

DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Technical Notes | Part 11: Dublin City Development Plan 2022-2028 Compliance Review



Comhairle Cathrach
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Dublin City Centre Transport Plan 2023 Technical Notes Part 11: Dublin City Development Plan 2023-2028 Compliance Review

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DUBLIN CITY
DEVELOPMENT
PLAN
2022-2028
COMPLIANCE
REVIEW

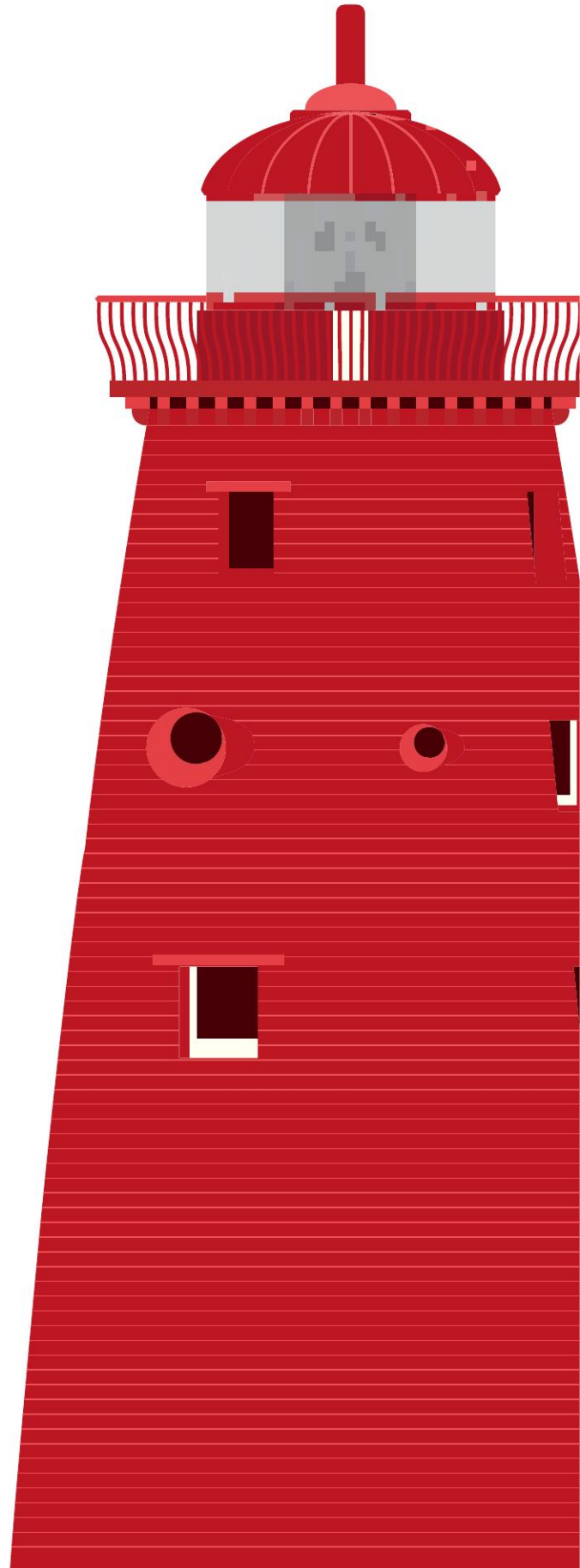


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1 INTRODUCTION

1.1 Context

The Dublin City Centre Transport Plan 2023 (the Plan) is an update of the 2016 City Centre Transport Study, as provided for in the Dublin City Development Plan (DCDP) 2022-2028¹. It is intended to frame the implementation of the DCDP and the 2022-2042 National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area (the Transport Strategy) in Dublin City Centre.

The Plan considers ways to optimise and enhance the transport network to meet the transport needs, challenges, and opportunities for the city centre. This is based on prevailing national, regional and local transport policy, most notably the Hierarchy of Road Users model set out in the National Sustainable Mobility Policy (NSMP), which places sustainable modes at the top. The emerging proposals have been developed with the sustainable growth of the city and its economy as a key aim, as well as its social, cultural and environmental wellbeing.

A suite of technical notes has been produced which informed the development of the Plan. This note should be read in conjunction with the other technical notes.

1.2 Methodology

A screening exercise was undertaken which looked at each Policy and Objective of the DCDP individually for potential interaction with the Plan. Those policies and objectives which do not relate to the Plan were screened out. Those remaining have been given a Positive, Negative or Neutral Scoring as described outlined below:

- Positive: Positively helps to deliver, facilitate, or support the Policy and Objective;
- Negative: Negatively impacts on the delivery of the Policy or Objective; or
- Neutral: The Plan relates to the Policy or Objective but does not affect its delivery.

The impact of the relevant Policies and Objectives is outlined in Table 2-1 below, together with a brief commentary.

¹ Published by Dublin City Council (DCC) in 2022

2 RELEVANT POLICIES AND OBJECTIVES

Table 2-1 The Plan's Compliance with Dublin City Development Plan 2022-2028 Policies and Objectives

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
Chapter 2: Core Strategy	CS03	Local Statutory Plan for the Northeast Inner City (NEIC) To prepare a local statutory plan for the North East Inner City (NEIC) in conjunction with the relevant stakeholders.	Neutral	The Plan will feed into the preparation of a local statutory plan and the adopted principles of the plan will align with those of the Plan.
	CS07	Promote Delivery of Residential Development and Compact Growth To promote the delivery of residential development and compact growth through active land management measures and a co-ordinated approach to developing appropriately zoned lands aligned with key public transport infrastructure, including the SDRAs, vacant sites and underutilised areas.	Neutral	The Plan will support the development of key transport infrastructure which will in turn support residential development and compact growth.
Chapter 3: Climate Action	CA1	National Climate Action Policy To support the implementation of national objectives on climate change including the 'Climate Action Plan 2019 (CAP19) to Tackle Climate Breakdown', the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021 - 2030' and other relevant policy and legislation.	Positive (+)	The Plan will support the implementation of national objectives on climate change as it contributes to a shift in sustainable modes which will help to meet the national objective to reduce emissions from transport by 50% by 2030.
	CA2	Mitigation and Adaptation To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.	+	The Plan provides the basis for the city centre transport interventions that will be undertaken in order to facilitate the city and city-region of Dublin meeting the national objective to reduce emissions from transport by 50% by 2030. It therefore prioritises measures to address climate change.
	CA3	Climate Resilient Settlement Patterns, Urban Forms and Mobility To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.	+	The Plan will support the transition to a low carbon and climate resilient city through city centre transport interventions such as prioritising sustainable transport capacity, reducing access for carbon vehicles, accommodating high-capacity low-emission public transport, prioritising walking and cycling and providing the transport interventions that support compact and consolidated development in line with the 15-Minute City approach.

