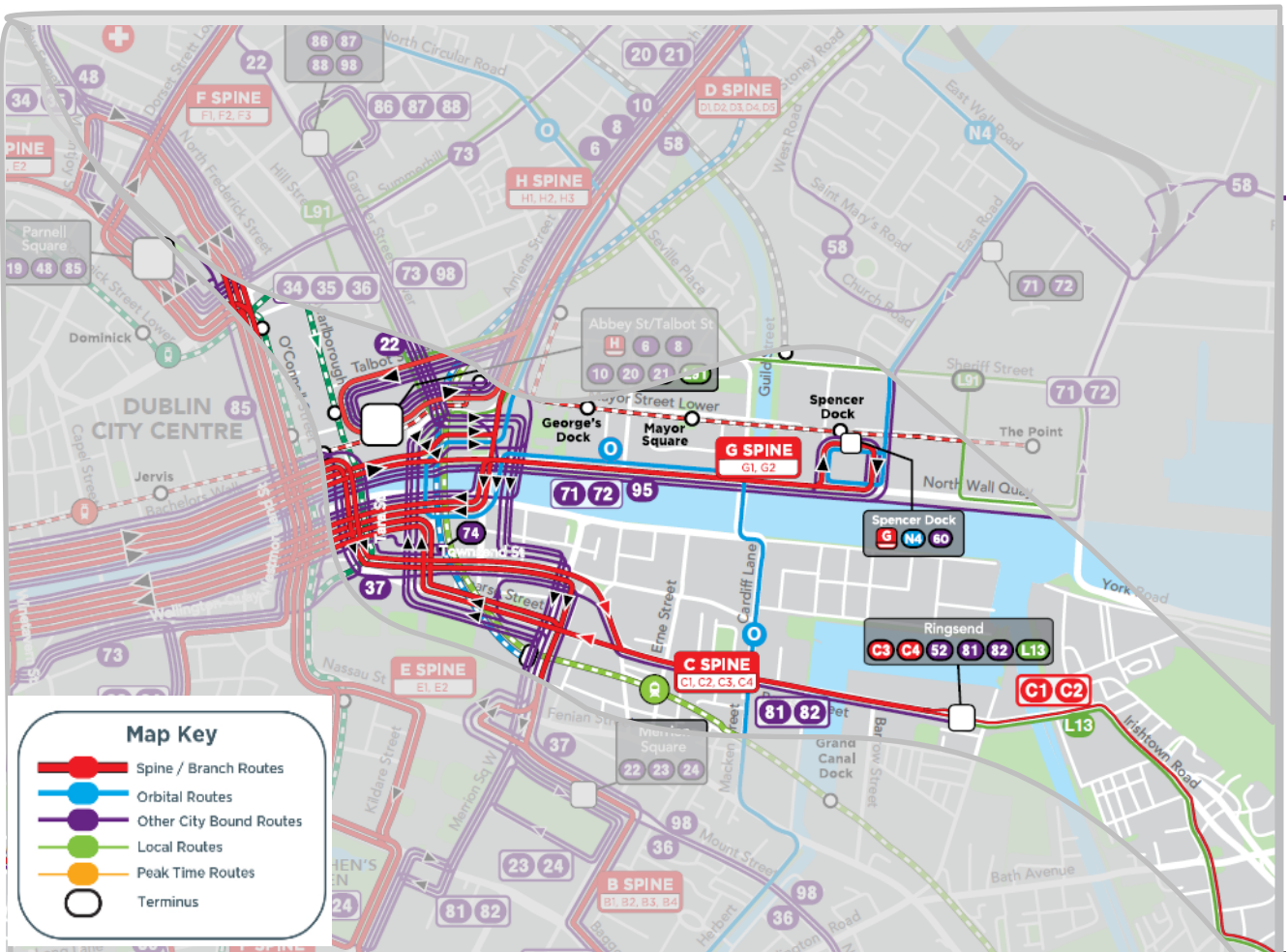


Image 2.7: Extract from the BusConnects Revised Bus Network – Spines C & G.

In delivering the physical infrastructure necessary for continuous bus priority, together with improvements for walking and cycling, the Proposed Scheme will significantly address many of the deficiencies in the existing environment. As such, it will actively enhance the capacity and potential of the transport system, and support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets. Further, it will significantly reduce severance between the new

communities developing at Poolbeg and will allow the connection and integration of all of the major greenways being developed in the east part of the city under the GDACNP.

## 2.3 Policy Context

The Proposed Scheme, which is part of the CBC Infrastructure Works, is a key measure that delivers on commitments within the National Development Plan 2021 – 2030 (Government of Ireland 2021a), Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a), the new Greater Dublin Area Transport Strategy 2022 – 2042 (NTA 2022a), Climate Action Plan 2021 (Government of Ireland 2021b) and the Climate Action and Low Carbon Development (Amendment) Act 2021 (the 2021 Climate Act).

Further information on the planning and policy context for the Proposed Scheme is provided in the Planning Report which is included in Appendix A2.1 in Volume 4 of this EIAR.

### 2.3.1 International Policy

#### 2.3.1.1 United Nations 2030 Agenda

In September 2015, Transforming Our World, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 Member States of the United Nations (UN) (UN 2015). The 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future which are shown in Image 2.8.



Image 2.8: The 17 SDGs (UN 2015)

The SDGs are integrated, and they recognise that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. SDG 9 and SDG 11 are relevant to the Proposed Scheme and are outlined in Table 2.1.

Table 2.1: SDGs Relevant to the Proposed Scheme

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.

Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

The need for the Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe and integrated sustainable transport movement along this corridor.

In Ireland, the SDGs are being implemented through the National Implementation Plan 2018 - 2020 (Government of Ireland 2018c), which is in direct response to the 2030 Agenda for sustainable development. It provides a whole-of-government approach to implement the 17 SDGs (see brief description later in the National Policy Section (Section 2.3.3.14)).

## 2.3.2 European Union Law and Policy

### 2.3.2.1 Sustainable and Smart Mobility Strategy 2020

The Sustainable and Smart Mobility Strategy (European Commission 2020) sets out a number of goals as to how people will move within and between cities in the future. It has identified 82 initiatives which have been categorised into 10 'flagships.'

The flagship relevant to the Proposed Scheme is 'Flagship 3 – Making interurban and urban mobility more sustainable and healthy'. It states that:

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

A target of the Sustainable and Smart Mobility Strategy relevant to the Proposed Scheme is to double cycling infrastructure in cities within the EU to 5,000km in the next decade.

The need for the Proposed Scheme is supported by the objectives of the EU's Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

### 2.3.2.2 European Green Deal 2019

The European Green Deal (EGD) (European Commission 2019) sets out ambitious policies aimed at cutting emissions and preserving the natural environment. Pursuant to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999, the binding EU 2030 climate target shall be a domestic reduction of net greenhouse gas emissions (emissions after deduction of removals) by at least 55% compared to 1990 levels, by 2030. In addition to binding legislation and other initiatives adopted at EU level, all sectors of the economy, including transport, must play a role in contributing to the achievement of climate neutrality within the EU by 2050.

As indicated in the EGD, on 9 December 2020, the European Commission adopted a communication entitled Sustainable and Smart Mobility Strategy - Putting European transport on track for the future (European Commission 2020). The Sustainable and Smart Mobility Strategy sets out a roadmap for a sustainable and smart future for European transport, with an action plan towards an objective to deliver a 90% reduction in emissions from the transport sector by 2050.

The Sustainable and Smart Mobility Strategy has the objective of 'accelerating the shift to sustainable and smart mobility' and requires that, '[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is

concentrated the most in cities and that a combination of measures is needed which includes ‘*improving public transport and promoting active modes of transport such as walking and cycling.*’

The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the EGD, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

### **2.3.3 National Policy**

#### **2.3.3.1 Project Ireland 2040 - National Development Plan 2021 - 2030**

Project Ireland 2040 is the government’s long-term overarching strategy to make Ireland a better country for all its people. The NDP 2021 - 2030 (Government of Ireland 2021a) and Project Ireland 2040 - National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018a) combine to form Project Ireland 2040. The previous National Development Plan 2018 – 2027 (hereafter referred to as the NDP 2018 - 2027) (Government of Ireland 2018b) and the NPF were adopted in May 2018. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an ‘Infrastructure-led recovery’ and ‘green recovery’ in the wake of COVID-19. The NDP 2021 - 2030 was adopted in October 2021.

The NDP 2021 - 2030 is the National capital investment strategy plan. It sets out the framework of expenditure commitments to secure the Strategic Investment Priorities to the year 2030 and support the delivery of the 10 National Strategic Outcomes (NSOs) identified in the NPF and described in Section 2.3.3.5, as applicable to the Proposed Scheme. The NDP 2021 - 2030, under Section 4.1 (National Strategic Outcomes), sets out ‘*This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030.*’

Under the heading ‘Major investments’, the NDP 2021 – 2030 sets out that:

*‘This NDP will be the largest and greenest ever delivered in Ireland, with a particular focus on supporting the largest public housing programme in the history of the state. While many of the investments in his NDP are already well known and have been progressing through planning for some time (e.g. BusConnects), there are a range of investments which are new or enhanced in the NDP. A selection of these are listed below.’*

This includes under NSO4 ‘Sustainable Mobility’, ‘*BusConnects for Ireland’s Cities*’.

In Section 3.9, ‘Catalysing the shift towards accessibility-based mobility systems’, it comments that:

*‘The greenhouse gas emissions associated with public transport will be addresses by replacing diesel buses with lower emitting alternatives under the BusConnects programme.’*

Figure 5.4 ‘Selection of Major Regional Investments Planned in the National Development Plan’ includes in the section entitled ‘Selection of Investments for the Eastern and Midland Region’. Inter alia: BusConnects.

NDP 2021 – 2030 sets out a programme of investment that includes indicative Exchequer allocations. BusConnects is specifically identified as one of the five ‘Strategic Investment Priorities’ that aligns with NSO4 (Sustainable Mobility) of the NPF. The revised NDP outlines under the heading ‘Sustainable Mobility’ that:

*‘The National Planning Framework (NPF) recognises the importance of significant investment in sustainable mobility (active travel and public transport’ networks if the NPF population growth targets are to be achieved. Investing in high quality sustainable mobility will improve citizens’ quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.’*

It continues:

*'Improved and expanded sustainable mobility services and infrastructure can also act as an enabler of the NPF's commitment toward the compact growth of the cities, towns and villages within their existing urban footprint.'*

It further states:

*'...transport led development will become an increasingly important area of investment focus for the sustainable mobility programme over the period of the NDP.'*

It also highlights that:

*'The NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages.'* It continues *'In the previous NDP, the Transport sector had an allocation of approximately €21 billion for the period 2018-2027. The revised NDP sets out further ambitious plans to enhance public transport, active travel options and the connectivity of communities throughout Ireland. Transport projects by their nature are delivered over a multi-year horizon. The scale of the Transport-related requirements under the revised NDP amounts to c. €35 billion in total over 2021-2030.'*

Under the heading 'Sectoral Strategies' it makes reference to 'The Climate Action Plan' and recognises 'that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House Gas emissions by 2030 and ultimately net zero by 2050.'

In regard to 'Active Travel', the NDP 2021 – 2030 comments:

*'This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, town and villages across the country, including Greenways.'* It continues *'The investment proposed for the major urban centres over the next 5 years will target over 700km of improved walking and cycling infrastructure delivered across the five cities.'*

Specifically in regard to BusConnects, the NDP 2021 – 2030 outlines the following:

*'Transformed active travel and bus infrastructure and services in all five of Ireland's major cities is fundamental to achieving the overarching target of 500,000 additional active travel and public transport journeys by 2030.'*

It also sets out that:

*'BusConnects will overhaul the current bus system in all five cities by implementing a network of 'next generation' bus corridors (including segregated cycling facilities) on the busiest routes to make journeys faster, predictable and reliable. BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of ticketing known as Next Generation Ticketing and cashless payments. Increasing the attractiveness of the bus systems in the cities will encourage modal shift away from private car use, leading to a reduction in congestion and associated costs in the major urban areas. Over the lifetime of this NDP, there will be significant progress made on delivering BusConnects with the construction of Core Bus Corridors expected to be substantially complete in all five cities by 2030.'*

The Proposed Scheme, forming part of the CBC Infrastructure Works within the overall BusConnects Programme, is therefore identified as a component of a 'Strategic Investment Priority', with an associated investment commitment, which has been determined as central to the delivery of the NPF vision. The Proposed Scheme is an integral part of Ireland's policy to reduce emissions by providing the infrastructure necessary to deliver a sustainable transport network. The Proposed Scheme will facilitate continued planned and forecasted population growth in the GDA, and along the route of the Proposed Scheme, by meeting existing and future travel demand through investment in a sustainable transport network and services. As required in the NDP2021 - 2030, the

Proposed Scheme will provide the infrastructure needed to help facilitate a modal shift from private car to public transport, cycling and walking. It will also bring to fruition a 'Strategic Investment Priority' of the NDP 2021 – 2030 to help deliver the full 'BusConnects programme'.

### 2.3.3.2 NDP 2021 - 2030

It is noted that the explanatory text under each NSO within the NPF (Government of Ireland 2018a) has not been fully replicated within the NDP 2021 - 2030 (Government of Ireland 2021a). Table 2.2 sets out some changes in the explanatory wording of each applicable NSO between the NPF and the NDP 2021 - 2030.

**Table 2.2: NSO Objective Differences NPF and NDP 2021 - 2030**

NPF - NSO	NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p><b>NSO1 Compact Growth</b> <i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p><b>NSO1 Compact Growth</b> <i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of being developed to provide housing, jobs, amenities and community services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p>The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word 'community' when it refers to services that have the potential to be developed within urban settlement 'potential development areas'.</p>
<p><b>NSO2 Enhanced Regional Accessibility</b> <i>'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.'</i></p>	<p><b>NSO2 Enhanced Regional Accessibility</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO2 and emphasises improving transport links as a means to enhancing intra-regional accessibility.</p>
<p><b>NSO4 Sustainable Mobility</b> <i>'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p><b>NSO4: Sustainable Mobility</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland's transition to a 'low-carbon society and enhance our economic competitiveness.'</p>
<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b> <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to</i></p>	<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'A competitive, innovative and resilient enterprise base is essential to</i></p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, COVID-19, digitisation and the transition to a 'low carbon economy'.</p>



NPF - NSO	NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p><i>diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in our world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p><i>provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'</i></p>	
<p><b>NSO6 High-Quality International Connectivity</b> <i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p><b>NSO6 High-Quality International Connectivity</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'As an island, continued investment in our port and airport connections to the UK, the EU and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.'</i> It also comments <i>'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the <i>'surface connectivity'</i> to same.</p>
<p><b>NSO7 Enhanced Amenity and Heritage</b> <i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p><b>NSO7 Enhanced Amenity and Heritage</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>
<p><b>NSO8 Transition to a Low Carbon and Climate Resilient Society</b> <i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p><b>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</b> The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act 2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i> <i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's</i></p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a greater government commitment than to aspire to a 'low carbon' society. The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within 2021 Climate Act. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>

NPF - NSO	NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
	<i>unequivocal commitment to securing a carbon neutral future.'</i>	
<p><b>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</b></p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p><b>NSO9 Sustainable Management of Water and Other Environmental Resources</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic well-being into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasised within the revised NDP.</p>
<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p><i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

In summary, it is considered that the NDP 2021 – 2030 brings up-to-date, the explanatory text associated with the NSOs under the NPF. The enactment of the 2021 Climate Act has placed greater emphasis on tackling climate change and utilising government policy as a means to bring about a climate neutral society and economy. The Proposed Scheme will provide the infrastructure required to deliver sustainable public transport that will assist in the drive towards a carbon / climate neutral future for Ireland.

