DUBLIN CITY DEVELOPMENT PLAN 2011 - 2017

BACKGROUND PAPER

MOVEMENT AND TRANSPORT

Contents

Movement and Transport Vision

"To achieve the efficient movement of people and goods in a sustainable manner. To facilitate the provision of an integrated public transport network which will support greater modal choice and encourage a shift to more sustainable modes of transport. To integrate spatial planning and zoning objectives in order to optimise the opportunities in the most accessible locations and close to transport hubs and corridors".

1. Introduction

The 'Development Plans - Guidelines for Planning Authorities', published by the DoEH&LG June 2007, sets out that the strategy, policies and specific objectives of a Development Plan should take an integrated approach to landuse and transportation. Transport considerations should inform all aspects of plan making while transport policies and objectives should be informed by national and regional strategies and guidelines.

Zoning should support the achievement of sustainable travel patterns, reducing reliance on private car usage and promoting public transport, as well as other sustainable modes such as cycling and walking. Zoning objectives and other measures, such as the application of maximum parking standards, should also support sustainable modes of transport. Advantage should be taken of strategic transport nodes and corridors in the formulation of zoning and density policies, while where appropriate, proposed transportation corridors should be identified and protected.

The transportation vision set out in the current City Development Plan 2005-2011 seeks to promote the integration of landuse and transportation in an effort to accommodate as much movement as possible by high quality public transport, by walking and by cycling. To maximize the use of public transport and to minimize unnecessary car journeys, Development Plan policies and objectives have focused on encouraging high densities and interactive mixed uses within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations, e.g. Prime Urban Centres.

The policy approach taken by Dublin City Council in the current Development Plan is consistent with the approach set out in the Development Plan Guidelines. Over the last number of years, City Council policy, coupled with improvements in the public transport network, has been successful in integrating landuse and transportation to achieve more sustainable development. Higher density mixed use development is taking place along transport corridors and the city is consolidating. There has also been a 15% shift away from private car commuting to the City Centre with currently just over 34% of trips to the City Centre (within the canals) being made by the private car. The fundamentals of the transportation vision set out in the plan remain robust, but with car ownership levels continuing to rise and with increasing concerns in relation to the environmental impacts of the transportation sector, the case for the active promotion and prioritisation of sustainable transport is even more urgent.

The transportation policies and objectives of the new City Development Plan will continue to be guided by the Dublin Transportation Office (DTO) strategy document, "A Platform for Change 2000-2016".

The DTO Strategy was prepared to support and complement the strategic landuse planning framework described in the "Strategic Planning Guidelines for the Greater Dublin Area", published in February 1999.

The strategy is underpinned by two complementary and interdependent elements, 'Infrastructure and Service Improvements' and 'Demand Management';

- Infrastructure and service improvements will increase the supply of transport, including a substantial expansion of the public transport network, some strategic road construction and traffic management.

- Demand management measures will reduce the growth in travel through the application of complementary landuse and other policies, which are designed to encourage a transfer of trips, especially at peak periods, from the private car to sustainable modes of transport.

The Dublin Transportation Office has commenced a review and update of "A Platform for Change". The new strategy "2030 Vision", a strategic plan for transport in the Greater Dublin Area (GDA) up to the year 2030, will be published by 2010, before the adoption of the new City Development Plan. This strategy may become the first strategy of the Dublin Transportation Authority. Any strategic shifts in policy by the Dublin Transportation Office will be required to be reflected in the new City Development Plan.

2. Progress to Date

Dublin City Council, in partnership with other transport agencies, has implemented a broad range of transport infrastructure projects and transport management initiatives to respond to the demands posed by the significant growth in population and the economy in recent years. Progress to date includes:

- The provision/expansion of a network of Quality Bus Corridors and Bus Priority measures.
- The provision of additional capacity on the Dart and suburban railway networks.
- The completion of Parkwest and Docklands Rail Stations.
- The deliverly of two Luas Lines, the Luas Red Line, linking Tallaght and the City Centre, terminating at Connolly Station and the Luas Green Line linking Sandyford to St. Stephen's Green.
- Capacity increase to the Luas Red Line with the extension of 17 trams giving an overall 40% increase in passenger carrying capacity.
- Construction of Luas Line C1 - Docklands Extension. To be completed within the current plan period.
- Opening of Dublin Port Tunnel and introduction of the HGV management strategy.
- Samuel Beckett Bridge (Macken Street Bridge). To be completed within current plan period.
- Rebuilding of MacMahon Bridge.