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
	CA4	Improving Mobility Links in Existing Areas To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas	+	The Plan will propose measures to support connectivity through area, including the principle of using filtered permeability and retrofitting new links into existing areas.
	CA5	Climate Mitigation and Adaptation in Strategic Growth Areas To ensure that new development in strategic growth areas (including Strategic Development and Regeneration Areas) integrates appropriate climate mitigation and adaptation measures.	+	The study area includes a number of Strategic Development Regeneration Areas (SDRA) including SDRA 6,7, 8, 10, 11, 12, 13, 14, 15 and 17. The Plan will inform transport provision affecting these areas which prioritises measures to address climate change such as integrating sustainable transport capacity, accommodating high-capacity low-emission public transport, prioritising walking and cycling and providing the transport interventions that support compact and consolidated development in line with the 15-Minute City approach.
	CA22	Dublin Regional Energy Masterplan To support the preparation of the Dublin Regional Energy Masterplan by Codema and to support its implementation in conjunction with neighbouring Dublin Local Authorities, Dublin Metropolitan CARO and other relevant stakeholders.	+	The Dublin Regional Energy Masterplan states that " <i>active travel and buses should be prioritised over cars in Dublin and that additional powers are provided to the local authorities to trial the reallocation of existing road space to more accessible, efficient and sustainable modes of transport</i> ". The Plan supports the Masterplan by prioritising walking and cycling and accommodating high-capacity, low-emission public transport. The Plan outlines that where there is competition for road space between Cycling and public transport the application of the road user hierarchy, will mean that space for private car is reprioritised to these modes.
	CA25	Electric Vehicles To ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets and in new developments subject to appropriate design, siting and built heritage considerations and having regard to the Planning and Development Regulations (2001) as amended, which have been updated to include EV vehicle charging point installation.	+	The Plan seeks to accommodate innovation in the areas of electrification of the transport fleet throughout the study area. The Plan identifies the development of 'Future Mobility' and the future use of electric vehicles in the city centre and commits to the following objective: " <i>Emerging innovations in the area of autonomous vehicles for all travel demand purposes will be monitored by DCC and the NTA for their application in Dublin City Centre</i> ".
	CA29	Climate Action and Green Infrastructure To protect, connect and expand the city's Green	+	The Plan promotes green infrastructure through cycle infrastructure and walking routes.

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
		Infrastructure while optimising the climate change adaptation and mitigation services it provides.		
	CAO1	Dublin City Council Climate Change Action Plan To implement DCC's 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives.	+	The DCC 2019 Climate Change Action Plan includes actions to be adopted in relation to transport to achieve climate change targets. These actions include traffic calming, traffic-free zones, pedestrian improvements and priority, segregated cycle routes and footpaths, modal shift and supporting bus improvements. The overall objectives of the Plan align with the actions to be taken as per the DCC's 2019 Climate Change Action Plan and therefore supports the implementation of this Plan.
	CAO4	Regional Strategy for Electric Vehicle (EV) Charging To support and implement the forthcoming Regional Strategy for Electric Vehicle (EV) charging over the lifetime of the plan in order to facilitate the transition to low carbon vehicles required to achieve 2030 national targets.	+	The Plan seeks to accommodate innovation in the areas of electrification of the transport fleet throughout the study area. The Plan identifies the development of 'Future Mobility' and the future use of electric vehicles in the City of Dublin and commits to the following objective: " <i>Emerging innovations in the area of autonomous vehicles for all travel demand purposes will be monitored by DCC and the NTA for their application in Dublin City Centre</i> ".
Chapter 4: Shape and Structure of the City	SC1	Consolidation of the Inner City 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 and the North East Inner City with each other, and to other regeneration areas	+	The Plan's overarching objectives include enhancing the inner city through improving the city centre's economy and liveability, facilitating the delivery of a Net-Zero city centre transport system and providing a significantly enhanced city centre environment. The Plan aims to maximise opportunities in public transport, including supporting investment in public transport such as MetroLink, Dart+ and BusConnects, which will help link communities throughout the study area and beyond.
	SC2	City's Character To develop the city's character by: <ul style="list-style-type: none"> cherishing and enhancing Dublin's renowned streets, civic spaces and squares; developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones, lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise; protecting the grain, scale and vitality of city streets and encouraging the development of 	+	The Plan commits to developing a sustainable network of safe, clean, attractive streets, lanes and cycleways and pedestrian routes. The Plan will support the creation of a greater level of pedestrian zones through enhancing cycling and walking in the study area whilst removing general car traffic on selected streets, not permitting car traffic through the inner core and redirecting it via the Urban Cell structure and maintaining access into the core of the city. However, the Plan will not create new streets. Dame Street/College Green are located within the study area, and as part of this Plan, it is intended to undertake an