### 2.3.3.3 Department of Transport - Statement of Strategy 2021 – 2023

The Department of Transport (DoT) Statement of Strategy 2021 – 2023 (hereafter referred to as the Statement of Strategy) (DoT 2021a) sets out goals and a strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that:

*'Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road, public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'*

The Statement of Strategy includes a commitment to *'support any necessary adaptation of our critical transport infrastructure and services in response to Ireland's changing climate.'*

The Statement of Strategy mission is to *'deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses'*.

The Statement of Strategy will provide the infrastructure necessary to support a high quality and sustainable road, public transport and active travel network along the route. It will contribute towards economic recovery through enhanced connectivity by improving both bus and cycle infrastructure, allowing for greater modal choices. This supports the need for the Proposed Scheme.

#### 2.3.3.4 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (DoT 2022) sets a framework for active travel and public transport to support the 51% reduction in greenhouse gas emissions by 2030. The vision for the policy is:

*'To connect people and places with sustainable mobility that is safe, green, accessible and efficient.'*

The National Sustainable Mobility Policy includes three key principles, as follows:

1. Safe and Green Mobility;
2. People Focused Mobility; and
3. Better Integrated Mobility.

The principles are supported by 10 'high level goals' and those considered relevant to the Proposed Scheme are set out further below.

The foreword of the policy document comments, as follows:

*'Increased funding under the National Development Plan will allow us to improve and expand walking, cycling and public transport options across the country to enable access to education, health care, work, cultural and public life by sustainable modes of travel. This will include commencing delivery of BusConnects programmes in our five cities, DART+ and Metrolink in Dublin along with increased investment in the inter-urban and regional rail network.'*

In regard to walking and cycling infrastructure, the 'Introduction' section states:

*'The design of walking and cycling infrastructure, as well as areas in the vicinity of public transport services, are important safety factors. Well-designed, well-maintained, appropriately-lit, continuous and better integrated infrastructure can help people feel safe and encourage them to choose these options over the private car.....Expanding walking and cycling options to promote greater use of active travel can support our climate targets to reduce emissions as well as improving fitness levels and public health and reducing congestion and private car use. Diverting short car trips to active modes will have a particular benefit in reducing air pollution'*

It further comments:

*'There is a need to rebalance transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport. This will require a greater allocation of available road/street space to be given to sustainable mobility. In addition, a rebalancing of traffic light signalling at junctions to better facilitate walking, cycling and public transport is required. The overarching objective in urban centres should be to focus more on the movement of people rather than the movement of the private car.'*

Under the heading 'Implementation, monitoring and review', it sets out that:

*'The Leadership Group will report to the Minister for Transport on a quarterly basis and progress on implementation of the Policy will be overseen In order to measure progress'. It further outlines that part of the reporting will include (inter alia):*

- *'Kilometres of active travel infrastructure developed annually; and*
- *Kilometres of bus lanes/bus priority developed annually.'*

The National Sustainable Mobility Policy supports 'Safe and Green Mobility' by (inter alia):

*'Expanding bus capacity and services through the BusConnects Programmes in the five cities of Cork, Dublin, Galway, Limerick and Waterford; improved town bus services; and the Connecting Ireland programme in rural areas'.*

Under the heading 'Expand availability of sustainable mobility', it comments, as follows:

*'Improving active travel infrastructure in both urban and rural areas together with improved and expanded public transport services across the country is needed to reduce car dependency. Increased investment in walking and cycling infrastructure will provide a safe and connected network to those who wish to travel by active means. Implementation of public transport projects such as (inter alia): BusConnects.'*

Projects such as BusConnects are identified as key priorities to deliver an improved and expanded bus service. It sets out under Goal 3 'Expand availability of sustainable mobility in metropolitan areas' the following:

*'BusConnects programmes comprise a number of different elements including the network redesign of bus services and the development of core bus corridors infrastructure, including segregated cycling facilities, on the busiest routes to make journeys.'*

It also outlines that:

*'Our bus system carries by far the greatest number of passengers across the public transport system and improvements to it are vital in the context of improving people's accessibility and increasing modal shift. Improved and expanded bus services and infrastructure are a key priority, and in the five metropolitan areas, these improvements and expansions will be delivered through BusConnects programmes in each.'*

It also comments that:

*'BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of Next Generation Ticketing and cashless payments.'*

Table 2.3 sets out how the Proposed Scheme meets the Principles and Goals of the National Sustainable Mobility Policy.

**Table 2.3: National Sustainable Mobility Policy Principles and Goals**

Principle	Goal	Goal	Proposed Scheme Response
Safe and Green Mobility	<i>'Improve mobility safety.'</i>	<i>'Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.'</i>	The Proposed Scheme will generally include segregated cycling and enhanced at grade junctions improving overall safety along the corridor. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users.
	<i>'Decarbonise public Transport.'</i>	<i>'Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.'</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
	<i>'Expand availability of sustainable mobility in metropolitan areas.'</i>	<i>'Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport services. Transformed active travel and bus</i>	The Proposed Scheme aligns with the goal as CBC Infrastructure Works is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage of segregated cycling facilities along

Principle	Goal	Goal	Proposed Scheme Response
		<i>infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'</i>	the preferred route in both directions, where possible. These high-quality cycle lanes will help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements, where possible. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. Along the Proposed Scheme route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
	<i>'Expand availability of sustainable mobility in regional and rural areas.'</i>	<i>'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'</i>	The Proposed Scheme aligns with the goal as it will expand the capacity of the public transport network within Dublin. The Proposed Scheme will also enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
	<i>'Encourage people to choose sustainable mobility over the private car.'</i>	<i>'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.'</i>	The Proposed Scheme will promote a modal shift from private car use to more sustainable forms of transport. It will enhance active travel networks and thus will encourage the use of these modes, reducing reliance on the private car.
People Focused Mobility	<i>'Take a whole of journey approach to mobility, promoting inclusive access for all.'</i>	<i>'Goal 6 aims to support a whole of journey approach from planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (DoT, formerly known as Department of Transport, Tourism and Sport (DTTAS 2013)) and the National Cycle Manual (NTA 2011). In addition, a disability audit has been undertaken for the Proposed Scheme and has informed the design thereby promoting access for all.
	<i>'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'</i>	<i>'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'</i>	The Proposed Scheme aligns with the goal as Chapter 6 (Traffic & Transport) has considered the Permeability Best Practice Guide (NTA 2015b) as part of the Proposed Scheme.
	<i>'Promote sustainable mobility through research and citizen engagement.'</i>	<i>'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'</i>	A consultation exercise has been undertaken and has helped to inform the design and layout of the Proposed Scheme. The NTA is also working in partnership with various government departments and third parties to deliver a high quality sustainable transport scheme for Dublin.

Principle	Goal	Goal	Proposed Scheme Response
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area, both now and in the future.

The Proposed Scheme is supported by the National Sustainable Mobility Policy. The Proposed Scheme as part of the BusConnects Programme is identified as a key project to help deliver Ireland's climate commitments and reduction of greenhouse gas emissions from the transport sector. The implementation of the Proposed Scheme will contribute to modal shift towards sustainable transport options, it will expand, enhance and connect to pedestrian and cycle networks.

### 2.3.3.5 National Planning Framework (NPF)

The ambition of the NPF (Government of Ireland 2018a) is to create a single vision and a shared set of goals for each community to shape the growth and development of Ireland by providing a framework up to the year 2040. These goals are expressed as NSOs, shared benefits which the NPF will deliver if implemented according to the objectives of the NPF. Some of the NPF NSOs relevant for the Proposed Scheme are set out in Table 2.4 with a corresponding statement on how the Proposed Scheme meets each respective NSO.

**Table 2.4: NSOs of the NPF**

NSO	How the Proposed Scheme Meets the NSO Objective
<p><b>NSO1 Compact Growth</b></p> <p><i>'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin through delivering transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will support enhancing the capacity of a sustainable transport network, and as a consequence will help to achieve greater land use densities that will encourage compact growth in compliance with the objectives of NSO1.</p>
<p><b>NSO2 Enhanced Regional Accessibility</b></p> <p><i>'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.'</i></p>	<p>NSO2 recognises the importance of accessibility to Dublin for all regions and urban areas in Ireland. Dublin is clearly a vital artery in Ireland's transport network and the Proposed Scheme, in enhancing links to regional bus, rail and roads infrastructure, meets the objectives of NSO2.</p>
<p><b>NSO4 Sustainable Mobility</b></p> <p><i>'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new'</i></p>	<p>The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the</p>

NSO	How the Proposed Scheme Meets the NSO Objective
<p><i>technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</i></p>	<p>attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p><b>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</b></p> <p><i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p>The Proposed Scheme is a high-quality development that will provide the infrastructure required to facilitate sustainable transport options which will service transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p>
<p><b>NSO6 High-Quality International Connectivity</b></p> <p><i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport into Dublin City Centre allowing greater accessibility to onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p><b>NSO7 Enhanced Amenity and Heritage</b></p> <p><i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible. Furthermore, built and natural heritage have been key considerations in the design of the Proposed Scheme in compliance with the objectives of NSO7.</p>
<p><b>NSO8 Transition to a Low Carbon and Climate Resilient Society</b></p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements, is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient city in compliance with NSO8</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities where possible. These high-quality cycle tracks will be typically 2m in width, where feasible, offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8.</p> <p>Furthermore, all drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance.</p>
<p><b>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</b></p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The Proposed Scheme has taken into consideration the objectives of a circular economy and aims to reuse materials, where possible.</p> <p>Consideration has been given to the sustainability of material being sourced for the construction of the Proposed Scheme. Insofar as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally in order to reduce the amount of travelling required to transfer the material to the site.</p> <p>Construction materials will be managed on-site in such a way as to prevent over-ordering and waste.</p> <p>A Construction and Demolition Resource and Waste Management Plan (CDRWMP) will be developed by the appointed contractor.</p>

NSO	How the Proposed Scheme Meets the NSO Objective
	<p>In regard to water during the Construction Phase, the EIAR includes details on guidance documents and control measures for site clearance, Construction Compounds, silty water runoff, storage of materials, working in-stream or in close proximity to watercourses, fuel storage, use of concrete and monitoring. Mitigation for the Operational Phase has been built into the design of the Proposed Scheme.</p> <p>The Proposed Scheme is compliant with the objectives of NSO9.</p>
<p><b>NSO10 Access to Quality Childcare, Education and Health Services</b></p> <p><i>‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.’</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin’s childcare, educational and health care services in compliance with the objectives of NSO10. These include: DCU, St. Michael’s House Special Needs School, Scoil Chaitriona and Whitehall College of Further Education.</p>

Specifically, in regard to the Dublin City and Metropolitan Area, the NPF states that:

*‘Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life.’* It further outlines that *‘Dublin’s continued performance is critical to Ireland’s competitiveness. Improving the strategic infrastructure required to sustain growth will be a key priority as part of the Metropolitan Area Strategic Plan (MASP), and will include enhanced airport and port access and capacity, expansion and improvement of the bus, DART and Luas/Metro networks...’*

Under the heading *‘Key future growth enablers for Dublin include’*, it highlights:

*‘The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks’* and *‘Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors.’*

The need for the Proposed Scheme is supported by the goals of the NPF by delivering infrastructure that will facilitate a high quality sustainable active travel and public transport network. In doing so, the Proposed Scheme will facilitate an accelerated shift and the urgent transition needed towards a lower carbon and climate-resilient society. The Proposed Scheme also includes localised urban realm improvements that will ensure a more attractive, liveable urban place for the local community living adjacent to the Proposed Scheme.

The Proposed Scheme supports the outcome of the NPF related to Compact Growth. The NPF describes how the careful management and sustained growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. A key NPF priority involves achieving effective density and consolidation, rather than more sprawl of urban development. One of the overall objectives of BusConnects is to enhance compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generation through the provision of safe and efficient sustainable transport networks. The Proposed Scheme supports this objective.

### **2.3.3.6 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020**

Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (Department of Transport, Tourism and Sport (DTTAS 2009a)) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A SEA, Natura Impact Statement (NIS) and Appropriate Assessment (AA) were produced as part of Smarter Travel.

Smarter Travel sets out a series of actions and measures covering infrastructural and policy elements to promote and encourage the vision of a sustainable travel and transport system for the period 2009 to 2020. The Smarter



Travel policy also provides funding over its lifetime to provide information and improve facilities for cyclists, walkers, and public transport users.

The vision presented in Smarter Travel is summarised by five key goals:

- *‘Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport’;*
- *‘Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks’;*
- *‘Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions’;*
- *‘Reduce overall travel demand and commuting distances travelled by the private car’;* and
- *‘Improve security of energy supply by reducing dependency on imported fossil fuels’.*

In regard to public transport it sets out that:

*‘We estimate that by 2020 we will need to provide public transport to meet the needs of an additional 90,000 commuters on top of the 140,000 likely to be catered for by Transport 21. The bus will be at the heart of moving these additional people.’*

It further comments that:

*‘Bus use is particularly important for those without access to a car, the young, older people and people with mobility issues. If we are to encourage the use of public transport in Ireland, the availability of a safe, accessible, integrated and reliable service for 18+ hours of the day is essential in any attempts to increase patronage and gain more users.’*

Table 2.5 sets out how the Proposed Scheme meets the key goals of Smarter Travel.

**Table 2.5: Key Goals Smarter Travel**

<b>Key Goals</b>	<b>How the Proposed Scheme Meets the Key Goals of Smarter Travel</b>
<i>‘Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport’</i>	More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>‘Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks’</i>	Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin’s employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
<i>‘Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions’</i>	The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The EIAR has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects. Following the application of mitigation measures, it is expected that there will be a short-term, negative and significant residual impact on climate as a result of the Construction Phase of the Proposed Scheme. The operational traffic GHG emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negative, Significant and Permanent. However, the Proposed Scheme will improve the modal share for public transport and lower greenhouse gases. Thus, the residual Operational Traffic Phase impact of the Proposed Scheme is Positive, Significant and Permanent.
<i>‘Reduce overall travel demand and commuting distances travelled by the private car’</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car
<i>‘Improve security of energy supply by reducing dependency on imported fossil fuels’</i>	The Proposed Scheme aligns with the goal as it is providing the infrastructure necessary to facilitate sustainable transport.

The need for the Proposed Scheme is supported by Smarter Travel in relation to public transport in that it is recognised that a safe, accessible service is essential to increase patronage. The Proposed Scheme will maximise the efficiency of the transport network through the integration of cycling and public transport modes and will support the provision of sustainable transport alternatives to reliance on car-based journeys.

### 2.3.3.7 The National Cycle Policy Framework (2009 – 2020)

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

The interventions specific to the Proposed Scheme are set out in Table 2.6.

