

Movement and Transport

The vision for transport in the current Dublin City Development Plan is to promote the integration of landuse and transport so that as much movement as possible is accommodated by high quality public transport, by walking and by cycling. The basics of the Plan remain robust, but with car ownership levels continuing to rise and with increasing concerns about the environmental impacts of the transportation sector, the need to actively promote and give priority to 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'. This strategy sets out an integrated transportation strategy for the Greater Dublin Area and promotes greater use of public transport as well as public transport improvements.

The DTO has started to review and update 'A Platform for Change'. This will be published by 2010, before the new City Development Plan is adopted. Any major changes in policy by the Dublin Transportation Office will have to be reflected in the new City Development Plan.

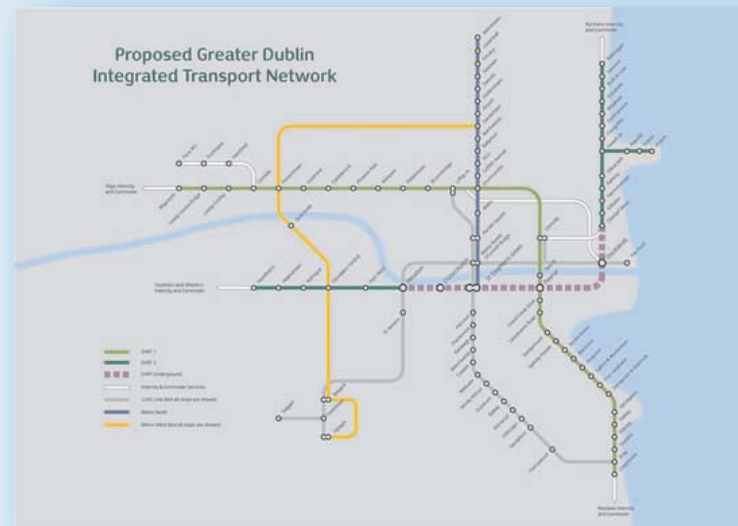
Car ownership has been steadily increasing, as has the demand for travel and the movement of goods. The city's road network is at full capacity and there is no more room for additional cars on the city's roads. The challenge for the next Plan is to meet the growing demand for travel by sustainable forms of transport other than the private car, i.e. by public transport, walking and cycling. The biggest challenges facing us in keeping the city moving are set out below.

Integrating 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 corridors. Parking policies aim to limit car parking at destination points while the need to travel generally is reduced by designing mixed-use developments where people live close to where they work, shop and socialize. The challenge is to refine current landuse and transportation policy so that all new development is as sustainable as possible.

Sustainable Spatial Strategy

For the first time, the provision of a fully integrated public transport system for the Dublin area is possible. Transport 21, the Government's blueprint for the Dublin public transport system, gives a real opportunity to achieve more sustainable densities. The challenge for the Development Plan is to develop a spatial strategy based on the most accessible areas of the city.



Regional Dimension

The traffic that passes through the city area cannot be considered in isolation because trips begin, not only within the city, but also throughout the Greater Dublin Area. The DTO's new strategy will identify areas that are most accessible within the region and that are the most appropriate locations for more intense development. It might also give the go-ahead for the different local authorities within the region to jointly prepare plans for development areas that straddle county boundaries.

Future of the City Centre

The City Centre is the most accessible area of the City for public transport infrastructure. It is therefore the most appropriate area to consolidate as intensification here can be accommodated in a sustainable manner.

The major challenge is how best to manage access to and movement within the city, particularly with the significantly increased numbers of people likely to live, work and study etc. within the canals.

Mobility Management as an Approach

Mobility Management is an approach used to reduce demand for and use of cars by making other forms of transport more attractive and practical. Mobility Management has the potential to play a much stronger role in the new Development Plan so as to encourage and support more sustainable travel patterns.

Public Transport

The provision of a well functioning, integrated public transport system is key to providing a true alternative to private car use in the city. Transport 21 projects such as the Metro North, the proposed rail interconnector, bus investment programme and further Luas line construction will result in a fully integrated public transport system for Dublin. However there are some outstanding issues that need to be addressed for example, public transport integration, bus priority measures, and coordination of transport agencies.

Cycling

Significant progress has been made in providing infrastructure for cycling in the City since the current Development Plan was adopted. The challenge for the next Plan is to identify what initiatives can be taken that would motivate greater numbers of people to cycle in the City, especially to work and education.

Walking

The quality of the pedestrian experience is key to how people perceive and enjoy the City Centre, and is an important factor in the economic and social life of the wider city. There is likely to be increasing pressure on the use of footpaths and the public realm (i.e. public places and spaces) as more and more people will use public transport once the Transport 21 projects are delivered.

Car Parking

Car parking is an essential element of overall landuse and transportation policy within the city. Current Development Plan policy is to restrict car parking, particularly in areas with good public transport links, for example there is a restriction on the amount of car parking allowed in developments within the City Centre. In working towards better integration of landuse and transport, a review of the existing car parking standards will be essential. There are many practical issues that will arise in such a review, i.e. ensuring adequate car parking provision while encouraging a changeover to other forms of transport.

Environmental Considerations

Increasingly, there is a greater awareness of the potential negative impacts of the transport sector on the environment, both in terms of local air and noise pollution and the effects of CO2 emissions. The challenge is to encourage people out of the car and on to more sustainable forms of transport.



Movement and Transport: The Big Picture Questions

- How can the Development Plan make sure that there is better coordination between landuse and transportation facilities in order to achieve more sustainable development?
- What areas of the city would benefit from greater access to transport (public & private)?
 - How can the Development Plan support and facilitate timely and reliable links between the city and Dublin Airport?
- How can the city's limited road space accommodate the needs of public transport, pedestrians, cyclists and the private car?
 - How can the existing policies in relation to mobility management be strengthened and expanded in the next Plan to encourage and support more sustainable travel patterns?
- 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?
- How can we motivate greater numbers of people to cycle, walk or use public transport?
- What measures are needed to create a safe, good quality and attractive streets for people to move around, socialise and to do business?
- Are car parking standards (i.e. residential, retail, office, etc.) in the current Development Plan appropriate and adequate? If not what standards should be introduced?
- What role has the national road network and other road infrastructure to play in delivering sustainable consolidation within the Dublin City Region?
- How can we satisfactorily accommodate the movement of goods and services in the city?
- How can the city's limited road space accommodate the movement of goods and people to business premises located in the city centre?
- Should there be a "public transport" land use zoning?

What do you think? Have we left out any of The Big Picture issues?

We want to hear your views...