3. Future Trends and Developments.

Transport 21 is made up of two investment programmes – a national programme and a programme for the Greater Dublin Area. The main proposals for the Greater Dublin Area that are planned to occur over the period of the next City Development Plan and beyond include;

- Metro North

Metro North will connect Swords to Dublin City Centre. The selected route for Metro North serves a number of key destinations including Dublin Airport, hospitals, universities, retail centres as well as residential and employment districts.

Metro North is a key element in the creation of a fully integrated rail based public transport network as envisaged in Transport 21. It will interchange with existing Luas services, Dart and suburban rail services at St. Stephen's Green via the proposed rail interconnector and with suburban and mainline rail services at Drumcondra.

- Rail Interconnector Project

The project provides for a Rail Interconnector, largely in tunnel, to connect the existing Northern rail line to the lines running out from Heuston Station. New stations will be constructed at Docklands, St Stephen's Green and High Street and these will link with Pearse and Heuston Stations. The project is due for completion in 2015.

- Luas Line BX

Luas Line BX is the proposed Luas City Centre Link-Up. Luas Line BX, will link the existing Luas Red Line (Tallaght) and Luas Green Line (Sandyford) in Dublin City Centre and provide access to the heart of the City Centre for Luas Green Line users.

- Luas Line D

Luas Line D is the proposed extension of the proposed Luas BX Line (Luas City Centre Link-Up) north of the City Centre to Grangegorman and the proposed Irish Rail Maynooth line at Liffey Junction Interchange.

- Luas Line F

Luas Line F will connect Lucan in West Dublin to Dublin City Centre providing an important link for communities and institutions on the south side of Dublin. Luas Line F is forecast to add up to 25 million passengers per annum onto the Luas network.

- Luas Line E

Luas Line E is the possible Luas Line connecting Dundrum to the City Centre via Rathfarnham, Terenure and Harold's Cross. The RPA has published a feasibility study for the project.

- Integrated Ticketing System

The Integrated Ticketing Project will provide an integrated ticket capable of being used by all public transport customers on all services in the Greater Dublin Area.

Other strategic projects espoused in the City Development Plan include;

- The provision of an Eastern By-Pass Route.

This proposed route links the northern port to the Southern Cross/North Eastern Motorway, by way of a bored tunnel under Sandymount and Merrion Strand and Booterstown Marsh.

4. Main Issues & Challenges

Despite the policy approach set out in the current City Development Plan 2005-2011, which seeks to promote the integration of landuse and transportation, and the considerable progress that has been made towards achieving sustainable travel patterns and a reduced reliance on private car usage, many of the issues facing the city today are the same as those we have faced for several years.

The city's road network is at capacity and there is no room for additional cars on the city's roads. Car ownership has been steadily increasing, as has the demand for travel and movement of goods. We have to balance this lack of capacity on the road network with the requirement to consolidate and intensify in the interests of sustainability. The challenge for the next plan period is to meet the increasing demand for travel by sustainable transport modes, other than the private car, i.e. by public transport, walking and cycling.

The strategic issues considered of greatest importance and perhaps the biggest challenges facing the city from a mobility point of view are set out below.

4.1 Integration of Landuse and Transportation

The integration of landuse and transportation has a key role to play in delivering social, economic and environmental sustainability. The current City Development Plan has a policy of encouraging high density development along transport. Restrictive parking policies seek to limit car parking at destination while the need to travel generally is minimised by designing mixed used layouts where people live close to where they work, shop and socialize.

Dublin City Council policy, coupled with improvements in the public transport network, has been successful in integrating landuse and transportation to achieve more sustainable development over the last ten years. Notwithstanding the progress made, the current policy of locating high-density development along transport corridors is sometimes used as a justification for very large-scale development adjacent to any form of public transport irrespective of its capacity. This approach is not sustainable if these large-scale developments will be largely car dependant because there is not sufficient capacity or planned capacity on the adjacent public transport network. There is therefore a necessity to refine landuse and transportation policy over the period of the next plan.

