



## SUSTAINABLE MOVEMENT

Q

What are the key transport and movement issues affecting residents, workers and visitors?

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What are the issues to overcome in moving from the private car to public transport or walking and cycling?

Being able to move easily from place to place impacts positively on our **quality of life** and bolsters the attractiveness of a place to live and visit and as a place to invest.

**Transport planning** policy is a **key tool** in delivering a **sustainable county** where a compact growth model facilitates the integration of land use and efficient transport systems. It also has a key role in reducing carbon emissions and making our county more resilient in the face of climate change.

The Plan will aim to promote ease of movement within, and outside of South Dublin, by integrating areas

identified for growth with high-quality public transport systems.

### National & Regional Policy

Transport policy in South Dublin is guided by a comprehensive and coordinated set of national and regional policy documents. National and Regional transport policy emphasises the need to **reduce** the **demand** for travel and the **reliance** on the **private car** in favour of public transport, cycling and walking.



National  
Planning  
Framework  
'Project  
2040'



Transport  
Strategy  
for Greater  
Dublin Area  
2016-2035



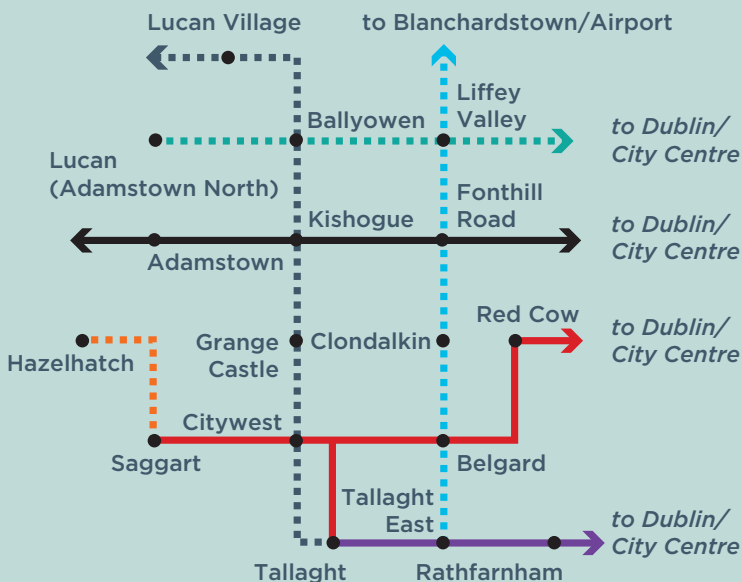
National  
Development  
Plan  
2018-2027



Smarter  
Travel - A  
Sustainable  
Transport  
Future  
2009- 2020



## County Wide Higher Capacity Public Transport Network



Proposed South  
Dublin Strategic  
High Frequency  
Public Transport  
Network

Dublin-Kildare  
Railway

Red Line  
Luas

Clongriffin-  
Tallaght BRT

Core Orbital  
Bus Corridor  
(former  
Metrowest)

Lucan LRT  
Corridor

Outer West  
Corridor

Possible Saggart-  
Hazelhatch Corridor

**Note:** The above schematic represents actions from the current 2016 County Development Plan. The Saggart-Hazelhatch corridor is not in the Transport Strategy for the GDA while other corridors may have been amended since adoption of the 2016 Development Plan.

## Sustainable Mobility



### How can we better integrate Land Use and Transport Planning in South Dublin?

During this review of the Development Plan, the current movement patterns around the county will be examined. The integration of transport and land use so that strategic development is along key public transport corridors, will be key to informing policy and is

in the long-term interest of society, the economy and the environment. This approach can support better **quality of life** in our county, more **economic and efficient** movement of people and goods and **reduce harmful impacts** on nature while **aiding climate action**.

## Existing Network Structure

The county is **generally well served** by public transport, road and cycle network.

There is a good network of existing cycle and pedestrian routes with more to come.



#### South Dublin Travel Modes

**3.8%** travel by bicycle

The Luas Red line links Tallaght and City West/Fortunestown to Dublin city centre.



**2.6%** travel by train/Luas

A well-established bus network currently services the county, with improvements in the form of BusConnects planned.



**14%** travel by bus/coach

Three major road networks, the M50, M4/N4 and N7 traverse the county.



**57.3%** travel by car/van



**15.7%** travel on foot

## Sustainable Mobility

More **efficient journeys**, improvements in journey options and better connectivity between transport modes.

Reduce travel distances and demand and encourage more **efficient and cleaner transport**.

A shift away from private car to **greater use of active travel** (walking and cycling) and public transport.



## Growth Enablers

To achieve **compact growth**, the NPF recognises that improved **sustainable mobility links** are needed within and around our cities.

An **Improved bus-based system**, with better orbital connectivity and integration with other transport networks.

Delivery of **metropolitan cycle network** set out in the Greater Dublin Area Cycle Network Plan.

Sustainable development of new greenfield areas for **housing on public transport corridors**, i.e. Adamstown and Clonburris.

**Regeneration** of existing underutilised lands to provide for new communities and **reduce the need** to travel.



**DELIVERY:** Sustainable Transport will help shape and improve the environment creating a safer, healthier and more welcoming and connected place contributing towards the development of sustainable communities.