**Table 2.6: NCPF Interventions and Objectives**

Interventions and Objectives	How the Proposed Scheme meets the Interventions and Objectives
<p><i>‘We will pay special attention to integrating cycling and public transport (PT). As commuting distances are lengthening, the importance of combining the bicycle with the bus, tram or train grows. We will provide state-of-the-art cycling parking at all appropriate PT interchanges and stops.</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bus infrastructure as well as cycle and pedestrian infrastructure will largely run in parallel proximate to each other which improves the potential for interchange between the modes. Furthermore, bus stops will include bike parking where possible to encourage integration between modes.</p>
<p><i>Objective 2: ‘Ensure that the urban road infrastructure is designed/retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly’</i></p>	<p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p>
<p><i>Objective 8: ‘Ensure proper integration between cycling and public transport’ will assist in increasing the uptake in cycling across the region.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide improved travel times, and combined with increased services, which will promote an efficient, reliable and frequent public transport service as well as providing the advantage of segregated cycling facilities along the Proposed Scheme in both directions. Also, as set out above, bus stops will include bike parking where possible to encourage / facilitate interchange between modes.</p>

The NTA’s Canal Cordon Count measures the number of trips into Dublin City Centre on a typical morning in November of each year. Data is collected for all common modes of transport including walking and cycling. Transport Trends 2020 (DoT 2021b) states that data for 2019 shows an increase in the number of cyclists recorded entering the City to 13,131 which is up from 12,227 in 2018. It should be noted that the 2019 data represents the last Canal Cordon Count dataset prior to the effects of the COVID-19 pandemic on travel patterns and volumes entering Dublin City Centre. The need for the Proposed Scheme is supported by the objectives set out in the NCPF through the provision of safe cycling infrastructure, segregated from general traffic, wherever practicable.

The need for the Proposed Scheme is supported by the objectives set in the NCPF through the provision of safe cycling infrastructure segregated from general traffic, wherever practicable. In addition, the Proposed Scheme will provide bike parking adjacent to bus stops to encourage interchange between bus and cycle modes in accordance with the objectives of the NCPF.

### 2.3.3.8 Road Safety Strategy 2021 – 2030.

The Road Safety Strategy 2021 - 2030 (hereafter referred to as the Road Safety Strategy) (Road Safety Authority (RSA 2021)), works towards achieving ‘Vision Zero’ which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The Road Safety Strategy ‘*involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.*’

The Road Safety Strategy acknowledges that:

*'The promotion and increased uptake of public transport can greatly contribute to fatality and serious injury reductions over the course of the 2021-2023 strategy'. It continues 'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.'*

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Road Safety Strategy acknowledges is a 'safer mode' of travel.

It will contribute to improved road safety through improvement works at junctions and upgrades to the pedestrian and cycling infrastructure along the route. The Proposed Scheme will provide for significant additional segregation between active travel users and the public road to help enhance safety.

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

The 2021 Climate Act sets out the central objective relating to emission reductions. It legally binds Ireland to have net-zero emissions no later than 2050 and to a 51% reduction in emissions by the end of the decade (2030), against a base of 2018 emissions. The 2021 Climate Act sets out the following:

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

The implementation of the Proposed Scheme will deliver transport infrastructure required to support a significant shift towards sustainable transport options that will in turn support the targets set out in the 2021 Climate Act. This supports the need for the Proposed Scheme.

### 2.3.3.10 Climate Action Plan 2021

The Climate Action Plan 2021 (Government of Ireland 2021b) sets out at a National level how Ireland is to halve its emissions by 2030 (51% reduction) and reach net zero no later than 2050. The Climate Action Plan 2021 is a road map to delivering Ireland's climate ambition. There are 475 actions identified that extend to all sectors of the economy aiming to transform Ireland into a low carbon nation over the next three decades.

In regard to modal shift, the Climate Action Plan 2021 sets out that:

*'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a **modal shift** to transport modes with lower energy consumption (e.g. public and active transport)'* (emphasis added).

Promoting more sustainable travel modes is seen as critical for climate policy. It offers an opportunity to *'improve our health, boost the quality of our lives, meet the need of our growing urban centres and connects our rural, urban and suburban communities'*.

The key targets to meet the emissions reduction include:

- *'Provide for an additional 500,000 daily public transport and active travel journeys';*
- *'Develop the required infrastructural, regulatory, engagement, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies'; and*
- *'Reduce ICE [Internal Combustion Engine] kilometres by c. 10% compared to present day levels'.*

ICE reduction measures include:

- *'Reallocating road space from the private car to prioritise walking, cycling and public transport';*
- *'Enhancing permeability for active travel'; and*

- *'Delivering safer walking and cycling routes to encourage greater uptake of active transport.'*

BusConnects is referenced as a major transport project that will help to deliver the 500,000 additional sustainable journeys. A key goal of the Climate Action Plan 2021 is to provide citizens with reliable and realistic sustainable transport options. The Climate Action Plan 2021 further states:

*'The new approach to public transport will be based on a vision of an integrated public transport network, enabling short, medium and long distance trips for people in every part of Ireland. This will mean increasing the frequency of existing rail and bus services and expanding the road network through the Connecting Ireland approach.'*

Table 2.7 describes the actions and how the Proposed Scheme meets the specific action.

**Table 2.7: Climate Action Plan 2021 Transport Actions**

Action Number	Action	How the Proposed Scheme Meets the Action
225	<i>'Continue the improvement and expansion of the Active Travel and Greenway Network'</i>	The Proposed Scheme will promote active travel through the provision of enhanced cycle and pedestrian infrastructure.
227	<i>'Construct an additional 1,000km of cycling and walking infrastructure'</i>	The Proposed Scheme aligns with the action as it will provide segregated cycling facilities along the Proposed Scheme in both directions.
228	<i>'Encourage an increased level of modal shift towards Active travel (walking and cycling) and away from private car use'</i>	The Proposed Scheme will provide the infrastructure required to promote modal shift from private car to a more sustainable forms of transport and increased bus priority which are key actions in the plan.
233	<i>'Commence delivery of BusConnects Network Redesign Dublin'</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
235	<i>'Commence delivery of BusConnects Core Bus Corridor Infrastructure Works'</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.
256	<i>'Deliver sustainable bus priority measures on the National Road Network'</i>	The Proposed Scheme will provide the infrastructure required to increase bus priority which is a key action of the plan. The Proposed Scheme includes the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

The implementation of the Proposed Scheme will deliver the transport infrastructure required to support sustainable transport options that will in turn support the key actions set out in the Climate Action Plan 2021. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift.

BusConnects will support the delivery of an efficient low carbon and climate resilient public transport service, contributing to emission reduction target achievement. BusConnects will contribute to Ireland's journey to a low carbon / carbon neutral, energy efficient and reliable transport system which aligns with Government net zero policy commitments and will enable customers to make sustainable choices.

Acknowledging that various policy initiatives are required to deliver national targets that are aligned to the Paris Agreement, BusConnects can facilitate services that are beneficial to communities. While mandated reductions are not required at an individual scheme level, carbon must be invested wisely. Chapter 8 (Climate) contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

### 2.3.3.11 Climate Action Plan 2023

The Climate Action Plan 2023 (Government of Ireland 2023) is the second update to Ireland's Climate Action Plan 2019 (Government of Ireland 2019) and was launched on 21 December 2022. The Climate Action Plan 2023 sets out the sectoral emissions ceilings and the implementation of carbon budgets. The Climate Action Plan 2023 is a roadmap to deliver a halving of Ireland's emissions by 2030.

The transport sector has an aim of a 50% reduction in emissions by 2030. The 'Avoid' (reduce or avoid the need for travel – land use planning), 'Shift' (Shift to more environmentally friendly modes – public transport, active travel), 'Improve' (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets. The Climate Action Plan 2021 (Government of Ireland 2021b) targets have been updated to include 'a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share'

Section 15.2.2 'Recalibration of the Decarbonisation Pathway for Transport' states that the NTA Modelling team revalidated and recalibrated the decarbonisation pathway for the Climate Action Plan. It goes on to say that this exercise 'identified additional measures to delivering 50% emissions abatement by 2030.' It further outlines that: 'The range of measures modelled includes known public transport schemes as set out in the National Development Plan (NDP); (inter alia) further acceleration of road space reallocation towards public and active travel modes; car-free urban centres'.

Section 15.3.3 'Avoid and Shift' sets out the following:

*'Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD's Redesigning Ireland's Transport for Net Zero report.'*

Section 15.3.3 'Shift' outlines the following in regard to 'Major Public Transport Infrastructure Programme':

*'Key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area's DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems.'*

Table 15.7 'Key Actions to Deliver Abatement in Transport for the Period 2023-2025' includes under the measure 'Major Public Transport Infrastructure Programme' and the heading 'Shift' (inter alia) to 'Advance BusConnects programme in 5 cities' under the actions for 2023, 2024 and 2025.

Table 2.8 sets out relevant Actions and how the Proposed Scheme is in line with same.

**Table 2.8: Climate Action Plan 2023 Transport Actions**

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/27	'Pedestrian enhancement plans developed for five metropolitan areas'	The Proposed Scheme aligns with the objective as it has ensured that the urban realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.
TR/23/29	'Advance roll-out of 1,000 km walking/cycling infrastructure'	The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.
TR/23/35	'Advance BusConnects programme in 5 cities'	BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA of which the Proposed Scheme is part.

The delivery of the Proposed Scheme will provide the transport infrastructure required to deliver sustainable transport options that will support the key actions set out in the Climate Action Plan 2023. The Proposed Scheme

will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating modal shift. It is clear that the targets set out within the Climate Action Plan 2023 are closely linked to the delivery of key transport infrastructure projects, such as the BusConnects Programme, and therefore, the Proposed Scheme.

#### **2.3.3.12 Programme for Government – Our Shared Future 2020**

The Programme for Government – Our Shared Future 2020 (hereafter referred to as the Programme for Government) (Government of Ireland 2020) sets out the Government's plan for the next five years. It sets out to, 'Develop and implement existing strategies for our cities such as 'the greater Dublin Area Transport Strategy'. The key objectives of the programme include:

- 'Address pinch points for buses and expand priority signalling for buses and Real Time Passenger Information'; and
- 'Give greater priority to bus services by expanding Quality Bus Corridors and consider the introduction of Bus Rapid Transit Services.'

Specifically, in regard to BusConnects, the Programme for Government states it will also 'prioritise plans for the delivery of...BusConnects in Dublin'.

The BusConnects Programme, with the Proposed Scheme forming an important part, continues to be identified as a key project to help deliver Ireland's long-term growth aspirations and climate commitments. The need for the Proposed Scheme supports the delivery as part of the Programme for Government and fully complies with the key objectives of the same.

#### **2.3.3.13 Building on Recovery: Infrastructure and Capital Investment 2016 – 2021**

The Building on Recovery: Infrastructure and Capital Investment Plan (hereafter referred to as the Capital Plan) (Department of Public Expenditure and Reform 2015) was published by the Department of Public Expenditure and Reform in September 2015. It presented the findings of a Government-wide review of infrastructure and capital investment policy and outlined the Government's commitment to ensuring that the country's stock of infrastructure is capable of facilitating economic growth.

This Capital Plan identifies the need to improve public transport facilities, noting:

*'It is therefore essential that road, rail and public transport networks are developed and maintained to the standard required to ensure the safe and efficient movement of people and freight. In addition, getting people out of cars and onto public transport has a key role to play in reducing Ireland's carbon emissions, by providing a viable, less polluting alternative to car and road transport for many journeys.'*

The transport capital allocation in this Capital Plan is largely framed by the recommendations and priorities set out in the Our Transport Future – A Strategic Framework for Investment in Land Transport, which centres on:

- Maintaining and renewing the strategically important elements of the existing land transport system;
- Addressing urban congestion; and
- Maximising the contribution of land transport networks to our national development.

The Capital Plan incorporates the following key objectives relevant to this Proposed Scheme:

- €3.6 billion of Public Transport Investment including further upgrading of Quality Bus Corridors.

The need for the Proposed Scheme is supported by these recommendations, priorities and objectives as set out in Our Transport Future – A Strategic Framework for Investment in Land Transport (DTTAS 2015), and the Capital Plan. The Proposed Scheme is a significant investment in the improvement of public transport facilities including bus, cycle and pedestrian network enhancements and extensions.

#### **2.3.3.14 The Sustainable Development Goals National Implementation Plan 2022 – 2040**

As set out in Section 2.3.1.1, the UN's 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2022 - 2024

(hereafter referred to as the second SDG National Implementation Plan) (Government of Ireland 2022) is in direct response to the 2030 Agenda and provides a whole-of-government approach to implement the 17 SDGs.

Ireland's second SDG National Implementation Plan sets out 5 strategic objectives to further develop SDG implementation over the duration of the second SDG National Implementation Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 2.9.

**Table 2.9: SDGs and Targets Aligned with the Proposed Scheme**

<b>Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</b>	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.
<b>Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable</b>	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

The Proposed Scheme supports the goals and targets set out in Ireland's second SDG National Implementation Plan as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.

### **2.3.3.15 Investing in Our Transport Future – A Strategic Framework for Investment in Land Transport (2015)**

Investing in Our Transport Future – A Strategic Investment Framework for Land Transport (hereafter referred to as SFILT) (DTTAS 2015) sets out the priorities to guide the allocation of future investment to develop and manage Ireland's transport network. It establishes:

- *'High level priorities for future investment in land transport; and*
- *Key principles, reflective of those priorities, to which transport investment proposals will be required to adhere'.*

Addressing urban congestion and maximising the contribution of land transport networks to national development are key priorities of the SFILT measures, including:

- *'Improved and expanded public transport capacity';*
- *'Improved and expanded walking and cycling infrastructure'; and*
- *'Support identified national and regional spatial planning priorities'.*

The key principles for land transport investment proposals are:

- *'The foremost priority for land transport funding should be the maintenance and renewal of identified strategically important elements of the existing land transport system, so as to protect earlier investment and maintain essential functioning';*
- *'The second key priority for future investment involves measures to address current and future urban congestion including, in particular, improved public transport and additional transport capacity, better and additional walking and cycling infrastructure, improving efficiency and increased use of Intelligent Transport Systems'; and*
- *'To receive funding, transport projects must be implemented in conjunction with the implementation of supportive national and regional spatial planning policies, along with other demand management measures where appropriate'.*

The SFILT states that the overall outcomes of transport investment, as governed by these principles, should maintain and improve the quality of life of citizens and be consistent with environmental, climate and biodiversity objectives, imperatives and obligations, including those arising from Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

The need for the Proposed Scheme is supported by the 'priorities' set out by the SFILT, as the infrastructure will support the improvement and expansion of public transport capacity and provide significantly improved facilities

for active travel. The Proposed Scheme will improve the efficiency of public transport and encourage mode shift through delivering journey time savings and reliability on the corridor.

### 2.3.3.16 National Investment Framework for Transport in Ireland

The DoT has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021c) to ensure alignment with the policies of the NPF (Government of Ireland 2018a). NIFTI sets out the DoT's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. The NPF and its projections around population and settlement patterns are central to the development of NIFTI. The purpose of NIFTI is to enable the delivery of Project Ireland 2040 and the 10 NSOs by guiding the appropriate investment in Ireland's roads, active travel and public transport infrastructure.

To invest sustainably, NIFTI establishes hierarchies which prioritise environmentally sustainable and proportional solutions to a given transport need or opportunity. In combination, it is intended that these hierarchies will ensure that we tackle the right problems with the right solutions.

NIFTI sets out the types of positive outcomes transport investment can deliver, including:

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting successful places and vibrant communities;
- Facilitating safe, accessible, reliable and efficient travel on the network; and
- Promoting a strong and balanced economy.

NIFTI was published by the DoT on 21 December 2021, which includes investment hierarchies that ensure strategic alignment of future transport investment and to support the NPF. The investment priorities are based on two hierarchies; Modal and Intervention which are set out below:

#### Modal Hierarchy

The NIFTI Modal Hierarchy is:

1. Active Travel;
2. Public Transport; and
3. Private Vehicles.

NIFTI states that future transport planning will prioritise sustainable modes and:

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

*Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.*

#### Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

1. Maintain;
2. Optimise;
3. Improve; and
4. New.

NIFTI states that:



*'To support the delivery of the NPF, and to make best use of our existing assets, a hierarchy of these intervention types will be applied. Maintaining the existing transport network will be given first priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.'*

Decarbonising the transport sector is a key priority for reaching Ireland's climate change targets. NIFTI supports sustainable mobility and encourages active travel and public transport. It supports projects that will reduce urban congestion, particularly those that include new sustainable mobility infrastructure and optimises the existing infrastructure to prioritise sustainable transport modes.