This approach is consistent with that of the Dublin Transportation Office (DTO) who are currently carrying out an accessibility-mapping project for Dublin. The project involves the modelling and analysis of interactions between landuse, transportation and commuters. Improving accessibility increases access to opportunities and enables individuals and communities to realise their potential. Achieving these aims means making sure that everyone can access work, schools, healthcare, food shops, hospitals and other key services. This approach is also consistent with that taken by An Bord Pleanála who recently conditioned the Railway Procurement Agency (RPA) to carry out an annual capacity analysis for the Luas Red Line as part of the Railway Order for the extension to Citywest. The results of this analysis have to be reported annually to Dublin City Council and South Dublin County Council. The rationale underpinning this condition is the provision of the information necessary to inform the future landuse planning of the catchment area for compatibility with the capacity of the Luas Red Line in the longer term.

4.2 Sustainable Spatial Strategy

Transport 21 is the capital investment framework agreed by the Government for the development of transport infrastructure over the period 2006 to 2015. It provides investment in national roads, regional airports and public transport. This framework seeks to address the twin challenges of past infrastrucural investment backlogs and continuing growth in transport demand.

Transport 21 is informed by the National Spatial Strategy, the Regional Planning Guidelines and a number of other regional landuse and transportation strategies for major urban areas and their hinterlands including the Dublin Transportation Office's long term strategy 'A Platform for Change'.

For the first time, the planned provision of a fully integrated public transport system for the Dublin area under Transport 21 presents real opportunities to achieve intensification in a sustainable manner. At the heart of the new Development Plan should be a spatial strategy that reflects the key areas of accessibility in the city. These are areas that are best placed to accommodate intensification where most movement can be accommodated by public transport.

The current policies for the integration of landuse and transportation need to be strengthened in the next Development Plan if the city is to maximise the benefits of current and future investments in transport infrastructure as part of Transport 21. In this regard spatial planning and zoning objectives need to be integrated to optimise the opportunities close to transport hubs, corridors and other interchanges.

While the new plan needs to clearly identify which are the most accessible areas in the city, it must also recognise the role of public transport and Transport 21 in delivering intensification at different levels. Different categories of public transport can accommodate different scales of development. For example, the capacity of a Quality Bus Corridor (QBC) is quite different from Metro or from a Luas line.

The plan must also recognise that some locations of the city have poor public transport accessibility or lack of capacity and that Transport 21 does not improve this situation. The question of scale is extremely important in these locations. It may be appropriate to examine these areas with a view to 'filling in the gaps'. In other words, to propose additional public transport measures, such as feeder buses etc. Walking and cycling will become increasingly important and it is crucial that every opportunity is taken to improve infrastructure in this regard.

4.3 Regional Dimension

The transportation system in the city is strongly cross linked with the surrounding counties. The traffic that passes through the city area cannot be considered in isolation because trips are originating not only within the city area but also throughout the Greater Dublin Area.

The DTO's new strategy, "2030 Vision" will identify areas of accessibility within the region and the most appropriate locations for intensification. It may also provide a mandate for the different local authorities within the region to jointly prepare plans for development areas which straddle county boundaries. It may be desirable in these instances to have a consistent approach between local authorities or even joint local plans. This consistency of approach would benefit Dublin City Council, particularly in areas such as car parking where the adjoining local authority may permit up to five times the level permissible under Dublin City Council standards. The key question to consider is, how can the regional dimension to transportation and movement be addressed in the next Development Plan?

4.4 Future of the City Centre

The City Centre's population is projected to grow from approximately 125,000 to 175,000 in 2020. Currently 200,000 employees and students travel to the City Centre in the morning. This is projected to nearly double (to 375,000) in 2020. This will put the city's limited physical infrastructure under severe pressure. The major challenge is how best to manage access to and mobility within the city, particularly having regard to the significantly increased numbers of people projected to live, work and study etc. within the canals.