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
		<p>appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;</p> <ul style="list-style-type: none"> • revitalising the north and south Georgian squares and their environs; • upgrading Dame Street/College Green as part of the Grand Civic Spine; • promoting the development of Moore Street and the Parnell Quarter as major new cultural and historical attractions for the city. 		<p>enhancement to the pedestrian networks on College Green Plaza and implement the Parnell Square to College Green Active Travel Scheme.</p> <p>The Plan aims to protect and enhance the experiences of the City's natural and architectural heritage in regard to public realm.</p>
	SC4	<p>Recreational and Cultural Events To promote and support a variety of recreational and cultural events in the city's civic spaces; as well as the development of new and the retention and enhancement of existing civic and cultural spaces.</p>	+	The Plan will support the enhancement of existing civic and cultural spaces within the city centre through improvements to public realm.
	SC5	<p>Urban Design and Architectural Principles To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.</p>	+	The Plan will promote a climate resilient city as it contributes to a shift in sustainable modes of travel which will help to meet the national objective to reduce emissions from transport by 50% by 2030. The Plan promotes the Dublin City Public Realm Strategy 2012 by ensuring the city centre is accessible for all via safe and secure means of transport including walking, cycling and public transport. The Plan aims to provide a significantly enhanced city centre environment through the improvement in public realm and it will ensure the city is well-connected via walking, pedestrian and public transport routes. The Plan aims to create a healthy and attractive city to live, work, visit and study in through enabling climate resilience projects and fostering a people-centred city; which provide for consolidation of development and the incorporation of the principles of the 15-Minute City concept
	SC6	<p>Docklands To recognise the distinctive character of the Docklands regeneration area and to work with the relevant authorities to increase connectivity with the city centre.</p>	+	Whilst the Docklands is not located within the study area, the Plan will support the facilitation of enhanced connectivity to within the Docklands and to the city centre through improvements in public transport, walking and cycling routes and the allocation of road space for private vehicles.
	SC8	<p>Development of the Inner Suburbs To support the development of the inner suburbs and</p>	+	The Plan identifies and supports pipeline transport infrastructure which will assist in the development of the

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
		outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan (MASP) and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport infrastructure.		inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the MASP.
	SC9	<p>Key Urban Villages, Urban Villages and Neighbourhood Centres</p> <p>To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to:</p> <ul style="list-style-type: none"> • support the sustainable consolidation of the city and align with the principles of the 15-minute city; • provide for the essential economic and community support for local neighbourhoods; and • promote and enhance the distinctive character and sense of place of these areas by ensuring an appropriate mix of retail and retail services. 	+	Key Urban Villages 8 and 12 are located within the study area. A key impetus of the Plan is taking the 15-Minute City concept forward in how to provide for and connect housing and services in the city centre, as well as the prominence given to walking and cycling as part of the people-centred city. The Plan will therefore support the sustainable consolidation of the city and align with the principles of the 15-minute city. The Plan will provide for economic and neighbourhood support for local neighbourhoods by redefining the city's streets as spaces for shared and collective actions – meeting and movement.
	SC11	<p>Compact Growth</p> <p>In alignment with the MASP, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:</p> <ul style="list-style-type: none"> • enhance the urban form and spatial structure of the city; • be appropriate to their context and respect the established character of the area; • include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents; • be supported by a full range of social and community infrastructure such as schools, shops and recreational areas; • and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. 	+	The Plan supports the provision of transport interventions that support compact and consolidated development which are in line with the 15-minute city approach. The Plan recognises that the regeneration of significant brownfield sites for a combination of housing, retail, cultural and employment uses will be a critical feature in achieving the 15-Minute City concept across the study area, building upon those neighbourhoods where it already has. The Plan therefore supports the consolidation and intensification of infill and brownfield sites.

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	SC13	Green Infrastructure To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.	+	The Plan will recognise and promote footpaths and cycleways as part of its main objectives, in which some would be classed as Green Infrastructure. Some selected projects supported by the Plan include College Green Plaza as a space used solely by pedestrians and cyclists with the removal of cars and the promotion of the Liffey Cycle Route. The promotion of these projects will help address climate change through reduction in emissions and create a new structure to the city.
	SC20	Urban Design Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2013).	Neutral	All relevant National guidance, policy and plans have been considered in the development of the Plan.
	SC22	Historical Architectural Character To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures.	Neutral	The Plan aims to protect and enhance the experience of the city's historical architectural character when developing transport infrastructure.
Chapter 5: Quality Housing and Sustainable Neighbourhoods	QHSN2	National Guidelines To have regard to the DEHLG Guidelines on 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007), 'Sustainable Urban Housing: Design Standards for New Apartments' (2020), 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual: A Best Practice Guide' (2009), Housing Options for our Aging Population 2020 and the Design Manual for Urban Roads and Streets' (DMURS) (2019).	Neutral	All relevant National and Regional guidance, policy and plans have been considered in the development of the Plan.
	QHSN4	Key Regeneration Areas To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods and promote area regeneration in parts of the city which require physical improvement and enhancement in terms of quality of life, housing and employment opportunities and to ensure a balanced community is provided in regeneration areas.	+	Key Regeneration Areas include SDRAs within the DCDP. SDRA 6,7, 8, 10, 11, 12, 13, 14, 15 and 17 are located in the study area. The Plan will promote physical improvements and enhancements in terms of quality of life through opportunities of improved transport infrastructure. Access to housing and employment opportunities will be promoted by the Plan.
	QHSN11	15-Minute City To promote the concept of the 15-minute city which provides for liveable, sustainable urban neighbourhoods	+	A key Impetus of the Plan is taking the 15-Minute City concept forward in how the government provides for and connects housing and services in the city centre, as well as

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		<p>and villages throughout the city that deliver healthy placemaking, high quality housing and well-designed, safe and inclusive public spaces served by local services, amenities and sustainable modes of transport.</p>		<p>the prominence they give to walking and cycling as part of the people-centred city. The Plan will therefore support the sustainable consolidation of the city and align with the principles of the 15-minute city.</p>
	QHSN12	<p>Neighbourhood Development To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote developments which:</p> <ul style="list-style-type: none"> • build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places; • integrate active recreation and physical activity facilities; • encourage sustainable and low carbon transport modes through the promotion of alternative modes and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance; • promote and implement low traffic neighbourhoods to ensure a high-quality built environment and encourage active travel in delivering the 15 minute city model. • promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance; • promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects; • cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion; • provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life; 	+	<p>The Plan will encourage sustainable and low carbon transport modes through the promotion of alternative modes such as cycling, walking and public transport. A key impetus of the Plan is taking the 15-Minute City concept forward in how the government provides for and connects housing and services in the city centre which therefore encourages active travel in delivering the 15-minute city model. The Plan promotes the development of healthy, liveable and attractive places through public realm whilst catering for all age groups and all levels of ability / mobility through improvements in access. Design features of transport infrastructure will be made to promote independence for older people and to maximise quality of life. The Plan will have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in the 'Design Manual for Urban Roads and Streets (DMURS)'. The Plan will not specifically address the promotion of community and active facilities, however, it will promote transport infrastructure which will help promote these facilities.</p>