The need for the Proposed Scheme is supported by NIFTI, as it will facilitate accessible and reliable public transport. It supports sustainable transport modes including active travel modes. NIFTI recognises that active travel is the most sustainable mode of travel and acknowledges that the attractiveness of this mode is dependent on infrastructure, for example, dedicated footpaths, segregated cycle tracks and the quality and priority of road crossing points all impact upon the number of people engaging in active travel. The Proposed Scheme will provide improved infrastructure for active travel modes.

## **2.3.4 Regional Policy**

### **2.3.4.1 Transport Strategy for the Greater Dublin Area 2016 - 2035**

The Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a) has been prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The Transport Strategy for the Greater Dublin Area 2016 – 2035 is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the Transport Strategy for the Greater Dublin Area 2016 – 2035 is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

The Transport Strategy for the Greater Dublin Area 2016 – 2035 sets out the necessary transport provision, for the period up to 2035, to achieve the above objective for the region.

As part of the Transport Strategy for the Greater Dublin Area 2016 – 2035, the Core Bus Network is to be developed to achieve a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan Area. This is to be achieved through enhanced bus lane provision, the removal of delays along the routes and to enable the bus to provide a faster mode of transport than the private car along these routes.

The Transport Strategy for the Greater Dublin Area 2016 – 2035 highlights Core Radial Bus Networks under the heading 'Bus Infrastructure' and sets out that:

*'In order to ensure an efficient, reliable, and effective bus system, it is intended, as part of the Strategy, to develop the Core Bus Network to achieve, as far as practicable, continuous priority for bus movement on the portions of the Core Bus Network within the Metropolitan Area. This will mean enhanced bus lane provision on these corridors, removing current delays on the bus network in the relevant locations and enabling the bus to provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative for road users. It will also make the overall bus system more efficient, as faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.'*

Section 5.6 of the Transport Strategy for the Greater Dublin Area 2016 – 2035 sets out cycle policy in the region. The routes identified in the GDA Transport Strategy are those established in the GDACNP 2013 (NTA 2013).

The provisions of the Transport Strategy for the Greater Dublin Area 2016 – 2035 (including bus-based transport modes), were evaluated for potential significant effects, and measures were integrated into the Transport Strategy for the Greater Dublin Area 2016 – 2035 on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated.

The need for the Proposed Scheme is supported by the Transport Strategy for the Greater Dublin Area 2016 – 2035 in so far as it will provide infrastructure required to facilitate ‘a continuous priority for bus movement on sections of the Core Bus network within the Metropolitan area.’ The Proposed Scheme will realise the objectives of the GDA Transport Strategy by providing the enhanced bus lanes, removing ‘bottlenecks’ and making the bus a faster option to commuters than car-based transport.

The Greater Dublin Area Transport Strategy 2022 - 2042 (NTA 2022a) has now been published for consultation and this is reviewed in Section 2.3.4.3.

#### **2.3.4.2 Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019 - 2024**

The NTA is required to prepare a series of ‘Integrated Implementation Plans’ (for the Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA 2016a)) under Section 13(1) of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019c) was published in December 2019. A SEA and Appropriate Assessment (AA) were carried out as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise among other things:

- ‘An infrastructure investment programme, identifying the key objectives and outputs to be pursued by the Authority over the period of the Plan’; and
- ‘The actions to be taken by the Authority to ensure the effective integration of public transport infrastructure over the period of the Plan’.

The 2019 Implementation Plan was prepared to be aligned with the Government’s review on capital spending. As such, the 2019 Implementation Plan identifies the key objectives and outputs to be followed by the NTA within the corresponding period of the NDP 2018 - 2027 (Government of Ireland 2018b) and the actions to be taken to ensure effective integration of public transport infrastructure. The key objectives of the 2019 Implementation Plan include to:

- ‘Provide a well-designed and effective bus network that optimises routes and services to meet passenger demand’;
- ‘Ensure the efficient use of available resources in delivering bus services’;
- ‘Seek to reduce overall journey times and improve the reliability of bus services’;
- ‘Improve service patterns by enhancing services in off-peak periods, in the evenings, and at weekends. 24-hour bus services will be introduced on key cross-city corridors in Dublin’;
- ‘Develop greater interchange with other transport modes’;
- ‘Provide an attractive, comfortable, clean, accessible and modern bus fleet’;
- ‘Improve the environmental performance of the bus fleet’; and
- ‘Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable’.

The 2019 Implementation Plan also sets out under the heading ‘Strategic Framework for Investment in Land Transport’ that:

*‘it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes in the city. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated as far as practicable from other traffic. The cycling infrastructure delivered under this programme will form the core of the regions cycling network and deliver a radical step change in cycling facilities.’*

The background to the 2019 Implementation Plan was Ireland’s emergence from the severe economic recession experienced for a period from 2008 onwards. The 2019 Implementation Plan acknowledged the strong growth in the economy in the years leading up to 2019, with more people at work and the number of visitors to the country at record levels. However, alongside the recovery, there were growing challenges identified, with traffic and transport among the key issues facing the Dublin region.

Congestion was identified in the 2019 Implementation Plan as being one of the most significant challenges facing the State, and therefore to plan for significant population growth, and associated economic, social, cultural and recreational activity, it is necessary to provide a transport system that not only addresses this challenge but supports and fosters further sustainable development.

The 2019 Implementation Plan recognised the significance of the need for action to reduce the use of fossil fuels and diminish the generation of greenhouse gases. Transport, as a major producer of greenhouse gases, requires transformation to contribute to the achievement of these objectives.

The NTA therefore seeks to ensure primacy for transport options which provide for unit reductions in carbon emissions. This can most effectively be done by improving public transport, walking and cycling infrastructure that can lead to reduced car use dependence in circumstances where alternative options are available.

The overall findings of the SEA of the 2019 Implementation Plan, included that the 2019 Implementation Plan will facilitate a mode shift away from the private car to public transport, walking and cycling and associated positive effects.

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement.

The need for the Proposed Scheme is supported by the 2019 Implementation Plan's stated aim to '*overhaul the current bus system in the Dublin region by [inter alia]:*

- *Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable*'.

The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives, such as, greater efficiency, a reduction in journey times and to improve environmental performance. The Proposed Scheme design has been developed by the NTA and takes account of policy objectives in the 2019 Implementation Plan. This supports the need for the Proposed Scheme.

#### **2.3.4.3 Greater Dublin Area Transport Strategy 2022-2042**

The Greater Dublin Area Transport Strategy 2022 - 2042 (NTA 2022a) was adopted in January 2023 and has been prepared in accordance with Section 12 Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). It replaces the previous Transport Strategy for the Greater Dublin Area 2016-2035 (NTA 2016a). Under Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended), the NTA must review its Transport Strategy every six years. The Greater Dublin Area Transport Strategy 2022 - 2042 is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the Greater Dublin Area Transport Strategy 2022 - 2042 is:

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

A key focus of the Greater Dublin Area Transport Strategy 2022 - 2042 is to enable increased use of other transport modes to meet environmental, economic and social objectives related to emissions, congestion and car dependency. It sets a clear direction towards a 50% reduction in carbon dioxide (CO<sub>2</sub>) emissions within the GDA by 2030.

Section 1 'Introduction' reaffirms that '*Investment in bus priority and bus service improvements – BusConnects Dublin*' is a '*Major Project provided for in the strategy*'.

The NTA priorities are set out, as follows:

1. Priority 1. *'Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes';*
2. Priority 2. *'Promote the use of more sustainable modes of transport';* and
3. Priority 3. *'Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.'*

The Greater Dublin Area Transport Strategy 2022 - 2042 includes four objectives, as follows:

1. An enhanced natural and built environment – *'To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.';*
2. Connected communities and better quality of life – *'To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.';*
3. A strong sustainable Economy – *'To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.';* and
4. An Inclusive Transport System – *'To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.'*

Similar to the approach adopted under the Climate Action Plan 2023, as set out further above, the Greater Dublin Area Transport Strategy 2022 - 2042 references the 'Avoid', 'Shift' and 'Improve' concept / principles in integrated land use and transport planning and the measures within the Greater Dublin Area Transport Strategy 2022 - 2042 have been categorised under these three headings / themes.

The Greater Dublin Area Transport Strategy 2022 - 2042 sets out the progress made on the previous Transport Strategy for the Greater Dublin Area 2016 – 2035, which includes under section 2.3 'Bus', the commencement of BusConnects Dublin, *'the largest ever investment programme'* in the NTA bus network. Specific reference is made in section 2.7 'Forthcoming Schemes', to the first tranche of planning applications for the BusConnects Dublin Core Bus Corridors having been lodged with An Bord Pleanála and that further applications are to follow. It also states that:

*'BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024.'*

Section 9.3 'International Gateways' comments that:

*'This strategy incorporates MetroLink, BusConnects Dublin and demand management measures which will enhance and protect essential access to Dublin Airport, and ensure that it will operate in a sustainable fashion in terms of landside transport.'*

Section 9.4 'Design and Planning of Schemes' sets out:

*'In designing and planning transport infrastructure schemes, it can be tempting for agencies, stakeholders and the public to focus on the one primary objective of the scheme, without giving due attention to the myriad other aspects which need to be considered and the wider benefits which may accrue. Examples of this include the step-change in the quality of the cycle network proposed as part of BusConnects Dublin'*

Section 9.5.2 'Major Interchange Facilities/Mobility Hubs' references that:

*'Under BusConnects Dublin, a number of interchanges are currently in development and as the DART+ and light rail projects currently being designed are progressed, additional facilities will be developed.'* It further comments that *'Dublin Airport also comprises a major interchange facility with multiple bus services converging at this location, as well as a major taxi facility. This interchange will be enhanced through the delivery of MetroLink and improved local and orbital bus services as part of BusConnects.'*

It continues at section 9.5.3 in regard to ‘Other Interchanges’ that ‘With the introduction of significantly enhanced orbital bus services as part of BusConnects Dublin, it is anticipated that the role of interchange will increase.’

The Greater Dublin Area Transport Strategy 2022 - 2042 considers the road user hierarchy to encourage the use of sustainable transport. The pedestrian is placed at the top of the hierarchy. Due to the larger number of users that can use public transport, it needs to be prioritised over the private car in the design of the transport networks.

In addition to the above, under the heading ‘Metropolitan Area Strategic Plan’, reference is made to a selection of enabling transport infrastructure including (inter alia); ‘City Centre Area within the M50’.

The Greater Dublin Area Transport Strategy 2022 - 2042 sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 2.10.

**Table 2.10: Greater Dublin Area Transport Strategy 2022 – 2042 Measures**

Measure Number	Measure	How the Proposed Scheme meets the Measure
PLAN2 – The Road User Hierarchy	<i>The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.’</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
PLAN14 - Urban Design in Major Infrastructure Projects	<i>‘The NTA will incorporate a high standard of urban design and placemaking, taking into account architectural heritage, into the planning and design of all major public transport infrastructure schemes and will consider how greater biodiversity can be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape, for example, at the proposed DPTOB. The east bank and the eastern side of the DPTOB will provide seating areas. The east bank of the DPTOB will receive urban realm improvements. All the plants and trees selected will be native species, appropriate to the urban and riverine location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
Measure PLAN15 – Urban Design in Walking and Cycling Projects	<i>‘In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.’</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities.  Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.
Measure PLAN16 – Reallocation of Road Space	<i>‘The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and villages across the GDA in accordance with the road</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.'</i>	measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme reallocates road space along the route to facilitate full and continuous bus lanes along the north and south quays.
<i>Measure INT3 – Integration of all Modes in Transport Schemes</i>	<i>'It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.'</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
<i>Measure INT6 - Interchange</i>	<i>'It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.'</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. These include: <ul style="list-style-type: none"> <li>Existing bus services at numerous locations along the route of the Proposed Scheme, including 33x, 33d, 41x, 126, 126a, and many others (see Chapter 6 (Traffic &amp; Transport) in Volume 2 of the EIAR for further details);</li> <li>Future bus service proposals including Spine D along R105 Amiens Street and Beresford Place as associated with the Proposed Dublin Bus Network Re-Design;</li> <li>Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013); and</li> <li>Future rail public transport services including LUAS Poolbeg and DART+.</li> </ul>
<i>Measure INT19 – Travelling at Night</i>	<i>'The NTA will work with transport operators, local authorities and An Gard Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops, assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes, and to reduce anti-social behaviour around stops and stations.'</i>	The Proposed Scheme has considered security and safety in its design, and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting. In addition to public lighting, it is proposed to install traffic monitoring cameras at key locations to enable the monitoring of traffic flows along the Proposed Scheme and provide rapid identification of any events that are causing, or are likely to cause, disruption to bus services on the route and to road users in general.
<i>Measure INT20 – Accessible Infrastructure</i>	<i>'During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users, and that additional resources for the maintenance and repair of lifts are made available.'</i>	The Proposed Scheme has been designed to include: <ul style="list-style-type: none"> <li>More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.</li> </ul>
<i>Measure INT25 – Construction Management</i>	<i>The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of disruption to the transport system and to</i>	The Construction Environmental Management Plan (CEMP) and Construction Travel Management Plan (CTMP) of the Proposed

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>wider activity throughout the region will be minimized, and that up-to-date travel information is provided during the construction of transport infrastructure projects.</i>	Scheme will help to ensure that disruption is minimised, with access to houses and businesses maintained.
<i>Measure WALK2 – Improved Footpaths</i>	<i>The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter.  Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.</i>	Along the Proposed Scheme improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians
<i>Measure WALK4 – Improved Junctions</i>	<i>‘The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:  • To enhance safety at junctions, a programme of “narrowing” junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and  • To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signaling changes to better balance the use of the junction between motorised and vulnerable modes, and in urban areas, junctions will be designed so as footpaths on side roads will be carried through at-grade, where practicable and safe to do so.’</i>	The Proposed Scheme provides infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes.  The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
<i>Measure WALK9 – Disabled People</i>	<i>‘Local authorities in the GDA and the NTA will take full account of disabled people and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.’</i>	A Disability Audit of the existing environment and proposed draft preliminary design for the corridor was undertaken. The Audit provided a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice. The Audit was undertaken in the early design stages with the view to implementing any key measures identified as part of the design development process. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.  It has been designed to include: <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> </ul>

Measure Number	Measure	How the Proposed Scheme meets the Measure
		<ul style="list-style-type: none"> <li>The interaction between pedestrians, cyclists, and buses at bus stops. The Proposed Scheme has prioritised the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes; and</li> <li>Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.</li> </ul>
Measure CYC1 – GDA Cycle Network	<i>'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'</i>	The Proposed Scheme aligns with the measure as it will provide fully segregated cycle tracks along the entire length of the north and south quays. On the Ringsend cycle route, there will be a mix of shared quiet street, a shared path in Ringsend Park and a segregated cycle track adjacent to Strand Street, Pembroke Street and Beach Road, respectively, in Irishtown. These high-quality cycle track will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys.
Measure CYC5 – Cycle Parking	<i>'It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.'</i>	Cycle parking is provided at island bus stops throughout the Proposed Scheme.
Measure CYC14 – Supporting Measures for Cycling	<i>'The NTA will monitor new developments related to supporting measures for cycling including emerging technologies, infrastructure, policies and programmes, with a view to their implementation in the GDA.'</i>	The Proposed Scheme has been designed to in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.
Measure PT2 – Climate Proofing New Public Transport Infrastructure	<i>'The NTA will ensure that all new public transport infrastructure is proofed for resilience against the potential impacts arising from climate change.'</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.
Measure BUS1 – Core Bus Corridor Programme	<i>'Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.'</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the Greater Dublin Area.
Measure BUS12 – New Bus Stops and Shelters	<i>'It is the intention of the NTA to continue to roll-out the programme of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.'</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.



Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure ROAD13 – Roadspace Reallocation	<p><i>‘The local authorities and the NTA will implement programme of roadspace reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</i></p> <ul style="list-style-type: none"> <li><i>• Providing sufficient capacity for sustainable modes;</i></li> <li><i>• Improving safety for pedestrians and cyclists; and</i></li> <li><i>• Encouraging mode shift from the private car and reducing emissions’</i></li> </ul>	<p>The Proposed Scheme reallocates road space for bus priority and cycling infrastructure. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.</p>
Measure TM2 – Management of Urban Centres	<p><i>‘The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.’</i></p>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p>
MEASURE CLIMATE3	<p><i>Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO2 emissions from transport in the GDA to below 1 MtCO2eq by 2042.</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 16,330 and 18,790 car trips per weekday from the road network in 2028 and 2043 respectively. This has the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan.</p>

The 2022 Greater Dublin Area Cycle Network (NTA 2022c) forms part of the Greater Dublin Area Transport Strategy 2022 - 2042 (see Section 2.3.4.6).

The 2022 Greater Dublin Area Cycle Network aims to:

- Increase cycle mode share to 12% by 2042;
- Provide 322km of Primary Cycle network;
- Include 1,060km of Secondary Cycle Network; and
- Promote an additional 450,000 daily cycling trips.

The Greater Dublin Area Transport Strategy 2022 - 2042 puts the delivery of BusConnects Dublin, of which the Proposed Scheme is part of, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver.

#### **2.3.4.4 Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 - 2031**

The principal purpose of the Eastern and Midland Regional Assembly (EMRA) Regional Spatial Economic Strategy 2019 – 2031 (hereafter referred to as RSES) (EMRA 2019a) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Region. A SEA and AA were produced as part of the RSES.

The RSES represents the Regional tier for planning policy and provides a vision; a spatial plan and investment framework to shape future development of the Eastern and Midland Region to the year 2031. There are also Sub-Regional planning functions; Strategic Planning Areas. The RSES was formally adopted in June 2019 by EMRA and replaces the previous Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 (Regional Planning Guidelines Office 2010).

The RSES provides key environmental, economic, and social principles for the region. These principles are:

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

The RSES develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the UN's SDGs (UN 2015), EU thematic objectives and the NPF (Government of Ireland 2018a).

The RSOs relevant to the Proposed Scheme and the principles to which each is aligned, are:

- Number 2 - Compact Growth and Urban Regeneration - 'Healthy Placemaking';
- Number 4 - Healthy Communities - 'Healthy Placemaking';
- Number 6 - Integrated Transport and Land Use - 'Climate Change';
- Number 9 - Support the Transition to Low Carbon and Clean Energy - 'Climate Change';
- Number 14 - Global City Region - 'Economic Opportunity'; and
- Number 15 – Enhanced Strategic Connectivity - 'Economic Opportunity'.

In the RSES, the policy responses are known as Regional Policy Objectives (RPOs). Those RPOs that relate to the Proposed Scheme are as follows:

*'RPO3.5: Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum'.*

*'RPO4.2: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded'*

The Dublin Metropolitan Area Strategic Plan (hereafter referred to as the Dublin MASP) (EMRA 2019b) is contained within the RSES and identifies the strategic planning and investment framework to enable growth. The

Dublin MASP is aligned with the RSOs in the RSES to support integrated transport and land use. The vision for the Dublin MASP is as follows:

*'Over the years to 2031 and with a 2040 horizon, the Dublin metropolitan area will build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.'*

To achieve the vision, the Dublin MASP sets 'Guiding Principles'. Those most relevant to the Proposed Scheme are set out below.

*'Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target to 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.'*

*Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks (emphasis added).*

*Increased employment density in the right places – To plan for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and to relocate less intensive employment uses outside the M50 ring and existing built-up areas.*

*Alignment of growth with enabling infrastructure – To promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and wastewater, sustainable energy, waste management and resource efficiency.*

*Metropolitan Scale Amenities – To enhance provision of regional parks and strategic Green Infrastructure, to develop an integrated network of metropolitan scale amenities, and to develop greenways/blueways along the canals, rivers and coast, as part of the implementation of the National Transport Authority's Cycle Network Plan for the Greater Dublin Area.'*

A number of RPOs are relevant to the Proposed Scheme:

*'RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.'*

*'RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.'*

*'RPO 5.6: 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.'*

*'RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.'*

The Dublin MASP sets out a list of key transport infrastructure investments in the metropolitan area as supported by National policy.

*'RPO 8.7: To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.'*

*'RPO 8.9: The RSES supports delivery of the bus projects set out in Table 8.3 subject to the outcome of appropriate environmental assessment and the planning process.'*

The bus projects include:

- *'Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin';*
- *'Regional Bus Corridors connecting the major regional settlements to Dublin';* and
- *'Improvements to bus waiting facilities.'*

The cycling objectives include:

- *'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';*
- *'Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna';* and
- *'Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects.'*

The need for the Proposed Scheme is supported by the RSES. BusConnects (of which the Proposed Scheme is part of) is identified as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midland Region including the Dublin MASP area. The Proposed Scheme will support continued improved integration of transport with land use planning. The delivery of improved high-capacity CBCs will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area. The dedicated bus lanes proposed will significantly increase bus travel speeds and reliability, while the cycle track infrastructure will promote modal shift from private car to more sustainable forms of transport. The RSES not only seeks an improved and enhanced bus network but also places cycling at the core of its transport objectives.

#### **2.3.4.5 Greater Dublin Area Cycle Network Plan 2013**

The GDACNP 2013 (NTA 2013) is a Regional level plan for an integrated cycle network across the seven local authorities comprising the GDA. It includes an Urban Network, Inter-Urban Network, and a Green Route Network for the GDA. A SEA and AA were produced as part of the GDACNP. The context for the GDACNP is given as:

*'The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals.'*

The following are the networks identified in the GDACNP:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level':*
  - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic;*
  - *Secondary corridors links between the principal cycle routes and local zones; and*
  - *Feeder corridors are connections from zones to the network levels above and / or cycle routes within local zones.'*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port';* and

- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.'*

As discussed in Section 2.2.1.4, there are a number of primary and orbital cycle routes identified running along the majority of the Proposed Scheme (Primary Cycle Route 1, 5 and 13 and Orbital Route SO1 and N10), while there are a number of secondary cycle routes (including 1E, 13E, N05) and greenways (Royal Canal and Dodder Greenway) along the Proposed Scheme. In particular, the Proposed Scheme, in providing the DPTOB and ancillary works along the south quays will allow the connection and integration of all the major greenways being developed in the east part of the city under the GDACNP.

The need for the Proposed Scheme is supported by the GDACNP as it will provide infrastructure that will support and enhance cycling as a transport mode, including the delivery of infrastructure for specific routes identified as part of the GDACNP.

#### **2.3.4.6 Greater Dublin Area Cycle Network Plan 2022**

The 2013 Greater Dublin Area Cycle Network Plan (GDACNP) set out the investment for cycle infrastructure by the relevant agencies within the region. The revised GDACNP 2022 forms part of the GDA Transport Strategy (GDATS) (as adopted in January 2023) and is a component of the transport strategy.

The GDACNP 2022 comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' GDATS 2022-2042 contains relevant text related to the GDACNP 2022, the key aspects of which have been set out below.

The 2022 GDACNP is a review of the 2013 plan to ensure a fit for purpose cycle network for all users and trip types. The network comprises of a following routes:

- Primary;
- Secondary;
- Feeder;
- Greenway; and
- Inter-urban.

It aims for 322km of Primary cycle network, 1,060 secondary cycle network and 954km of Greenway routes.

GDATS sets out Measure CYC1 – GDA Cycle Network which outlines the following:

*'It is the intention of the NTA and the local authorities to deliver safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'*

Step 5 of 'developing the transport strategy' states that it seeks to:

*'Incorporate the GDA Cycle Network Plan, road schemes, part & ride plans and other infrastructure / service proposals'.*

It is also outlined that a key growth enabler of GDATS includes:

*'Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors'.*

The GDACNP 2022 demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme forms part, will deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the GDACNP.

#### **2.3.5 Local Policy Context**

The Proposed Scheme is located entirely within Dublin City Council (DCC) functional area.

### 2.3.5.1 Dublin City Development Plan 2022- 2028

The DCDP 2022 (DCC 2022) was adopted on the 2<sup>nd</sup> of November 2022 and came into effect on the 14<sup>th</sup> of December 2022, it guides how the city will develop to meet the needs of its residents, visitors and workers. A SEA, AA and SFRA were produced as part of the DCDP 2022.

DCC aims to establish the city as one of Europe's most sustainable, dynamic, and resourceful city regions. The DCDP 2022 places sustainable transport as a core principle in the future development of the city and its 'vision' sets out the following:

*'Within the next 10 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.'*

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

*'The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising (inter alia) Bus Connects (2021 – 2023)'*

The DCDP 2022 recognises that increasing capacity on public transport including the infrastructure that supports it, such as bus corridors, cycle and pedestrian networks is a means to promoting modal change and active travel. Chapter 8: 'Sustainable Movement and Transport' sets out the following:

*'Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. It is important that we transition away from the private car and fossil fuel based mobility to mitigate against the negative impacts of transport and climate change. A considerable shift towards sustainable modes has been achieved over the last 15 years and this must be accelerated over the next decade with an emphasis on increased active travel and public transport use and decarbonisation of transport. A focus on local travel patterns, promotion of active mobility within communities and connectivity by walking and cycling are key themes in this plan.'*

Chapter 8 also comments in regard to creating greater accessibility to transport options and notes the role transport has to play in achieving climate change targets. It continues to set out:

*'This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO2 emissions. This plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles (EV) and the application of technology in the mobility sector.'*

DCC commits to 'optimising the interconnection between land use and transport planning' and advocates for initiatives such as the 15-minute city to improve transport and active travel infrastructure.

Under the heading 'Challenges' it includes among others: 'Addressing Climate Change through Sustainable Mobility', effective integration of land use and transportation, regional connectivity and approach to mobility, city centre and urban villages – access and functional needs and 'embracing new forms of mobility'. The Plan seeks to create a 'modal shift' that will underpin sustainable transport provision and unlock new forms of mobility.

Chapter 8 Table 8-1 'Current and Target Mode Share' outlines that in the period 2019 – 2028 DCC will seek to increase walking by 2%, cycling and micro mobility by 7%, public transport by 3% and private vehicle reduction

by 12%. It noted that the relatively modest level of public transport increase is due to the impact major public transport infrastructure works is likely to have over the lifetime of the plan and that the benefits of the various public transport infrastructure works including BusConnects will be felt in the following plan period.

Under the section 8.5.2 'Effective Integration of Land use and Transportation' it states '*This plan encourages higher density development along public transport routes, (i.e. Transit Orientated Development), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presenting by (among others), the existing and planned bus improvements under BusConnects.*' The DCDP 2022 therefore recognises the key link between high capacity sustainable transport and what can be achieved in terms of density.

BusConnects is also highlighted in regard to public realm, place making and healthy streets as it is recognised by the plan as providing an opportunity to improve same.

Figure 8-3 'BusConnects' outlines each of the 'Radial Core Bus Corridors' comprising BusConnects, including the subject Scheme, number 16 Ringsend.

BusConnects is referred to as a 'Key strategic transport project' that forms part of the 'expansion of an integrated public transport system for the Dublin region.' It goes on to say 'Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.'

It is noted that Ringsend has been identified as a 'Decarbonising Zone' in which 'a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs.'

Within the transport objectives of the DCDP, bus improvements are identified as projects to be supported. The key policies are set out in Table 2.11.

**Table 2.11: DCC Key Transport Policies and Objectives**

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p><b>SC1 Consolidation of the Inner City</b> <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.</i></p>	<p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence will help to achieve greater land use densities that will promote compact growth. The Proposed Scheme will provide public transport infrastructure that will assist in linking existing and emerging communities within the area. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p><b>SC8 Development of the Inner Suburbs</b> <i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Metropolitan Area Strategic Plan.</p>
<p><b>QHSN11 15-Minute City</b> <i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
	<p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p>
<p><b>CEE12 Transition to a Low Carbon, Climate Resilient City Economy</b></p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of mitigation measures such as reusing materials and sourcing materials locally, it is expected that there will be a negative, minor adverse and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic GHG emissions associated with the Operational Phase of the Proposed Scheme is predicted to be Negligible and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Negligible and Permanent.</p>
<p><b>SMT1 Modal Shift and Compact Growth</b></p> <p><i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel, GDA Transport Strategy and the NTA's Integrated Implementation Plan</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p>
<p><b>SMT2 Decarbonising Transport</b></p> <p><i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p>
<p><b>SMT3 Integrated Transport Network</b></p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<p><b>SMT4 Integration of Public Transport Services and Development</b></p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.</i></p>	<p>The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p><b>SMT8 Public Realm Enhancements</b></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development</p>



Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p><i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.</i></p>	<p>of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy and the Public Realm Masterplan for the City Core – (The Heart of the City).</p>
<p><b>SMT02 Improving the Pedestrian Network</b></p> <p><i>To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.</i></p>	<p>The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<p><b>SMT12 Pedestrians and Public Realm</b></p> <p><i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.</i></p>	<p>The Proposed Scheme aligns with the objective as along its route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p> <p>For example the design teams of BusConnects and the North and South Campshires Public Realm Scheme have worked together, and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping.</p> <p>Other design elements to help improve public realm include:</p> <ul style="list-style-type: none"> <li>• More bus shelters, seating, accessible footways, and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and</li> <li>• Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible, and attractive for people of all abilities and ages.</li> </ul>
<p><b>SMT14 City Centre Road Space</b></p> <p><i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.</i></p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>
<p><b>SMT16 Walking, Cycling and Active Travel</b></p> <p><i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>
<p><b>SMT18 The Pedestrian Environment</b></p> <p><i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</i></p>	<p>The Proposed Scheme aligns with the objective as along its route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.</p>

Transport Policies (relevant to Bus Improvements)	How the Proposed Scheme Meets the Policy
<p><b>SMT19 Integration of Active Travel with Public Transport</b> To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</p>	<p>The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.</p>
<p><b>SMT22 Key Sustainable Transport Projects</b> To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:</p> <ul style="list-style-type: none"> <li>• DART +</li> <li>• Metrolink from Charlemount to Swords</li> <li>• BusConnects Core Bus Corridor projects</li> <li>• Delivery of Luas to Finglas</li> <li>• Progress and delivery of Luas to Poolbeg and Lucan</li> </ul>	<p>The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel, GDA Transport Strategy and the RSES.</p>

In reference to a bridge over the Dodder, the DCDP 2022 sets out the following:

*'The strategic approach to the future development of Docklands will build on these successes. Connections will continue to be enhanced and it is envisaged that new bridges over the Liffey and at the mouth of the Dodder will be delivered over the next plan period.....New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas'*

It is also referenced in Objective SMTO27:

*'To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy'*

*'Road, Street and Bridge Schemes – To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy. Bridges - Dodder Public Transport Bridge, linked with BusConnects 16 proposals - Map E. Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge -Map E. Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge - Map E. Liffey Valley Park pedestrian/cycle bridge - Map E. Pedestrian/Cycle Bridge across River Liffey from Irish National War Memorial Gardens/Islandbridge to the Chapelizod Road, Islandbridge - Map D. Cycle/pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network. Broadstone to Grand Canal pedestrian/cycle bridge - Map E. '*

It is noted that Section 8.5.8 'Street/Road, Bridge and Tunnel Infrastructure' states that:

*'New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to development of the Poolbeg West Strategic Development*

*Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south dockland areas.'*

### 2.3.5.1.1 Strategic Development and Regeneration Area (SDRA) 6 Docklands

The Proposed Scheme is within SDRA 6 Docklands. The guiding principles for Transport and Movement within the SDRA area are set out in Table 2.12

**Table 2.12:SDRA Transport and Movement Principles**

SDRA Transport and Movement Principles	How the Proposed Scheme Meets the Policy
<i>To enhance public realm to accommodate increased pedestrian movement.</i>	The Proposed Scheme will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings.
<i>To support the upgrading of the Campshires to deliver an improved environment for cycling and walking, along with necessary flood relief works.</i>	The Proposed Scheme has coordinated with DCC and it has been agreed that the Proposed Scheme will develop the necessary bus and cycle infrastructure provisions, while including basic quayside provision for pedestrians and landscaping, and that Dublin City Council will develop its own complementary proposals to enhance the urban and pedestrian realm alongside.
<p><i>Facilitate the delivery of the sustainable transport initiatives identified, including new pedestrian and cycle bridges at specified locations in accordance with SMT023 including:</i></p> <p><i>i) Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge.</i></p> <p><i>ii) Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge</i></p>	<p>The Sean Moore Road Scheme, the Dodder Public Transport Opening Bridge, linked with BusConnects 16 proposals, the Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge and the Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge are located within the Proposed Scheme.</p> <p>The Proposed Scheme aligns with this objective as it will not impact on the ability for the street/road schemes and bridges to be developed.</p>
<i>To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy</i>	<p>The Proposed Scheme aligns with the objective as Chapter 6 of the EIAR, Traffic and Transport has considered the NTA Cycle Network Plan and National Cycle Manual.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities along the preferred route in both directions. These high-quality cycle lanes help to reduce dependency on private car use for short journeys.</p> <p>Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.</p>
<i>To include an objective for the reservation for a public road linking the national road network at the Dublin Tunnel to serve the southern port</i>	The Proposed Scheme does not overlap with Southern Port Access Route, however it is in close proximity to the DPTOB and sections of the Proposed Scheme along York Road and Pigeon House Road.

SDRA Transport and Movement Principles	How the Proposed Scheme Meets the Policy
<i>lands and adjoining areas (Southern Port Access Route) in accordance with the NTA Transport Strategy for the Greater Dublin Area 2022 – 2042</i>	
<i>To reconfigure Sean Moore Roundabout to a signalised junction and provide for greater accessibility of the Poolbeg West SDZ area with the city centre. This will seek to address issues of severance with the Ringsend area</i>	The Proposed Scheme will not impact on the objective reconfiguration of the Sean Moore Roundabout. It links the city centre with the docklands through Irishtown and Ringsend.
<i>To improve sustainable transport connectivity both to and through the area of Dublin Port.</i>	The Proposed Scheme will link the city centre with the Docklands and an onward cycling connection to Ringsend and Irishtown.
<i>To support public realm improvements in East Wall to enhance permeability and connectivity to the wider area</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm, which will connect existing and new areas in certain areas along the corridor.

Figure 13-9 SDRA 6 Docklands sets out the ‘Guiding principles of the SDRA’, those deemed of most relevance to the proposed scheme include:

- A potential new bridge is indicated as spanned between York Road and Britain Quay across the River Dodder;
- There are a number of roads included within the Proposed Scheme that are also within the ‘Core Pedestrian Spine’ including, the north and south quays areas;
- The Proposed Scheme runs through the Docklands SDZ and is immediately to the west of the Poolbeg West SDZ;
- A public realm improvement area is located to the immediate west of the Poolbeg SDZ at the South Bank Road Roundabout; and
- The proposed Eastern Bypass is indicated along the Poolbeg Quay and York Road sections of the Proposed Scheme.

In addition to the above, it is noted that Table 13.1 ‘Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses and Supporting Infrastructure’ sets out under SDRA 6 that supporting infrastructure includes BusConnects.

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DCDP. In addition, the Proposed Scheme will both realise the DCC objective of providing a transport bridge over the River Dodder and enhance the core pedestrian spine area.

The DCDP (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

Within the DCDP, the following approach is taken by DCC to the uses permitted under each of the zoning objectives.

*‘A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning considerations, including the policies and objectives outlined in the plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area. There will be a presumption against uses not*

*listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.'*

The DCDP sets out the following in regard to unzoned lands:

*'Certain small areas of land within the city are unzoned or not covered by a specific zoning objective. These lands are illustrated in white on the zoning maps accompanying the plan and usually correspond with the location of the city's roads, bridges, train lines, or other key infrastructure installations. Development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land-uses and zonings.'*

Appendix 15 of the DCDP defines a Public Service Installation' as follows:

*'A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants. It also includes bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, water fountains, moorings, jetties etc. It does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.'*

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters, stops and real time information signage comes within the public service installation class.

Given the nature of the Proposed Scheme, the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands that are affected by works, the Proposed Scheme will not generally significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of the temporary construction compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DCDP (DCC 2022) in terms of the uses and works proposed.

### 2.3.5.2 Local Area Plans within the DCC Area Relevant to the Proposed Scheme

The following adopted Local Area Plans (LAPs) are relevant to the Proposed Scheme. The Proposed Scheme is within the George's Quay Local Area Plan (DCC 2012a) from the east side of Moss Street along City Quay to Lombard Street East. The LAP sets out a range of 'Movement and Access' objectives, those considered most relevant to the Proposed Scheme are set out in Table 2.13.

**Table 2.13: DCC LAP**

LAP	Reference / Section	Objective	Proposed Scheme Response
George's Quay Local Area Plan 2012	4.3 Movement & Access	<i>To seek, as part of an overall integrated City Centre Transport Strategy, the completion of a series of cycle infrastructure improvements for the Georges Quay area. If some of the proposed improvements are not included in the City Centre Transport Strategy, the Council will examine other options for the provision of other cycling improvements to the streets to achieve the same level of improvement in safety and movement and seek their delivery during the lifetime of the LAP. The Council proposes that the following cycle improvements are examined and where feasible included in the Strategy including;</i>  <i>b. A two-way cycle lane to City Quay developed in tandem with the Liffey Campshire improvements and with potential to integrate to existing or proposed cycle lanes to Burgh Quay/George's Quay.</i>	The Proposed Scheme from Talbot Memorial Bridge to City Quay will deliver part b of this objective – two-way cycle track on the eastern side of Talbot Memorial Bridge.

LAP	Reference / Section	Objective	Proposed Scheme Response
	4.3 Movement & Access	<i>To Implement pedestrian infrastructure improvements to priority routes including priority measures and additional and enhanced crossing facilities as indicated on Figure 16. Any improvements will be subject to an approve audit of pedestrian facilities and will be consistent with the Dublin City Council Public Realm Strategy.</i>	The Proposed Scheme will provide and upgraded pedestrian network as well as controlled and uncontrolled crossings at side roads, road crossings, and at junctions. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture to enhance the pedestrian experience.
	4.3 Movement & Access	<i>To seek the prioritization of specific key elements on the plan such as improving crossing facilities, which are required, and which can be implemented without prejudicing the city centre transport plan</i>	The junctions of the Proposed Scheme have been designed to ensure a high level of comfort and priority for sustainable modes of transport such as walking and cycling by prioritising the space time each user group is allocated and ensure priority is given to these modes of transport.

Furthermore, the LAP recognises that George's Quay area is ideally located to promote sustainable movement and access due to its location within easy reach of the core of the City Centre. It sets out that:

*'The LAP seeks to build on this accessible location in order to promote increased use of sustainable forms of transport such as walking, cycling and public transport, and to reduce reliance on the use of private cars.'*

The LAP also includes at Figure 16 '*Proposed Pedestrian Network indicative only*' a '*Priority Pedestrian Route*' from Talbot Memorial Bridge north across the Liffey and east along the route of the Proposed Scheme as well as a '*Pedestrian Campshire Improvements*' between Talbot Memorial Bridge and Sean O'Casey Bridge. It also includes '*Improved Pedestrian Priority and Accessibility*' areas at the junction of Talbot Memorial Bridge and Moss Street and at the junction of Lombard Street East and City Quay.

Figure 17 '*Proposed Cycle Network indicative only*' includes a '*Two Way Cycle Lane*' along City Quay to Talbot Memorial Bridge and a '*One Way Cycle Lane*' across the bridge itself. Figure 18 '*Proposed Public Transport Network indicative only*' includes an '*Inner Orbital Route*' along City Quay from Lombard Street East to Talbot Memorial Bridge and across the Liffey.

Within the George's Quay LAP, the over-arching movement themes of the DCDP are adopted at a local level. The movement objectives in relation to the provision of an integrated public transport network as well as the promotion of enhanced and expanded cycling and bus facilities will be facilitated by the Proposed Scheme.

### 2.3.5.3 North Lotts and Grand Canal Dock Strategic Development Zone (SDZ)

The Proposed Scheme is within the North Lotts and Grand Canal Dock SDZ (DCC 2014) from the east side of Lime Street to Tom Clarke East Link Bridge. In December 2012, parts of the North Lotts and Grand Canal Dock were designated by the Minister for the Environment, Community and Local Government as a SDZ. In November 2013, DCC decided to make the North Lotts and Grand Canal Dock Planning Scheme. The SDZ Planning Scheme forms part of the DCDP (DCC 2022) and supersedes any contrary provisions in the DCDP. The vision for the Docklands SDZ is centred on the best of what has happened in the Docklands to date, increased by the core strategies of the City Development Plan for economic livelihood, a compact green city and a city of quality neighbourhood living.

The DCDP 2022 outlines that the Planning Scheme for North Lotts and Grand Canal Dock is "*nearing completion*" with a significant level of development, primarily commercial and residential either having been completed or under construction.

The SDZ includes a high level theme which involves improving connectivity within the SDZ area as well as across and along the water bodies. It is part of this high level theme to improve connectivity by making a safe and efficient urban realm which caters for walking, cycling, public transport and the car. Section 2.2.3 '*Movement*' sets out that:

*‘On a city map the SDZ area in Docklands appears to be close to the City Centre, yet the experience when one is there is of not being connected.’*

It goes on to say:

*‘New bridges and a Luas extension are a major step forward in the building of a movement network aimed at linking the area internally and externally. A limited number of new street links and bridges will be necessary to underpin the emerging strategic network. In building inter-connection between different travel modes it will be important to prioritise continuity of a high quality walking experience by ensuring consistent standards in a generous public realm.’*

Section 4.4.3 ‘Challenges’ outlines that:

*‘The existing road network is running at capacity during peak hours. A major challenge for the SDZ Planning Scheme is managing the capacity of the street network to provide maximum accessibility between the SDZ and the Greater Dublin Area, and at the same time integrating internal movement across the Liffey and within the city centre.’*

Figure 14 ‘Main Traffic Routes’ includes an ‘Indicative Proposed Main Route’ from York Road across the River Dodder and along the quays on the south side of the River Liffey to the west where it meets Macken Street.

Section 4.4.4 ‘The Way Forward’ sets out that:

*‘The vision is one of an environment that is pleasant, accessible and easy to move around on foot and by bicycle and where movement to, from and within the area is predominantly by sustainable means. The achievement of this vision will require stitching the gaps in infrastructure, providing improved connections, pro-actively managing private car access and parking and the pro-active promotion of sustainable smarter travel.’*

Under the heading ‘Provision of Infrastructure’ it states that:

*‘The Dodder Bridge is also a crucial piece of infrastructure providing linkage eastwards to Poolbeg. This bridge would enable the provision of increased bus transport to serve the entire area as well as providing an important pedestrian and cyclist link eastwards to link residents with Dublin Bay.’*

Figure 15 titled ‘Public Transport Map’ shows the potential future docklands rapid transit / Quality Bus Corridor moving in an easterly direction from the south quays, over the proposed DPTOB and into the Poolbeg area. This highlights the delivery of this key structure to help facilitate the implementation of this SDZ Planning Scheme. Figure 27 titled ‘Making a Legible City: New Key Spaces and Connections’ shows that the route from Sir John Rogerson’s Quay across the River Dodder is not only classed as a ‘Proposed Strategic Pedestrian Route’ but is also a ‘Major Strategic Pedestrian Route’ towards Ringsend Park.

The SDZ lists a range of objectives and those deemed of most relevance to the Proposed Scheme are set out in Table 2.14.

**Table 2.14: North Lotts and Grand Canal Dock SDZ**

Section	Policy / Objective	Project Response
4.3.4.8	<i>Objective CD14 To promote the development of street infrastructure, walking and cycling routes and public transport routes to enhance connections between residential areas and the community facilities that exist in the wider neighbourhood.</i>	The Proposed Scheme will provide linkage eastwards from Sir John Rogerson’s Quay to the Poolbeg peninsula. In addition, it will provide the infrastructure necessary to increase and enhance the bus, cycle and pedestrian network. Street furniture along the Proposed Scheme is mostly confined to replacing or relocating existing furniture, there is opportunity at the ‘Focal Points’ to provide additional street furniture where it would most enhance the communal spaces.
4.4	<i>Objective MV1 To continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives</i>	The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of

Section	Policy / Objective	Project Response
	<i>contained in the Government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020'</i>	transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
4.4	<i>Objective MV2 To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, to serve the existing and future needs of all ages in association with relevant transport providers, agencies and stakeholders and to facilitate the integration of walking and cycling with public transport</i>	The Proposed Scheme will deliver the DPTOB over the River Dodder, identified in the SDZ Scheme as crucial piece of infrastructure, to provide cycle and pedestrian link across the river in the SDZ and the docklands area. Bike racks will generally be provided, where practicable, at Island Bus Stops and key additional locations.
4.4	<i>Objective MV3 - To provide additional cycle and pedestrian bridges across the canals and rivers in the SDZ to form part of strategic cycling and walking routes</i>	The Proposed Scheme will deliver the DPTOB over the River Dodder, identified in the SDZ as crucial piece of infrastructure, providing a cycle and pedestrian link across the river.
4.4	<i>Objective MV4 To create and support a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City</i>	The Proposed Scheme aligns with the objective as it will provide the infrastructure necessary to facilitate an enhanced cycle and pedestrian network.
4.4.4.3	<i>'There is potential to connect the Grand Canal Dock area back to the city centre through additional bus services/ routes including a dedicated Quality Bus Corridor. Furthermore, such enhancements would allow for supplementary transport measures on an interim basis in the form of shuttle buses provided by employers to meet staff travel needs. See Fig 14.'</i>	The Proposed Scheme will provide passive bus priority along the south quays. It will also provide the DPTOB as shown in Figure 14 of the North Lotts & Grand Canal Dock Planning Scheme.
4.10.4.4.1	<i>'It is an objective to link Britain Quay to Poolbeg by a new Dodder bridge and to North Lotts with a new Liffey pedestrian bridge.'</i>	The Proposed Scheme will realise this objective through the provision of the DPTOB.
4.11.4.13	<i>Objective G11 To develop a hierarchy of inter-connected open spaces, recreation areas and green landscaped areas, via walking and cycling priority routes, through the SDZ area as green routes</i>	The Proposed Scheme aligns with the objective as it will increase connectivity to / from the docklands to Ringsend. The eastern side of the DPTOB will include a green area, designed as a mini-park for Ringsend. It will provide seating overlooking the River Dodder, planting and two areas that can in the future be used as play areas or urban 'keep fit' areas. The open spaces along the route are interconnected by the Proposed Scheme.