The City Centre realistically is the most accessible area in terms of public transport infrastructure. It is therefore the most appropriate area to consolidate as intensification here can be accommodated in a sustainable manner. There are real opportunities presented by an integrated public transport network, especially areas of interchange and transport hubs. Policy and zoning objectives should reflect the opportunities presented at these locations.

The provision of the integrated public transport network envisaged in Transport 21 proposals also presents challenges, not least how can we keep the city moving during construction. A Transport 21 implementation body has been established which is preparing a traffic management plan for the city. This will make provision for alternative traffic routes and for enhanced public transport priority measures, while seeking to take account of various interests, including the business community.

A major issue we need to address is how the city's limited road space can accommodate the spatial needs of public transport, pedestrians, cyclists and the private car. It is likely, having regard to some of the modelling which has been undertaken by the City Councils Road's and Traffic Department that all through-traffic will have to be removed for the City Centre to function in the future This is particularly relevant in the context of future Transport 21 construction works.

4.5 Mobility Management as an Approach

The city's road network is at capacity. There is no room for additional cars on the network. In this context, it is necessary to encourage as much travel as possible by sustainable means, that is by public transport, walking and cycling. There are many dimensions to this approach. It begins by having a sustainable spatial strategy whereby we locate high density development in the most accessible locations. But it also involves designing new areas in a way which minimises the need to travel by providing mixed uses, by putting the pedestrian and cyclist at the heart of the design and by building public transport or improved linkages to public transport into layouts.

Mobility Management can generally be described as a transport demand management mechanism, that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.

Mobility Management must be adopted as an approach. To date, this concept has been confined to the requirement to submit mobility management plans as part of large planning applications. However, the concept of mobility management is a much broader approach than this. It is a practical approach which pro-actively influences attitudes, behaviour and ultimately how people travel, and it should therefore be at the heart of the design process.

Mobility Management has the potential to play a stronger role in the new Development Plan to encourage and support more sustainable travel patterns. The existing policies in relation to mobility management need to be strengthened and expanded.

Dublin City Council has recently established a Mobility Management Section and is currently preparing guidelines in association with the DTO. Dublin City Council is the first local authority in the country to do so. The new guidelines are likely to revise downwards the threshold for the submission of mobility management plans. This means that many smaller developments will require a mobility management plan. It is also likely that developers will have to commit financially to the implementation of plans. These requirements have many practical and financial implications for developers.

4.6 Public Transport

The Government's investment strategy for public transport is Transport 21. Transport 21 projects such as the Metro North, the proposed rail interconnector, bus investment programme and further Luas Line construction and extension will for the first time, provide a fully integrated public transport system for the Dublin Area. This presents real opportunities to achieve intensification in a sustainable manner within the city.

The provision of a well functioning, integrated public transport system is key to providing a true alternative to private car usage in the city. The provision of such a public transport system enhances competitiveness, safeguards the environment, sustains economic progress, promotes sustainable development and contributes to social cohesion.

It is the policy of Dublin City Council to encourage change from private car use towards increased use of more sustainable forms of public transport. Dublin City Council has actively supported all measures being implemented or proposed by the Railway Procurement Agency, Iarnrod Eireann, the DTO and other agencies to enhance capacity on existing lines/services and provide new infrastructure including Metro, extension of Luas, Interconnector and additional Bus Routes. The responsibility for public transport, including the setting of priorities, rests with a number of transport agencies including the City Council through its Development Plan and traffic management systems. Strategic coordination and cooperation between the various agencies can sometimes be piecemeal. This situation may be addressed with the establishment of the Dublin Transport Authority but in the interim period there are areas that have yet to be addressed for example in public transport integration. Some of the issues are set out in Section 5.

4.7 Cycling

Cycling has the potential to transform the city's quality of life in terms of health and environment and is considered an efficient, fast and relatively inexpensive form of transport. It is the policy of Dublin City Council to give priority to improved pedestrian and cycling facilities both within the inner city and the outer city as part of an integrated approach to the management of movement.

The current strategic approach to cycling within the GDA was set in 'A Platform for Change' published by the DTO. Since 'A Platform for Change' was published, significant progress has been made in the provision of infrastructure for cycling in the city area in accordance with Development Plan Policy.