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		<ul style="list-style-type: none"> have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the Regional Spatial and Economic Strategy and national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'; are designed to promote safety and security and avoid anti-social behaviour 		
	QHSN13	<p>Healthy Dublin City Framework and the Healthy Ireland Framework 2019-2025 To support the Healthy Dublin City Framework and the Healthy Ireland Framework 2019-2025 in promoting a long-term vision of improving the physical and mental health and well-being of the population at all stages of life.</p>	+	All relevant National and Regional guidance, policy and plans have been considered in the development of the Plan. The Healthy Ireland Framework 2019-2025 specifically identifies that to create a "activity friendl" environment cycle lanes need to be permitted to encourage cycling as a form of exercise.
	QHSN14	<p>High Quality Living Environment To support the entitlement of all members of the community to enjoy a high-quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs.</p>	+	The Plan aims to provide a significantly enhanced city centre environment through improved air quality, reduced transport and traffic noise, enhancing the visual environment, improving the public realm, increasing biodiversity and protecting and enhancing the experience of the cit's natural and architectural heritage.
	QHSN16	<p>Accessible Built Environment To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012.</p>	+	The Plan aims to create a network of high-quality public spaces connected by the strategic pedestrian network.
	QHSN17	<p>Sustainable Neighbourhoods To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, i.e. children, people of working age, older people and people with disabilities.</p>	+	The Plan aims to develop a city centre which is people-centred which will cater for all persons in all stages of their lifecycle.
	QHSN18	<p>Needs of an Ageing Population To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireelan's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly</p>	+	The Plan will cater for the needs of an ageing population through commitments in improving accessibility and mobility to transport infrastructure. Opportunities to improve the public realm on a local scale within residential neighbourhoods will be examined within the Plan.

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		Strategy 2020-2025 and Housing Options for our Aging Population 2020.		
	QHSN19	Youth Friendly City To promote and support a youth friendly city including the delivery of facilities for children and young people, to include the delivery of youth targeted social, community and recreational infrastructure. To promote a built environment in the inner city, developing areas and Strategic Development Regeneration Areas (SDRAs) which support the physical and emotional well-being of children and young people. To promote policies and objectives that have regard to the Children and Young People's Plans prepared by the Dublin City North and Dublin City South Children and Young People's Services Committees and any future DCC Youth Friendly City Strategy including any future youth homeless strategy.	+	The Plan will cater for the needs of a young population through the promotion high quality transport infrastructure which supports an enhanced living environment which supports physical and emotional well-being of children and young people, for example through improvement in accessibility to nearby services.
Chapter 6: City Economy and Enterprise	CEE8	The City Centre To support the development a vibrant mix of office, retail, tourism related and cultural activities in the city centre and to facilitate the regeneration and development of key potential growth areas such as the Diageo lands, the St. James' Hospital Campus and the TU Dublin campus at Grangegorman.	+	The Plan is located within the city centre area. It promotes regeneration and development of the area through improved access to transport infrastructure which will provide access to the office, retail, tourism related and cultural activities in the city centre.
	CEE11	Key Urban Villages To promote Key Urban Villages as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational, community uses as well as 'coworking spaces' and 'office hubs'.	Neutral	Key Urban Villages 8 and 12 are located in the study area. Whilst the Plan does not promote mixed uses in relation to office, retail, employment, recreational and community uses, it will provide the infrastructure to improve access to these services within these areas.
	CEE12	Transition to a Low Carbon, Climate Resilient City Economy 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.	+	The Plan will 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 through the implementation of sustainable modes of transport.
	CEE13	Towards a Green and Circular Economy To support the growth of the 'green economy' including renewable energy, retrofitting, and electric vehicles and charging infrastructure and to support the transition towards a circular economy in line with national policy and legislation.	+	The Plan has given consideration to future mobility and supports new, emerging and proven innovations in the urban mobility sector including electric vehicles and the infrastructure these vehicles require such as charging ports.

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	CEE14	<p>Quality of Place To recognise that 'quality of place', 'clean, green and safe', is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.</p>	+	The Plan supports the development of transport infrastructure in a sustainable manner, recognising that quality of space, for example allocation of road space is considered when developing such infrastructure. Transport infrastructure will be developed to ensure it is clean, green and safe where required by providing necessary lighting, signage etc. and prioritising walking/cycling and public transport where necessary.
	CEE26	<p>Tourism in Dublin (i) To promote and facilitate tourism as one of the key economic pillars of the city's economy and a major generator of employment and to support the appropriate, balanced provision of tourism facilities and visitor attractions. (ii) To promote and enhance Dublin as a world class tourist destination for leisure, culture, business and student visitors and to promote Dublin as a setting for conventions and cultural events. (iii) To improve the accessibility of tourism infrastructure to recognise the access needs of all visitors to our city</p>	+	<p>The needs of tourists have been taken into account in the development of the Plan, promoting the improvement in accessibility and improvement in the quality of the urban realm, while facilitating access to accommodation and other essential tourism needs.</p> <p>The servicing of major hotels will be maintained taking into account the needs of public transport users, pedestrians and cyclists; and</p> <p>The planning and design of sustainable transport measures will have regard to access and servicing requirements of the major Tourist and Visitor attractions</p>
	CEE27	<p>Tourism Initiatives To work with Fáilte Ireland and other stakeholders to deliver on significant tourism development initiatives for the city including 'Smart Tourism', the Dublin Coastal Trail and the Docklands Visitor Experience Development (VEDP) Plan.</p>	+	The Plan will facilitate the sustainable transport needs of tourists and visitors to Dublin city centre recognising this as an essential aspect in the success of the city's economy.
	CEE28	<p>Tourism Accommodation To consider applications for additional hotel, tourist hostel and aparthotel development having regard to:</p> <ul style="list-style-type: none"> the existing character of the area in which the development is proposed including local amenities and facilities; the existing and proposed mix of uses (including existing levels of tourism accommodation i.e. existing and permitted hotel, aparthotel and student accommodation uses) in the vicinity of any proposed development; 	Neutral	The Plan interacts with this Objective as it will support the servicing of hotels through enhanced accessibility. The Plan takes into account the need to maintain access to commercial, employment, residential or tourism services.