The Proposed Scheme includes the DPTOB across the confluence of the River Liffey and River Dodder, and this is an integral part of the development of the SDZ area and will provide east-west connectivity. This bridge connection will enable the provision of increased bus transport to serve the entire area as well as providing an important pedestrian and cyclist link eastwards. Furthermore, the Proposed Scheme will provide enhanced urban realm and open space along the route providing the infrastructure necessary to deliver sustainable transport options.

#### 2.3.5.4 Poolbeg West Strategic Development Zone (SDZ)

The Proposed Scheme is situated immediately to the west of the Poolbeg West SDZ. The SDZ forms part of the DCDP (DCC 2022) and supersedes any contrary provisions in the DCDP. In 2019, DCC produced the Poolbeg West SDZ Planning Document (DCC 2019a) which sets out the vision for the scheme.

Under the heading 'SDZ Description & Context' it states that:

*'One item which is of importance for the long term strategic movement to and from this area is a new bridge crossing (Dodder Bridge), which is designated a short distance to the west of the lands at the confluence of the River Dodder, Grand Canal and River Liffey. This bridge will extend the Liffey Corridor spine by connecting Britain Quay with York Road, and thus connect Grand Canal Dock directly with Ringsend and Poolbeg. Although the bridge location is outside the SDZ boundary, it is a critical piece of infrastructure to the success of this new neighbourhood. Objective MTO31 of the Dublin City Development Plan 2016 – 2022 identifies this bridge to be delivered within a six year period.'*



Figure 2.1 'Concept Plan' of the SDZ includes a 'Sustainable Transport Corridor' from the SDZ lands west, across the River Dodder towards the City Centre and is also indicated to the south and west of Ringsend Park similar to the Proposed Scheme.

The DCDP 2022 comments that:

*'Poolbeg West has been designated as a Strategic Development Zone (SDZ) and the adopted planning scheme will facilitate further significant housing a commercial development.'*

It further states that:

*'Further development of the historic Docklands area is proposed under the Poolbeg West SDZ Planning Scheme. It is envisaged that this area will accommodate over 3,500 new homes as well as 80,000-100,000sqm of commercial floorspace, providing employment for up to 8,000 workers.'*

It is noted that under the heading SDRA 6 – Docklands that in regard to Green Infrastructure is will "Support green infrastructure initiatives contained in the Ringsend and Irishtown LEIP and improve connectivity to Poolbeg West SDZ."

The DCDP 2022 also outlines the following:

*'New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked to the development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas.'*

The DCDP 2022 sets out under the heading 'Poolbeg West Planning Scheme 2019', that:

*'Improvements to road access arrangements are needed to facilitate these new land uses, with local upgrades and a planned new public transport bridge over the river Dodder. At a more strategic level, improved port access and the Eastern Bypass route reservation are also accommodated. Because of the scale of development envisaged, a clear phasing plan has been set out, such that infrastructural requirements are provided in tandem with appropriate levels of new development.'*

The access and movement's vision of the Poolbeg West SDZ is to have a key line between Ringsend, Irishtown Nature Reserve and Sean Moore Park to provide an accessible integrated street network. Figure 4.1 'Community Facilities, Existing and Planned (Indicative Locations)' shows a proposed community hub at York Road / Thorncastle Street. The Proposed Scheme will deliver a mini-park for Ringsend at this location, comprising seating overlooking the River Dodder, planting and two areas that can in the future be used as play areas or urban 'keep fit' areas.

The SDZ sets out that:

*'The Dodder Bridge (also known as the 'Gut Bridge') proposal will facilitate much improved access via public transport to the SDZ area whilst also improving connectivity for pedestrians and cyclists. The design selected will ensure the continued functioning of the Boat/ Rowing clubs in the area and active use of Grand Canal Dock and the Grand canal system, allowing smaller vessels to pass under and also being capable of opening easily to accommodate larger vessels entering the Grand Canal Dock or Dodder River.'*

One of the major improvements identified in the SDZ is the Sean Moore Roundabout, which is to be replaced with a signalised junction.

Figure 6.1 'Public Transport Strategy' includes 'Core Bus Route 15a Extension (10 min Frequency)' from the SDZ lands across the 'Proposed Dodder Bridge' and along the quays as well as 'Core Bus Route 1 (10 min frequency)' to the south and west of Ringsend Park similar to the location of the Proposed Scheme.

Figure 6.2 ‘Strategic Cycle Network’ includes a ‘Primary Route’ from the SDZ lands across the ‘Proposed Dodder Bridge’. It also includes a ‘Secondary Route’ to the south and west of Ringsend Park as well as the ‘East Coast Trail (Greenway)’ similar to the location of the Proposed Scheme.

Figure 10.1 ‘Making a Legible City, New Key Spaces and Connections’ includes the following:

- ‘Proposed Dodder Bridge’ (Between York Road and Britain Quay);
- ‘Propose Green Route’ (along Poolbeg Quay and York Road extending around the Quays in line with the Proposed Scheme; and
- Civic Spine & Liffey Corridor’ (along the south and quays in line with the proposed scheme).

Figure 11.2 ‘Movement Proposals and Land Use’ includes a ‘Bus Route (with Bus Gate)’ as well as LUAS and ‘Key Pedestrian/Cycle Route’ from the SDZ lands in the direction of the proposed Dodder Bridge.

**Table 2.15: Poolbeg West SDZ Policy Objectives**

Section	Policy / Objective	Project Response
6	<i>MV1 To promote a high level of use of sustainable forms of transport including walking, cycling and public transport use having regard to the City Development Plan and national level policies</i>	The Proposed Scheme will facilitate this objective by providing the infrastructure necessary to provide a sustainable transport network adjacent to the SDZ lands. The Proposed Scheme will enhance walking, cycling and public transport options within the area.
	<i>MV2 To provide improved public transport services to the area including a core bus link to the city centre via the proposed Dodder Bridge, enhanced/extended bus services along existing routes, and in the longer term, to provide for delivery of Luas to Poolbeg as part of the planned Red Line extension under the National Transport Authority Strategy 2016–2035.</i>	The Proposed Scheme will facilitate this objective and provide new connections to / from the SDZ through the provision of the DPTOB. The Proposed Scheme will also provide the ‘Sustainable Transport Corridor’ as shown in SDZ Figure 2.1. The Project Team for the Proposed Scheme is aware of an aspiration to extend the Luas Red Line to Poolbeg. However, no route has been identified for any red line extension to Poolbeg, and no feasibility assessment has been undertaken to route it along Guild Street or Sir John Rogerson’s Quay.
	<i>MV3 To actively pursue the delivery of the Dodder (or ‘Gut’) Bridge to facilitate the full build-out of the Planning Scheme in accordance with the Phasing programme as set out in the Land Use &amp; Phasing Chapter. This bridge shall be designed to facilitate public transport and walking/cycling.</i>	The Proposed Scheme will deliver the DPTOB which will improve east to west connectivity between the city centre, Grand Canal Dock, Ringsend, and Poolbeg. The purpose of the DPTOB is to facilitate public transport as well as encouraging active travel.
	<i>MV4 To protect the route of the proposed Southern Port Access Route and Eastern Bypass in accordance with the objectives of Transport Infrastructure Ireland and the National Transport Authority Strategy for the Greater Dublin Area 2016–2035. As an interim measure it is proposed to provide a separate road access to the south port area via a new link located north of the existing Sean Moore Roundabout.</i>	The Proposed Scheme will span from Sir John Rogerson’s Quay (adjacent to the Capital Dock development) to the R131 Regional Road and tie in via a signalised junction. No new or upgraded bus facilities will be provided from Tom Clarke East Link Bridge to Sean Moore Road as it is intended that buses will use the existing facilities along the East Link Road to R131 Sean Moore Road. The Proposed Scheme will not impact upon the delivery of the Southern Port Access Route and Eastern Bypass. It is noted that the GDATS at Section 13.3.3 in regard to the Eastern bypass that it is no longer required to be developed and is not intended to be progressed as part of the transport strategy.
	<i>MV5 To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes. These works will include new signalised junctions at the Sean Moore Road/ South Bank Road Roundabout, at the Beach Road/ Sean Moore Road junction. A new pedestrian and cycle link across the River Liffey will also be prioritised, either by widening/enhancing the existing bridge or by providing a new parallel structure to accommodate walking and cycling</i>	The Proposed Scheme will deliver a new and upgraded public transport network in the immediate vicinity of the SDZ lands. The Proposed Scheme will also deliver the DPTOB which will facilitate a high frequency bus service from Poolbeg to the city centre along the south quays.
	<i>MV6 To promote the development of an improved cycle network in accordance with the NTA’s Cycle Network Plan, and to seek (inter alia) the following cycle connections in co-operation with the National Transport Authority: • Pigeon House Road to Sir John Rogerson’s Quay via proposed Dodder Bridge. • Bremen Road to Bridge Street (R802) via Ringsend Park. • Greenway link from Sean Moore Park to the end of Poolbeg peninsula, integrated with the proposed coastal promenade walking/cycling route, the Sutton to</i>	The Proposed Scheme will deliver the DPTOB which will facilitate public transport only. In line with the GDACNP, the East Coast Trail (National Cycle Network Route 5) proposes to incorporate the Sutton to Sandycove cycleway. The Proposed Scheme will facilitate this objective and deliver new and upgraded cycling facilities from Tom Clarke East Link Bridge to Sean Moore Road.

Section	Policy / Objective	Project Response
	<i>Sandycove cycle route, including loops/spurs through the SDZ. The above shall link to existing and proposed primary routes including the East Coast trail along Beach Road and both the Liffey and Canal Greenways</i>	
	<i>MV9 To provide the cycle routes (including Coastal Greenway) indicated in Figure 6.2</i>	The Proposed Scheme will deliver the DPTOB which will facilitate public transport and encourage active travel. In line with the current GDACNP, the East Coast Trail (National Cycle Network Route 5) proposes to incorporate the Sutton to Sandycove cycleway. The Proposed Scheme directly contributes to the delivery of new and upgraded cycling networks within the Grand Canal Dock, Ringsend and Poolbeg area.

In 2019, An Bord Pleanála approved the Poolbeg West Planning Scheme with modifications under reference 29S.ZD2013. The key modification related to the Proposed Scheme is modification number 8 which is set out in Table 2.16.

**Table 2.16: Poolbeg West SDZ ABP Modifications**

Section	Modified Text	Project Response
6.5	<i>'Planned strategic route investment for the area includes the Eastern bypass (alignment preservation) and associated South Port Access route, and the Dodder Bridge. Important for the long-term development of this area is the protection of an alignment for the South Port Access Route protected within the Eastern By-Pass corridor and is similarly protected for the future in accordance with the National Transport Authority Transport Strategy for the Greater Dublin Area. Dublin City Council will also work with Transport Infrastructure Ireland and the National Transport Authority to refine the route of the South Port Access/Eastern Bypass Corridor Reservation. The SPAR scheme would either terminate at Seán Moore Road roundabout or at a new junction further east. Because the South Port Access route will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard, it is intended to provide in the short term a new access as an 'Alternative (South) Port Access Route' to the south port area north of the proposed new junction of Seán Moore Road/South Bank Road.'</i> (Underlining emphasis)	The delivery of the DPTOB as part of the Proposed Scheme is key to realising the potential of Poolbeg West SDZ. It is specifically linked to the SDZ and is a vital piece of infrastructure for the future development of the area.

In addition to the above, it is noted that the Inspector's Report at Section 8.12 outlined that:

*'The Transport Assessment also states that up to 30% build out of the Poolbeg SDZ could be accommodated prior to introduction of the Dodder Bridge, the design of which has already commenced. It was also noted that the granting of permission may be phased to match available transport infrastructure.'*

It is also clear that the level of development that could be achieved within the SDZ is commensurate with the development of the Dodder Bridge.

The Proposed Scheme is to the immediate west of the SDZ lands however, it will provide an enhanced public transport, cycling and walking network on an east / west axis in the direction of the City Centre. The improved transport network, including the delivery of the DPTOB will help to realise many of the SDZ objectives.

The DPTOB will increase connectivity for cyclists and pedestrians within the south quays, Ringsend and the Poolbeg Peninsula.

### **2.3.5.5 The Heart of Dublin – City Centre Public Realm Masterplan 2016**

The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016b) for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian friendly core within the City Centre, so that the city can be easy, comfortable, and enjoyable to move within, the strategy will require the full completion of the planned public transport network. The Heart of Dublin – City Centre Public Realm Masterplan includes the part of the Proposed from City Quay and Talbot Memorial Bridge as well as sections of Memorial Road and Custom House

Quay. In addition, the Dublin Docklands SDZ Public Realm Plan is one of the original projects that DCC identified as one the most important streets and spaces in the city to focus on.

The landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016b).

A comprehensive tree survey was conducted which analysed the quality and character of the existing trees along the Proposed Scheme. The information from the survey was used to inform the design proposals by seeking to avoid the higher quality trees and identifying measures which will be put in place during detailed design and construction to mitigate potential effects on the trees.

### 2.3.5.6 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012b) was published in 2012. It seeks to co-ordinate the approach to the urban realm and to address its many existing challenges through a series of actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme along North Wall Quay, Britain Quay, Sir John Rogerson’s Quay, City Quay, Talbot Memorial Bridge, Custom House Quay and the East Link Bridge which are defined as the Liffey Corridor. The design principle for these areas is set out in Table 2.17

**Table 2.17: Dublin City Public Realm Strategy Design Policies**

Public Spaces	Desired Character and Experience	Design Policies
The Liffey Corridor and the Civic Spine	<i>‘The most important landmark public space in many people’s understanding of the city’s public realm is the River Liffey. It provides an orientation point and is a focal point for an understanding of the ‘city centre’. It is articulated by many bridges of high quality in which it is possible to see the chronological development of the city in phases along the estuary of the river. The channelling of the river in the 17th century provided the city with significant shipping facilities and a dramatic connection to the majesty of Dublin Bay’</i>	<i>‘Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and de-cluttering.’</i>

The landscape and urban realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and urban realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the urban realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy. The Proposed Scheme will also provide the introduction of the proposed boardwalks to North Wall Quay and it will also provide high quality stone paving on sections of the quays, and replacement and new tree planting along the north quays and improved accessibility and new vantage points with the provision of the boardwalks to North Wall Quay.

### 2.3.5.7 DCC Climate Change Action Plan 2019-2024

DCC’s Climate Change Action Plan 2019 – 2024 (hereafter referred to as the DCC Climate Change Action Plan) (DCC 2019b) was adopted in May 2020. A SEA and AA were produced as part of the DCC Climate Change Action Plan .

The DCC Climate Change Action Plan is a collaborative response to the impact that climate change is having on the Dublin Region, and DCC's commitment to lead by example in tackling this global issue. The DCC Climate Change Action Plan contains 219 actions that cover five key areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

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

The DCC Climate Change Action Plan focuses on the sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the Public Transport actions, number T22, is specifically related to the Proposed Scheme in terms of DCC liaising with the NTA on the BusConnects Programme.

The Proposed Scheme, through the provision of enhanced public transport infrastructure, will help to achieve DCC's targets as set out in the DCC Climate Change Action Plan.