However, evidence suggests that despite the infrastructural improvements to date, there continues to be a decline in cycling to employment and education.

Research undertaken by the DTO has identified that one of the primary reasons for car commuters not cycling to work and for parents not allowing their children to cycle to school is a lack of safety. 5% of car commuters would consider cycling to work but find it too dangerous because of traffic and 35% of the parents driving their child to primary school find cycling and walking too dangerous. This indicates that there is a clear potential for increasing the share of cyclists and pedestrians amongst employees and pupils if the perception and importantly, the actual safety of the cycle environment in the city is improved. The challenge over the next plan period is to identify what initiatives can be taken that would motivate greater numbers of people to cycle to work and education.

There may be opportunities to expand the cycle network from roads and streets, to the wider public realm e.g. parks and canal banks.

Dublin City Bike Scheme
In summer 2009, Dublin City Council will introduce a rent-a-bike scheme on the lines of the model in operation in many European cities such as Paris (Velib), Lyon (Velo'v Lyon), Vienna (Citybike Wien) and Seville (Sevici). It is planned to commence the scheme with 450 bikes at 40 locations within the city and it is hoped to expand on the network quite quickly. The project will provide a valuable amenity for the citizens of the city and will promote cycling as an important mode of transport for the city centre.

4.8 Walking

Regardless of their mode of transport or their reason for visiting the City Centre or travelling within the city, all travellers become pedestrians at some point of their journey i.e. the bus stop, car park, Dart/train station or Luas stop. The quality of the pedestrian experience is key therefore to people's perception and enjoyment of the City Centre, and to the economic and social life of the wider city.

At present, conflict may arise between pedestrians and vehicular traffic in parts of the City Centre and other neighbourhoods where both compete for the limited available street space. This is particularly problematic on the main routes between the north and south retail areas such as Dame Street/College Green and Westmoreland Street for example. It is anticipated that there will be additional pressure placed on footpaths and the public realm as more public transport facilities are provided and as additional pedestrian movements are accommodated arising from the realisation of Transport 21 projects.

A coordinated approach to the management of street space and clear demarcation of space for different users along routes will be needed in the future to significantly reduce the conflict between users and accommodate increased pedestrian movement.

4.9 Car Parking

Car parking is an essential element of overall landuse and transportation policy within the city. The current Development Plan sets out accessibility based parking policy and standards. The standards set out are generally regarded as maximum standards with provision in excess only permitted in exceptional circumstances.

The current car parking standards seek to ensure that an appropriate level of parking is provided to serve new development. For the purpose of parking control the City Council Area is divided into three zones. Zone 1 is generally within the inner city, Zone 2 occurs alongside transport corridors and the remainder of the city falls under Zone 3. Car parking provision in Zones 1 and 2 is restricted on account of the proximity of these locations to good public transport links.

The limitation of parking provision in association with developments is acknowledged as essential in encouraging sustainable travel choices and tackling congestion. There may be scope to further reduce parking provision in new developments, especially if they are well served by public transport or close to or in a higher-order centre that can be easily accessed by other non-car modes.

When considering this approach, care must be taken not to create such a disincentive as to encourage development to locate away from the city or town centres. It needs to be recognised that an element of car parking will be essential to maintain the competitiveness of the City Centre versus out of town locations.

In recognition of national, regional and city policy, most new housing units in the city area will be in the form of apartments. These will form part of high density mixed use developments that must be sensitively woven into the existing fabric of the city. While there could be scope to reduce residential car parking in such developments with good accessibility to public

transport, the availability and accessibility of secure car parking will likely be a determining factor in seeking to encourage more families to live in the city.

The main issues arising at this stage are set out in Section 5.

Evidence suggests that there is a current practice of a limited number of developers selling car parking spaces separately to apartment units in new developments. As a result residents are opting not to buy parking spaces and park on the surrounding streets and on footpaths. This results in an unsafe and degraded environment for pedestrians, cyclists and motorists. Conditions of planning permission, which are currently used to manage this practice, may have to be reviewed.

Some of the issues relating to car parking will overlap with the review of Mobility Management Plans and the Future of the City Centre outlined earlier.