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		<ul style="list-style-type: none"> the impact of additional tourism accommodation on the wider objective to provide a rich and vibrant range of uses in the city centre; the need to prevent an unacceptable intensification of activity, particularly in predominantly residential areas; the opportunity presented to provide high quality, designed for purpose spaces that can accommodate evening and night time activities – see also Chapter 12, Objective CUO34. 		
	CEE29	Event Venues To support the continued operation and appropriate consolidation of event venues including the RDS, National Convention Centre, Croke Park and the Aviva Stadium and where appropriate, to enable them to make large scale capital investment relating to the provision of tourism, business facilities and culture-related spaces, events, conventions and activities, where such proposals support investment and growth of the overall facility and do not diminish their function as nationally important venues.	Neutral	The Plan will support the servicing of event venues in the city centre taking into account the needs of public transport users, pedestrians and cyclists. The Plan takes into account the need to maintain access to commercial, employment, residential or tourism services, in particular in relation to this objective, the National Convention Centre.
Chapter 7: The City Centre, Urban Villages and Retail	CCUV3	Sequential Approach To promote city centre and urban village vitality through the sequential approach to retail development, enable good quality development in appropriate locations, facilitate modal shift and to deliver quality design outcomes.	+	The Plan will encourage and support modal shift to sustainable options while improving the quality of the public realm and the retail environment. The Plan takes into account the need to maintain access to commercial, employment, residential or tourism services.
	CCUV6	Large Scale Retail / Mixed Use Developments To ensure that large scale retail / mixed use development proposals match the capacity of existing and planned public transport; provide good quality street environments to provide safer and more attractive settings for people to shop / do business; and incorporate cycle and pedestrian friendly designs in line with the Retail Design Manual 2012.	+	The Plan takes into account the need to maintain access to commercial, employment, residential or tourism services, while improving the quality of the public realm and the retail environment.
	CCUV15	Premier Shopping Area To affirm and maintain the status of the city centre retail core as the premier shopping area in the State, affording a variety of shopping, cultural and leisure attractions. In	+	The Plan takes into account the need to maintain access to commercial, employment, residential or tourism services, while improving the quality of the public realm and the retail environment.

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		line with the Retail Planning Guidelines, 2012, the city centre should be the main focus for higher order comparison retail in the city to protect its retailing role and primacy.		
	CCUV16	Category 1 and Category 2 Streets To protect the primary retail function of Category 1 Streets in the city and to provide for a mix of retail and other complementary on Category 2 streets. To promote active uses at street level on the principal shopping streets in the city centre retail core having regard to the criteria for Category 1 and Category 2 streets (see Appendix 2 and Figure 7.2).	+	Category 1 and 2 streets are contained within the study area. These streets will be protected when developing the transport infrastructure supported by the Plan in relation to their main function. Active uses will be promoted and supported by the Plan at street level including pedestrian only streets and enhanced public realm.
	CCUV19	Parking and the Retail Core To support the re-use and replacement of car parks in the centre of the retail core and to safeguard short term car parking provision for shoppers and visitors at the periphery of the retail core. The redevelopment of central car parks will support public realm improvements and pedestrian priority in the retail core.	+	The Plan will ensure that private car traffic will be managed to ensure access to the city centre but will prevent movement through the core. With this in mind the Plan will seek a reduction in on-street parking to cater for other sustainable modes of travel. However, access to city centre car parks will be maintained, as required, and will be managed to ensure that sustainable transport and public realm objectives can be realised. Furthermore, the redevelopment or repurposing of centrally-located multi-storey car parks will be pursued.
	CCUV22	Intensification To support and promote the redevelopment and intensification of underutilised sites within Key Urban Villages and urban villages including surface car parks.	Neutral	The Plan supports the redevelopment of underused sites including car parking. The Plan supports the management of car parks within the city centre, which include Key Urban Villages 8 and 12 within the study area.
	CCUV23	Active Uses To promote active uses at street level in Key Urban Villages and urban villages and neighbourhood centres.	Neutral	Active uses will be promoted and supported by the Plan at street level including pedestrian only streets and enhanced public realm.
	CCUV32	Outdoor Dining Proposals for outdoor dining / trading from premises extending into the street will be supported where they would not harm local amenity or compromise pedestrian movement, accessibility needs or traffic conditions.	+	The Plan will promote pedestrian movement within the city centre, and through reallocation of street space can facilitate additional options for outdoor dining in the public realm.
	CCUV34	Moore Street Market To recognise the unique importance of Moore Street Market to the history and culture of the city and to ensure its protection, renewal and enhancement in cooperation with the traders.	Neutral	Moore Street Market is located within the study area. Whilst the Plan does not include specific objectives in relation to it, Moore Street will continue to benefit from the pedestrian environment, while maintaining servicing access.

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	CCUV35	Night Time Economy To support and facilitate evening / night time economy uses that contribute to the vitality of the city centre and that support the creation of a safe, balanced and socially inclusive evening / night time economy.	+	The Plan will facilitate the entertainment, cultural and social life of the city centre in the evenings and night time through improvements in servicing and access. The supported transport infrastructure identified within the Plan will be developed to support the night-time economy in a safe manner. The Plan supports the development of a 24-Hour City catering for demand for travel at all times of the day and night.
	CCUV37	Plan Active and Healthy Streets To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.	+	The Plan promotes sustainable modes of transport including walking, cycling and public transport through a number of measures such as reallocation of road space etc. The Plan will support transport infrastructure which will develop a network of active, healthy, attractive and safe streets.
	CCUV38	High Quality Streets and Spaces To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.	+	The Plan promotes the development of high-quality streets and public spaces by improving access to such spaces. It will promote pedestrianisation and the reduced use of the private car throughout the city centre to help achieve an environment which safe, environmentally friendly and attractive to use. Consideration will be given to all communities needs when developing any improvements to the street and public space.
	CCUV39	Permeable, Legible and Connected Public Realm To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.	+	The Plan aims to achieves a permeable, legible and connected public realm through improvements in walking and cycling linkages, segregated cycling and pedestrian lanes/pathways, improved interchanges, better signage etc. promoting active travel and sustainable movement.
	CCUV40	Public Safety To promote the development of a built environment and public spaces which are designed to deter crime and antisocial behaviour and which promote safety, as set out in the 'Your City Your Space' Public Realm Strategy 2012.	+	The Plan has considered the public's safety in its development. Spaces which will be improved to enhance accessibility and pedestrian usage will be done so in a way to deter anti-social behaviour through improvements in lighting, signage, etc.
	CCUV41	New Infrastructure Development Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach.	+	Any transport infrastructure developments supported by the Plan will be developed using a design-led approach. The Plan has also been developed in this regard as it has

