

## **Report to the Chairperson and Members of the Transportation Strategic Policy Committee**

### **RE: UPDATE ON REVIEW OF THE DUBLIN CITY DEVELOPMENT PLAN 2011-2017**

#### **INTRODUCTION**

This report presents a brief update on the review of the Dublin City Development Plan 2011-2017 which is currently under way. It describes the process to date and next steps. A brief summary is provided of the main themes arising from consultation and the implications of these for the policy direction of the new Development Plan. Attention is drawn to new and emerging strategies that will also influence transport policy in the Plan. An appendix is attached which identifies the status of projects in the current Development Plan.

#### **PROCESS TO DATE AND NEXT STEPS**

The statutory review of the Dublin City Development Plan takes place over a two year period and includes three phases of public display and consultation. The first stage of public consultation, referred to as the 'pre-draft' phase ran from the 10<sup>th</sup> November 2014 to 14<sup>th</sup> January 2015. The Chief Executive's report on the pre-draft submissions was subsequently prepared and submitted to Council for consideration. Pre-draft motions were then submitted by Council upon which a report was prepared by the Chief Executive. At the statutory Special City Council meeting of May 5<sup>th</sup> pre-draft motions and the Chief Executive's report were considered and directions were issued for the preparation of the Draft Dublin City Development Plan 2016-2022. The draft Plan is intended to go on statutory public display in October 2015. To meet this deadline, a first draft must be prepared by the end of June. It is anticipated that a draft will be circulated to Council Members by early August for consideration. The Planning team in Roads and Traffic Planning Division is working directly with the Development Plan Team in the preparation of the draft Plan.

#### **THEMES AND ISSUES ARISING FROM CONSULTATION**

The outcomes of the pre-draft consultation phase and the pre-draft motions from elected representatives will inform the preparation of the Dublin City Development Plan 2016-2022. The main overarching themes emerging from a movement and transportation point of view can be summarised as follows:

- The integration of land use and transportation
- The importance of promoting and achieving a shift to sustainable modes
- The promotion of active travel modes i.e. linking health benefits to walking and cycling
- Area/community based promotion of active travel
- The need for stronger policies to promote and encourage walking generally as a mode of commuting

- The need for an improved environment for pedestrians including wider footpaths and better crossing facilities
- An explicit recognition of the movement hierarchy which places pedestrians at the top of the movement hierarchy
- Need for new cycle routes, contra flow lanes and cycle connectivity with surrounding counties
- Adequate cycle public and private parking provision including innovative solutions such as on street bike lockers
- Promotion of car clubs and electric vehicles
- Need for realistic levels of car parking in the city centre for residents

#### **POLICY DIRECTIONS ARISING FROM CONSULTATION TO DATE**

Consultation to date shows that there is support for the existing strategic vision, policies and objectives set out in the current Development Plan, which essentially seek to integrate land use and transportation and to achieve a shift to sustainable transport. A very strong emerging policy direction is the need for stronger and more refined policies in relation to walking and provision for pedestrians in the city. There is also a strong call for the promotion of active travel. An area based/community approach to promoting active travel is also a strong emerging policy direction. (An approach similar to that undertaken in Drimnagh and North Wall Quay areas and the partnership project established with An Taisce Green Schools). The need to provide adequate infrastructure for cyclists including new route, contra-flow lanes and adequate public and private cycle parking in the city also emerges strongly.

#### **NEW AND EMERGING STRATEGIES AND PLANS**

Since the adoption of the Dublin City Development Plan 2011-2017, new strategy documents have been produced and other strategies are in preparation. These will have particular implications for movement and transportation. The new Dublin City Development Plan 2016-2022 will be required to have regard to these new and emerging strategies. These include:

- The Greater Dublin Area Cycle Network Plan 2013
- The emerging NTA Draft Transport Strategy for the Greater Dublin Area 2015-2035 (expected June 2015)
- The emerging NTA/DCC Dublin City Centre Transport Study

It is anticipated that these strategies will have strong implications for Dublin City in terms of strategic transportation policy and proposals. They are also likely to inform modal shift targets for the city.

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## Appendix 1

### Progress on Projects listed in Dublin City Development Plan 2011-2017

Project Details	Complete	Remove	Ongoing/Carried Forward
<b>Roads</b>			
Ratoath Road/ Reilly's Bridge	<b>X</b>		
River Road			<b>X</b>
Richmond Road			<b>X</b>
Malahide Road/R107(including North Fringe Improvements*)			<b>X</b>
Blackhorse Avenue	Sections Complete		Some sections to be completed
Clonshaugh Road Industrial Estate*			<b>X</b>
Ballymun (improved town centre linkage)*			<b>X</b>
Kilmainham/South Circular Road			<b>X</b>
Link from Conyngham Road*			<b>X</b>
East Wall Road/Sherriff Street to North Quays			<b>X</b>
Cappagh Road			<b>X</b>
<b>Bridges</b>			
Reilly's Bridge	<b>X</b>		
Marlborough Street (Rosie Hackett)	<b>X</b>		
Public Transport Pedestrian and Cyclist bridges			<b>X</b>
Dodder Bridge			<b>X</b>
Liffey Valley Park Pedestrian/Cycle Bridge			<b>X</b>
Cycle/Pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network.			<b>X</b>
<b>Cycle Links</b>			
Sandymount to Clontarf using Dodder Bridge and Macken Street Bridge			Superseded by GDA Cycle Network Plan
Sutton to Sandycove (S2S) including a new off road cycle and pedestrian route through Docklands and on to Clontarf			Superseded by GDA Cycle Network Plan
Docklands Route			Superseded by GDA Cycle Network Plan
Grand and Royal Canal Premium Routes			Superseded by GDA Cycle Network Plan
Heytesbury Premium Route			Superseded by GDA Cycle Network Plan

\*Note that these road schemes will be delivered as part of large scale masterPlans/Local Area Plans