4.10 Road Infrastructure

Eastern-By-Pass

- This project is currently under consideration by the Department of Transport while no funding is made available in the Transport 21 investment programme. A feasibility study has already been undertaken. How can this project be promoted over the next plan period?

Leinster Orbital Route

- What positive or negative impact would the planned Leinster Orbital Route have on the City of Dublin? Should this issue be addressed in the next Development Plan?

4.11 Environmental Considerations

As set out in the Department of Transport's Statement of Strategy (2005 – 2007), a key objective is to secure a sustainable transport network that balances economic, social and environmental considerations. In particular, the need to reduce the energy intensity of the transport sector and control transport CO2 emissions is recognised. Increasingly there is a greater awareness of the potential negative impact of transport on the environment, both in terms of local air and noise pollution and the effects of CO2 emissions.

In the City of Dublin transport accounts for 25% of the primary energy consumption and 26% of CO2 emissions. 90% of the primary energy consumption and 87% of the CO2 emissions in the Greater Dublin Area arise from journeys taken by the private car/taxi. In contrast the primary energy used by public transport accounts for 10% and CO2 emissions for 13% while the figure for cycling and walking is zero. This indicates that cycling and walking are sustainable modes of transport, while journeys by private cars/taxis are the least energy efficient. The Energy Action Plan (Codema / DCC) highlights opportunities for more sustainable energy use in the transport sector (as well as other sectors).

The car share for both commuting to work and travelling to education has increased generally over the last ten years. This upward trend results in congested roads, poor air quality, increasing emissions and health risks. Dublin City Council seeks to deal with sustainable transport issues in a proactive manner. A further development of Development Plan policy would ensure that sustainable transport issues are incorporated as a key element in the planning process. The challenge is to develop a more compact urban from, shorten journeys and encourage people out of the car to more sustainable forms of transport through the provision of traffic and demand management measures whilst supporting the delivery of Transport 21 projects.

5. Summary of Strategic Issues:

Integration of Landuse and Transportation

- How can the new plan seek to facilitate better coordination between landuse and transportation facilities in order to achieve more sustainable development?

Sustainable Spatial Strategy

- Should the most accessible areas be mapped?
- How can the scale of development in these areas be matched to transport capacity or can capacity be increased to allow for intensification?
- How can the plan maximise development potential at certain key public transport corridors/interchange points? Should a new zoning be considered?
- How much development can Z6 lands, FDAs, PUCs accommodate in a sustainable manner having regard to existing and any future public transport capacity?
- What mechanisms can be put in place to deal with pressure for development at locations with poor public transport accessibility or lack of capacity?

Regional Dimension

- How can the regional dimension to transportation and movement (including cycling) be addressed in the next Development Plan?

Future of the City Centre

- What is the role for the car, pedestrian and cyclist within the City Centre area?
- How can the existing pedestrian realm accommodate the additional pedestrian movement generated by increased public transport supply? Should the public realm be increased to favour pedestrian traffic?
- If only access for private cars can be accommodated, are the existing residential car parking standards sustainable? Car storage vs. Car usage?
- Given the context of improved public transport, is there the possibility to further limit car-parking provision in future?

Mobility Management as an Approach

- Do the existing policies in relation to mobility management need to be strengthened and expanded in the next plan? At what scale of development should Mobility Mangement Plans (MMPs) be carried out?
- How can design influence and promote more sustainable travel patterns?

Public Transport

- How can the Development Plan promote integration/ connectivity of public transport services which still have poor onward connections to other public transport modes?
- How can the Development Plan address;
    - Lack of multi-modal public transport information.
    - Poor quality passenger interchange facilities.
    - Difficulties in accessing public transport by foot and cycle.
    - Integrated ticketing.
    - Real Time Passenger Information System not available across all transport modes.
    - Congestion and restricted capacity of public transport at peak times.
- How can strategic coordination and cooperation between the various agencies providing public transport in the city be improved particularly in the context of the long lead time until delivery of Transport 21 projects, including the proposed Dublin Transport Authority?