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		DCC will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.		envisioned the service experience in which the public want to be delivered, for example, a better, more connected and user-friendly transport system.
	CCUV42	Public Realm – City Centre To move to a low traffic environment generally and to increase the amount of traffic free spaces provided in the city centre over the lifetime of the Plan as well as create new high quality public realm areas where possible taking into account the objective to enhance access to and within the city centre by public transport, walking and cycling.		In the Plan, private car traffic will be managed to ensure access to the city centre but will prevent movement through the core. This will facilitate greater priority for active transport and improved public realm throughout the city centre.
	CCUV43	Public Realm-- Key Urban Villages/Urban Villages To provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environment Improvement Plans / Village Improvement Plans and Placemaking Strategies in order to support the regeneration and revitalisation of the city's urban villages. Such plans: (i) will identify opportunities for micro spaces (small spaces to facilitate lingering and social, community and cultural interaction and events); and (ii) will be informed by walkability exercises led by older people, parents, visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.	+	Key Urban Village 8 is partially located within the study area. The Plan will provide for environmental and public realm improvements throughout the study area and will consider any Local Environment Improvement Plans/Village Improvement Plans in the further development of transport infrastructure projects.
	CCUV44	New Development That development proposals should deliver a high-quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.	+	The Plan promotes high quality public realm which will be improved through decluttering; removal of redundant signage; provision of new street furniture; spaces for meeting and lingering; enhanced security measures; and will be developed on the basis of universal public access.
	CCUV47	Pedestrian Wayfinding Signage System To maintain, consolidate and expand the Pedestrian Wayfinding System; to ensure a coherent design approach in the area between the canals and Docklands; and to actively remove redundant brown tourist signage	+	In relation to walking the Plan has identified the commitment to the removal of redundant signage and an overall improvement to public realm and the Pedestrian Wayfinding System.

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		as the opportunity arises. The provision of new brown tourist signage will not be supported in the area between the canals and Docklands.		
	CCUV05	Underutilised and Inactive City Centre Streets To reactivate the underutilised and inactive city centre streets and lanes in the city centre through the inclusion of art, landscaping, street furniture, outdoor dining, activity spaces and residential uses.	+	The public realm will be improved through decluttering; removal of redundant signage; provision of new street furniture; spaces for meeting and lingering; enhanced security measures; and will be developed on the basis of universal public access therefore improving the streets and lanes within the city centre.
	CCUV06	Car Parks and Last Mile Delivery To investigate the potential of the use of car parks in the city centre for micro hubs and distribution centres for 'last-mile' delivery as part of the preparation of a Servicing / Logistics Strategy for the city (see also Objective SMT06).	+	The Plan considers the use of micro-consolidation centres or flexible click-and-collect points at the neighbourhood level, including the use of multi-storey car parks.
	CCUV011	Victorian Fruit and Vegetable Market To promote and facilitate the ongoing implementation of the City Markets Project, centred around the Victorian Fruit and Vegetable Market on Mary's Lane, an important aspect in city centre regeneration. See also SDRA 13, Chapter 13.	Neutral	The City Markets Project centred around the Victorian Fruit and Vegetable Market on Mary's Lane is located within the study area. The Plan will support the ongoing implementation of the City Markets Project, and the objectives of SDRA 13 by supporting increased connectivity and permeability, and encouraging pedestrian and cycle journeys throughout the area.
	CCUV012	Iveagh Market To support a regenerated Iveagh Market as a major visitor attraction and as a local amenity for the community and to ensure that regeneration proposals include an appropriate community/civic space.	Neutral	Iveagh Market is located within the study area. Whilst the Plan does not promote its development it will protect its unique importance and establish enhanced accessibility to it.
	CCUV013	Civic Spine / College Green Dame Street Project To implement a programme of environmental and public realm improvements along the Grand Civic Spine from Parnell Square to Christchurch Place and along the city quays, and to prioritise the redevelopment of College Green as a pedestrian friendly civic space including the pedestrianisation of Foster Place.	+	The Plan promotes improvements in public realm and environmental aspects. The Plan identifies an Active Travel Scheme from Parnell Square to College Green.
	CCUV014	Pedestrianisation South William Street To support the full pedestrianisation of South William Street, subject to a feasibility study including opportunities for cycling provision	+	South William Street is located within the study area. Whilst the Plan does not specifically promote its pedestrianisation, it will facilitate measures that reduce private car use.
	CCUV015	City Centre Public Realm Strategy To support the review / update of the DCC's City Centre	+	The Plan has applied the City Centre Public Realm Strategy-- 'Your City Your Space' Public Realm Strategy