The Proposed Scheme will provide the transport infrastructure necessary to facilitate a low carbon sustainable transport system that will assist in meeting the objectives of the Climate Change Action Plan.

#### **2.3.5.8 Dublin Port Masterplan 2040 (Reviewed 2018)**

In 2012, Dublin Port Company (DPC) adopted the DPC Masterplan 2040 and this was reviewed in 2018 (DPC 2018). The Masterplan is a non-statutory plan but has been framed using European Union, National, Regional and Local development plan policies. It sets out potential development options which are dependent on demand and capacity, and subject to securing planning and other consents. A key objective of the Masterplan is '*to ensure there is harmony and synergy between the plans for the Port and those for the Dublin Docklands Area, Dublin City and neighbouring counties within the Dublin Region.*' Under the Dublin Port Masterplan 2040, DPC has three different projects:

1. Alexandra Basin Redevelopment Project, submitted to An Bord Pleanála and approved in 2015;
2. MP2 Project submitted to An Bord Pleanála and yet to be decided; and
3. 3FM Project.

##### **2.3.5.8.1 3FM Project**

A small section of the Proposed Scheme adjoins with the DPC Masterplan project called the 3FM Project. The Masterplan was launched in Q4 of 2021 (DPC 2021) to ensure that essential port capacity is available by 2040. Currently at the pre-planning stage, the 3FM Project consists of six elements:

1. A new 1.6km private road called the Southern Port Access Route (SPAR) to link the north and south port areas via a new bridge across the River Liffey immediately east of the Tom Clarke Bridge;
2. Construction of a container terminal;
3. Redevelopment of the existing blue container terminal;
4. Creation of a ship turning circle in front of Pigeon House Harbour;
5. Development of three new public parks including 5.5km of cycle paths and pedestrian routes; and
6. Provision of a site to accommodate utilities for a district heating scheme powered by the Covanta waste to energy plant.

**Table 2.18: Dublin Port Masterplan Transport Objectives**

Reference Section	Transport Objective	Proposed Scheme Response
Movement and Access	<i>'Provide for a public transport route to serve passengers and those working within the Port to improve the modal transport split'</i>	The SPAR across the River Liffey is designed to keep port traffic within the Port Estate, which will provide a congestion free route for public transport to and from the Poolbeg Peninsular. In addition, the SPAR is a private road which has a 650 metre stretch north for the southern shore of the River Liffey. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.
	<i>'Promote non-motorised sustainable transport modes, including cycling and walking.'</i>	The SPAR provides an active travel corridor along its entire length that will be open to the public for cyclists and pedestrians. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.
	<i>'Enhance existing infrastructure to provide dedicated access / exit routes to Port facilities.'</i>	The SPAR uses largely private road space within Dublin Port and can be constructed and operated with minimal impact on the local urban environment. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.
Integrating with the City	<i>'Achieve closer integration with the City and people of Dublin through a commitment to respect soft values associated with the location, operation and impact of the Port.'</i>	The SPAR will interconnect with other active travel provisions in the environs of the Poolbeg Peninsula and across the Liffey. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.
	<i>'Promote movement linkages in the form of pedestrian and cycle routes'</i>	The 3FM Project provides 5.5km of cycle paths and pedestrian routes throughout the Poolbeg Peninsula. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.
Recreation and Amenity	<i>'Promote Dublin Port for recreation and amenity by highlighting walks and cycle routes offering facilities for bird watching and viewing wildlife as well as views of the Bay and the wider environment as well as the activity within the Port'</i>	The 3FM Project provides 6.1ha of new public parks; 2.1ha for a sailing, rowing and maritime campus adjacent the existing Poolbeg Yacht Club, 1.2ha Pigeon House Park beside Pigeon House Harbour and 2.8ha Port Park as a buffer between the Port and the Pembroke at Dublin Four development. The Proposed Scheme will facilitate this objective as it will not interact with 3FM Project.

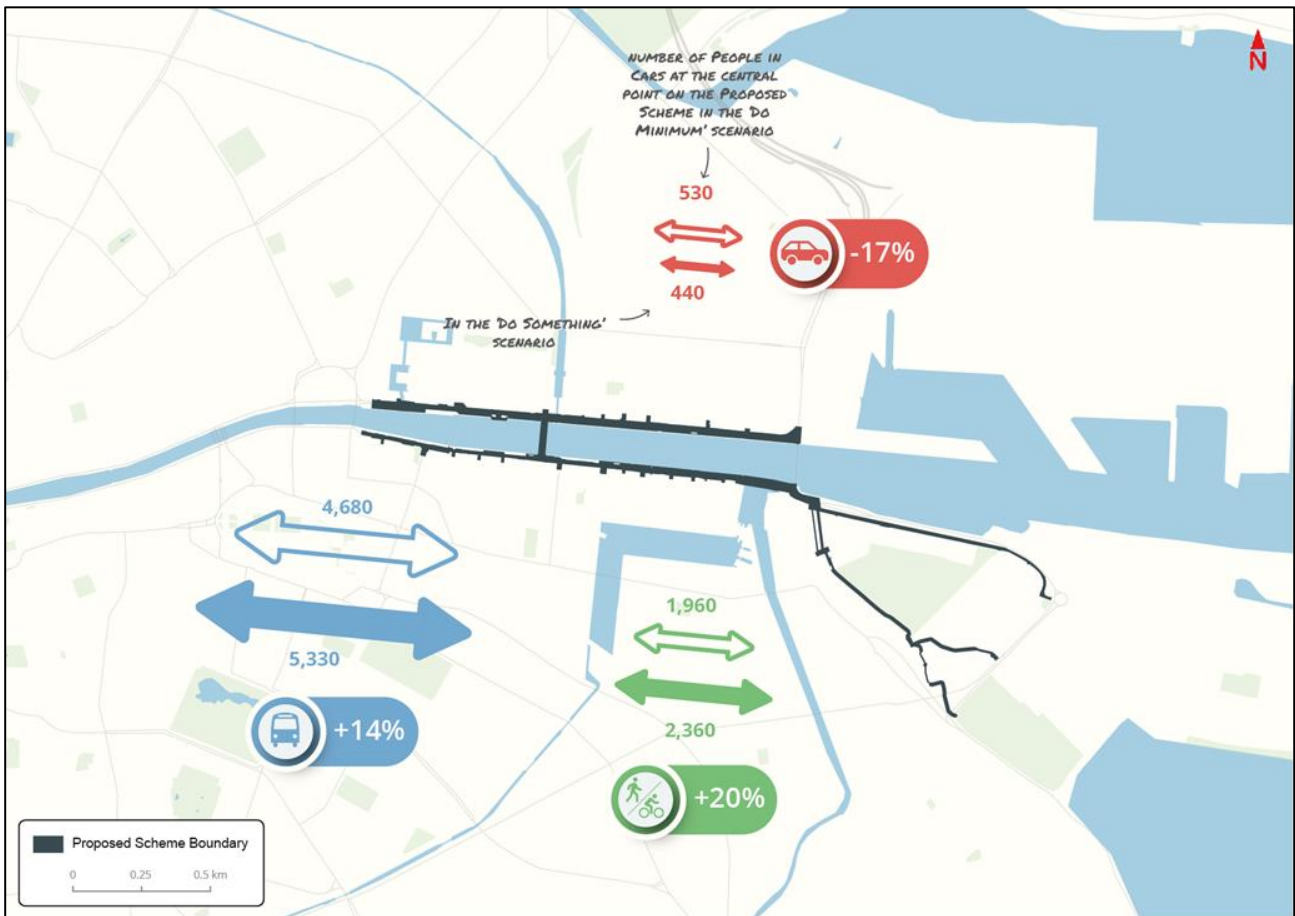
The Proposed Scheme is largely within the existing public road / pavement area. The SPAR, as proposed by the DPC through its Masterplans, is aiming to secure planning permission for the 3FM Project by 2024. It is envisaged that these two schemes will not prevent each other from being delivered and together, will make an immense contribution to the provision of high quality walking and cycling routes throughout the Poolbeg Peninsula.

## 2.4 Benefits of the Proposed Scheme

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions. A typical double-deck bus takes up the same road space as three standard cars but typically carries 50 to 100 times the number of passengers per vehicle. On average, a typical double-deck bus carries approximately 60 to 70 passengers, making the bus typically 20 times more efficient in providing people movement capacity within the equivalent spatial area of three cars. These efficiency gains can provide a significant reduction in road network congestion where the equivalent car capacity would require 50 or more vehicles based on average occupancy levels. Consequently, by prioritising the movement of buses over cars, significantly more people can be transported along the limited road space available. Similarly, cyclists and pedestrians require significantly less roadway space than general traffic users to move safely and efficiently along the route. Making space for improved pedestrian infrastructure and segregated cycle tracks can significantly benefit these sustainable modes and encourage greater use of these modes.

The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e. walking, cycling and bus modes). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043) (see Chapter 6 (Traffic & Transport) for further details on forecast years). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is a predicted two-way increase of 14% in the number of people travelling by bus,

an increase of 20% in the number of people walking or cycling, and a reduction of 17% in the number of people travelling by car along the Proposed Scheme. This is summarised in Image 2.9.

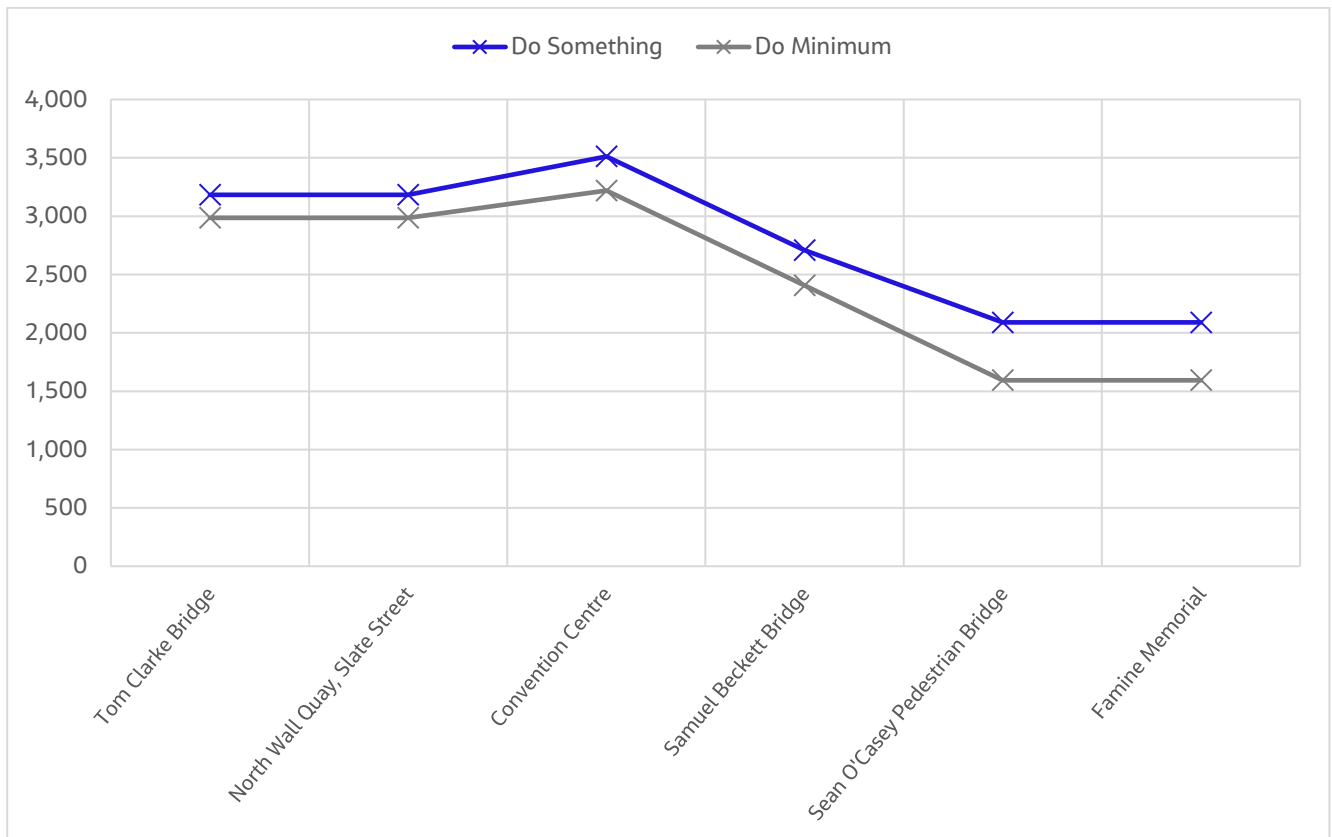


**Image 2.9: People Movement by Mode during 2028 AM Peak Hour.**

The transport modelling assessment undertaken also provides demand outputs for People Movement by Bus in terms of passenger loadings along the corridor. The results indicate that the improvements in bus priority infrastructure with the Proposed Scheme in place show an increase in bus patronage during the peak hours.

Graph 2.1 presents the passenger loading profile comparing the Do Minimum and Do Something scenarios in the 2028 AM Peak Hour in the inbound direction towards the City Centre. It shows higher levels of bus passenger loadings along the Proposed Scheme, with a peak loading at the Convention Centre where the volume of passengers reaches 3,500 in the AM Peak Hour, compared to approximately 3,200 in the Do Minimum scenario.

The increase in bus passengers is consistent all along the Proposed Scheme with an estimated 200 to 300 additional passengers per hour on the corridor, compared to the Do Minimum scenario.



**Graph 2.1: 2028 AM Peak Hour Passenger Volume Along Proposed Scheme (Inbound Direction – North Quay)**

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, there would continue to be an insufficient level of segregated provision for cyclists who currently, or in the future would be attracted to use the route of the Proposed Scheme. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 74% of the route outbound and inbound along the quays respectively. This will increase to 100% in both directions being fully segregated as a result of the Proposed Scheme. In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth. The construction of the Proposed Scheme will allow the connection and integration of all of the major greenways being developed in the east part of the city under the GDACNP (NTA 2013).

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and increased footpath and crossing widths. The number of pedestrian signal crossings will increase by approximately 100% as a result of the Proposed Scheme. The scheme design has been developed with cognisance to the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

The Proposed Scheme will make a significant contribution to integrating the new urban quarter at Poolbeg with the City Centre through the provision of the DPTOB, as it will provide for significantly improved pedestrian and cycle, as well as public transport connectivity between the new urban quarter and the City Centre.

An assessment of transport impact arising from the delivery of the Proposed Scheme is presented in Chapter 6 (Traffic & Transport).



The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Transport Strategy (NTA 2016a). It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.

This in turn will facilitate the increase in the bus network capacity of services operating along the corridor and thereby further increase the attractiveness of public transport. In addition, the significant segregation and safety improvements to walking and cycling infrastructure that are a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher levels of future sustainable population and employment growth. In the absence of the delivery of the Proposed Scheme, growth along this key corridor would continue to contribute to increased congestion and operational issues on the road network. The Proposed Scheme will deliver a reliable alternative to car-based travel that can support future sustainable growth and provide a positive contribution towards reducing carbon emissions.

In the absence of the Proposed Scheme, bus services will operate in a more congested environment, leading to higher journey times for buses and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme will provide would significantly limit the potential to grow those modes into the future. In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape / urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.

The Proposed Scheme and its objectives fit within the current planning frameworks that are described in Section 2.3. The Proposed Scheme will help deliver many of the objectives on an International, National, Regional and Local level.

Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the Greater Dublin Area Transport Strategy 2022 – 2042 and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.

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