- What is the most important new/additional public transport infrastructure required for the city?
- How can the Development Plan create and promote transportation linkages between different areas in the city such as District Centres and public transport corridors?
- What measures would encourage a greater changeover from private car to public transport? e.g. greater frequency and additional priority for buses; provision of Park & Ride facilities, etc.
- How can public transport support the concept of the twenty-four hour city?

Cycling

- How can the cycling environment be improved to facilitate cyclists in the city area?
    - Reduced traffic volumes (in particular heavy vehicles), slower traffic and a reallocation of road space on cycle routes?
    - Improved and additional cycle infrastructure such as kerb separated bike lanes, Dedicated Strategic Cycle Streets and good quality surfaces on cycle routes?
    - Provision of sufficient and appropriately designed cycle parking facilities particularly at transport interchanges along rail lines and key bus corridors?
    - Cycle friendly planning and design of new developments?
- Is the provision of a Strategic Cycle Network the most appropriate means of encouraging cycling or are other facilities/measures required?
- What other policies/ initiatives would help to reduce private car journeys to schools?
- How can public transport support cycling? Existing bye-laws do not permit bicycles onto Luas, Dart or Dublin Bus. Are there any innovative measures which can address this issue?
- Are additional cycle parking and storage facilities required to be provided at transport interchanges along rail lines and key bus corridors?
- How can a satisfactory cycle network be developed in the existing urban fabric of the city? Should existing road space be reallocated in favour of cyclists? How can this network be extended beyond the M50, to the whole region? Are there opportunities to extend the cycle network to the wider public realm, e.g. parks, canal banks and the coast?
- Should further measures (such as the Dublin City Bike Scheme) to promote cycling in the city be undertaken and if so, what measures should be prioritized?

Walking

- How can increased pedestrian movement be accommodated in the existing limited space of the public realm?
- What measures are needed to create a good quality street environment to provide a safer and more attractive setting for people to move around, socialise and to do business?
- Should existing road space be dramatically reallocated to facilitate increased pavement widths, plazas and the creation of shared surfaces?
- Should an extension to the pedestrianised street network in the City Centre be considered?
- Should on-street car parking be removed in certain areas to facilitate the development of an enhanced pedestrian environment?
- Should the idea of ‘homezones’ - i.e. traffic restricted residential areas where priority is given to pedestrians, cyclists and children at play – be promoted in the city subject to legislatives changes?
- How can the Public Realm Study and the Dublin Legibility Study be implemented?

Car Parking

- Should the amount of parking provision for large scale retail/commercial developments continue to be strictly limited?

- How can the plan deliver the national policy of reducing parking in highly accessible locations whilst satisfying the desire to retain the retail vitality of the City Centre?
- Are car parking standards in the current Development Plan appropriate and adequate? If not, what alternative standards should be introduced?
- Should tighter controls on parking provision or no provision in the vicinity of public transports nodes or corridors be encouraged?
- Is the availability of accessible and secure car parking for new housing units in the city area an issue that should be addressed in the context of seeking to attract more families to move into the City Centre?
- Should the potential of car clubs be explored in those areas were parking is restrained?
- Is there a case for providing municipal parking at key locations throughout the city given the increased pressure for on street parking?
- Should car stacking and car lifts be permitted?
- Extensive free parking is provided at place of work, especially in outer areas. Is this appropriate?

Road Infrastructure

- The Eastern By-Pass Project is currently under consideration by the Department of Transport and a feasibility study has already been undertaken. However, no funding is made available in the Transport 21 investment programme. Should the existing Development Plan Policy to support the project in principle, subject inter alia to environmental consideration, be retained in the interests of sustainable strategic infrastructure?
- What positive or negative impact would the planned Leinster Orbital Route have on the City of Dublin? Should this issue be addressed in the next Development Plan?

Environmental Considerations

- Why is private car usage still favoured over more sustainable forms of transport and what policies and objectives can be used to encourage modal change to more sustainable forms of transport?

- What measures can be taken to facilitate the mainstreaming of sustainability criteria into landuse and transportation decision-making?

- How can the Development Plan promote the use of cleaner, more environmentally-friendly vehicles, such as biofuel and hybrid-electric technologies for public transport, the haulage industry and taxis industry?

- How can we promote short-term car rental schemes (bio-cars), car sharing schemes and car storage?