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		Public Realm Strategy-- 'Your City Your Space' Public Realm Strategy 2012' and apply it for new / redevelopment public realm work throughout the DCC administrative area. The new Public Realm Strategy will adopt / provide for: (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the public realm; and (iv) good practice model of public seating for older people with mobility issues.		2012 to the development of the Plan and any support for public realm initiatives/projects identified within the Plan. The Plan supports the review / update of the City Centre Public Realm Strategy.
	CCUVO16	Public Realm Plans / Masterplans To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals: <ul style="list-style-type: none"> • 'The Heart of the City' Public Realm Masterplan for the City Core 2016; • Grafton Street Quarter Public Realm Improvement Plan, 2013; • Public Realm Masterplan for the North Lotts & Grand Canal Dock SDZ Planning Scheme 2014; • Temple Bar Public Realm Plan 2016; and • Markets Area Public Realm Plan 2021. 	+	The Plan has taken these documents into account where relevant, and supports their implementation.
	CCUVO17	Improve Links North / South To improve North / South links between Grafton Street and Henry Street Shopping areas through the implementation of the "The Heart of the City' Public Realm Masterplan for the City Core 2016.	+	The Heart of the City' Public Realm Masterplan for the City Core 2016 has been considered in the development of the Plan. North -South linkages throughout the city centre will be promoted within the Plan, particularly within the area of the Parnell Square to College Green Active Travel Scheme.
	CCUVO18	Streets and Lanes Dublin 1 To work with city stakeholders including local businesses, and the BIDs group 'WeAreDublintown' to implement a number of public realm projects arising from the Reimagining Dublin One study and to extend best practice from these projects to other parts of Dublin 1 and the city. This includes the North Lotts Planning Study and the 'Reimagining Dublin One Laneways' project.	+	The Plan identifies the commitment to improving the public realm of the city centre. A number of improvement schemes will be incorporated and supported by the Plan which will promote the Reimagining Dublin One Laneways by including urban design, architectural heritage, usability and attractiveness which will be key considerations in the planning and development of the city centre's public realm. The public realm will also be improved through decluttering; removal of redundant signage; provision of new street furniture; spaces for meeting and lingering;

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				enhanced security measures; and will be developed on the basis of universal public access
	CCUV019	Linking Office and Culture Clusters to the Retail Core To devise a programme to enhance pedestrian amenities, encourage more street based activities and provide micro spaces along key routes from office and culture clusters to the retail core to enhance the vibrancy of the streetscape and to draw office workers and tourists into the retail core.	+	Linkages throughout the city centre will be promoted within the Plan. The public realm will also be improved through decluttering; removal of redundant signage; provision of new street furniture; spaces for meeting and lingering; enhanced security measures; and will be developed on the basis of universal public access. This will help create better linkages from office and cultural clusters to the retail core.
Chapter 8: Sustainable Movement and Transport	SMT1	Modal Shift and Compact Growth 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 NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.	+	The Plan promotes modal shift from private car use towards increased use of more sustainable modes of travel such as walking, cycling and public transport by supporting the development of walking, cycling and public transport projects and initiatives. The overall aim of the Plan is to create a city centre with sustainability and emissions reduction as fundamental goals, where the transport system meets the environmental, social, cultural and economic needs of the people it serves
	SMT2	Decarbonising Transport To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.	+	The Plan supports the decarbonising of motorised transport through identification of future mobility of the city, including provisions for micro-mobility such as e-scooters and electric vehicles.
	SMT3	Integrated Transport Network 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.	+	The Plan supports the creation of an integrated transport network that services the needs of the community and businesses within Dublin City and the region by supporting infrastructure for different modes of transport including walking, cycling, public transport and the use of the private vehicle.
	SMT4	Integration of Public Transport Services and Development 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.	+	The Plan aims to create attractive, liveable and high-quality urban places which promote high quality permeability links and public realm. For example, public spaces will be made more universally accessible, and key urban design, architectural heritage, usability and attractiveness will be key considerations in the planning and development of the city centre's public realm.
	SMT5	Mobility Hubs To support the development of mobility hubs at key public transport locations and local mobility hubs in	+	Mobility hubs will be supported by the Plan. The emerging role of e-scooters and other modes of micro-mobility will be accounted for in the city centre's transport system as

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		tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.		part of the Plan. Overall, the Plan aims to create a vibrant, accessible and liveable place by supporting the transportation experience.
	SMT6	Mobility Management and Travel Planning To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.	+	The Plan promotes active travel and public transport use while managing vehicular traffic and servicing activity throughout, for example it looks at reallocating road space from the private vehicle to walking and cycling.
	SMT8	Public Realm Enhancements To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with DCC'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.	+	The Plan promotes the improvement in public realm and identifies the need to prioritise pedestrian accessibility which will be supported by a number of objectives such as public realm will be improved through decluttering; removal of redundant signage; provision of new street furniture; spaces for meeting and lingering; enhanced security measures; and will be developed on the basis of universal public access.
	SMT9	Public Realm in New Developments To encourage and facilitate the delivery of high-quality public realm in tandem with new developments throughout the city in collaboration with private developers through the Development Management process.	Neutral	The Plan promotes improvements to the public realm broadly, which can interact with the contribution of the developers of new schemes.
	SMT10	Public Realm Strategy To review and update the Public Realm Strategy 'Your City-Your Space' within the lifetime of the Plan.	Neutral	The Plan has applied the City Centre Public Realm Strategy-- 'Your City Your Space' Public Realm Strategy 2012 to the development of the Plan and any support for public realm initiatives/projects identified within the Plan. The Plan supports the review / update of the City Centre Public Realm Strategy.
	SMT11	Pedestrian Network To protect, improve and expand on the pedestrian network inclusive of facilities for people with mobility impairment and/or disabilities, including the elderly and people with children, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions.	+	The Plan promotes improved accessibility throughout the city including those with mobility impairment and/or disabilities, including the elderly and people with children.

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	SMT12	Pedestrians and Public Realm 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.	+	Public realm will be improved as part of the Plan becoming more accessible for all its users.
	SMT13	Urban Villages and the 15-Minute City To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and public realm enhancement.	+	A key impetus of the Plan is taking the 15-Minute City concept forward in how the government provides for and connects housing and services in the city centre, as well as the prominence they give to walking and cycling as part of the people-centred city. The Plan will therefore support the sustainable consolidation of the city and align with the principles of the 15-minute city.
	SMT14	City Centre Roadspace To manage city centre roadscape 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.	+	The Plan identifies the need to reallocate road space to provide for pedestrians, cyclists and public transport.
	SMT15	'Last-Mile' Delivery To seek to achieve a significant reduction in the number of motorised delivery vehicles in the City through supporting and promoting the use of the 'last-mile' delivery through the development of micro hubs and distribution centres.	+	The Plan promotes a reduction of motorised delivery vehicles within the city centre. For example, goods delivery to businesses will be managed in terms of road space allocation and times of access in order to maintain the reliability and efficiency of the city centre economy, public transport services and the provision of a high-quality walking and cycling environment. The use of micro-consolidation centres or flexible click-and-collect points at the neighbourhood level will also be explored, including the use of multi-storey car parks as part of the Plan.
	SMT16	Walking, Cycling and Active Travel To prioritise the development of walking and cycling facilities and encourage a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.	+	A key aim of the Plan is to develop a city centre that is more user friendly for cyclists and pedestrians. A number of objectives of the Plan promote walking and cycling facilities which will help to shift people's decision in using active travel modes.
	SMT17	Active Travel Initiatives To promote and help develop community-based coordinated initiatives at local level that encourage	+	A key aim of the Plan is to develop a city centre that is more user friendly for cyclists and pedestrians. The Plan will

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		active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives and specifically to target a significant increase in the number of children cycling to primary school.		inform initiatives at a local level which help promote active travel, including policies such as: The primary cycle network will be provided with high-quality infrastructure which either segregates cyclists from general vehicular traffic, or will comprise a low traffic or traffic free environment; The Cycle infrastructure on the primary network in the city centre will operate on a 24-hour basis
	SMT18	The Pedestrian Environment To continue to maintain and improve the pedestrian environment and promote the development of a network of pedestrian routes 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.	+	The Plan supports the creation of an environment which is safe, accessible and usable for pedestrians. The Plan will support this through a number of objectives including improving walking and cycling links between residential blocks and local services, such as schools and shops in terms of safety and convenience.
	SMT19	Integration of Active Travel with Public Transport 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.	+	The Plan has been developed taking into account the needs of 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.
	SMT20	Walking and Cycling for School Trips To promote walking and cycling for school trips through the promotion of initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways.	+	The Plan will assist in the promotion of walking and cycling for school trips by improving opportunities to walk and cycle through enhanced footpaths, cycling routes and public realm.
	SMT21	Accessibility and Design at Schools To ensure that the development of new schools or expansion of existing schools demonstrate accessibility by sustainable transport options and that the layout and design shall be optimised to prioritise permeability and safe routes for pedestrians, cyclists and users of all abilities	+	The Plan will assist in the promotion of walking and cycling for school trips by improving opportunities to walk and cycle through enhanced footpaths, cycling routes and public realm.
	SMT22	Key Sustainable Transport Projects To support the expeditious delivery of key sustainable transport projects including Metrolink, Bus Connects,	+	The Plan has been developed taking into account the key sustainable transport projects proposed in Dublin and

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		DART+ and Luas expansion programme 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.		supports the delivery of these including Metrolink, Bus Connects, DART+ and Luas. Luas and Bus Spines will be given maximum levels of priority on streets and through junctions in terms of road space allocation, and junction and signal configurations, balanced with the needs of cyclists and pedestrians
	SMT24	Shared Mobility and Adaptive Infrastructure To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city.	+	The Plan promotes shared mobility including car and cycling share as part of an integrated transport network.
	SMT25	On-Street Parking To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.	+	The Plan aims to reduce on street car parking to manage the number of private vehicles within the study area. Road space will be used for sustainable transport provision such as cycling lanes and pathways to cater for pedestrians.
	SMT26	Commuter, Shopping, Business and Leisure Parking To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.	+	Whilst the Plan promotes a decrease in the number of private vehicles within the study area there is still consideration for this mode of travel and, therefore, the Plan identifies the need to maintain access to city centre car parks as required and will be managed to ensure that sustainable transport and public realm objectives can be realised and the redevelopment or repurposing of the most centrally-located multi-storey car parks will be pursued.
	SMT27	Car Parking in Residential and Mixed Use Developments (i) To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (see Appendix 5) so as to promote city centre living and reduce the requirement for car parking. (ii) To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking. (iii) To safeguard the residential parking component in mixed use developments.	Neutral	The Plan methodology has allowed for access arrangements to residential parking within schemes. The proposals within the Plan facilitates a wider range of alternative options to private car use.

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	SMT28	Repurposing of Multi-Storey Car Parks To support the repurposing of multi-storey car parks for alternative uses such as central mobility hubs providing high density bike parking, shared mobility services, 'last mile' delivery hubs and recreational or cultural uses.	+	The Plan commits to examining the redevelopment or repurposing of the most centrally-located multi-storey car parks.
	SMT29	Expansion of the EV Charging Network To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles (EVs) on public land and private developments in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.	+	The supply of public charging facilities will be explored as part of the Plan.
	SMT33	Design Manual for Urban Roads and Streets To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible	Neutral	The principles of DMURS are taken into account in the Plan, and will be used to facilitate future change to city streets resulting from the Plan.
	SMT34	Street and Road Design To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.	+	The study area considers the safety of all road users in its objectives and plan making. The Plan takes into the principles of designing streets and roads to balance the needs for all users, particularly those who will be walking or cycling or using public transport, and will facilitate these principles in relation to any future change.
	SMT35	Traffic Calming and Self-Regulation Street Environments To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.	+	The Plan supports the means to a self-regulating environment through provision of cycling and pedestrian friendly facilities ensuring all streets calm traffic.
	SMT01	Transition to More Sustainable Travel Modes To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport	+	The Plan supports the transition to sustainable modes of transport including walking, cycling and public transport, including: Access into the core of the city will be maintained; Car traffic through the inner core will not be permitted and will be redirected via the Urban Cell structure;

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		(bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).		On select streets, general car traffic will be removed; Car traffic will cede priority to all other modes at junctions
	SMT02	Improving the Pedestrian Network 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.	+	The Plan supports the improvement in the pedestrian network via a number of objectives including improved road/pathway surfaces, signalised junctions etc.
	SMT03	Public On-Street Accessible Parking Bays To provide public on-street accessible parking bays where appropriate.	Neutral	The Plan has taken into account on-street parking as part of its methodology and the promotion of sustainable modes of transport and parking. A reprioritised street network is likely to result in a change to the need for and pattern of public, accessible parking bays.
	SMT04	Taxi Ranks To ensure the City is provided with adequate and accessible taxi ranks and facilities and to engage with the NTA and representatives of the taxi industry regarding provision of same.	+	Appropriate rank space will be provided, taking into account the requirements of cycling, deliveries and servicing, general traffic, and the use of technology The provision of welfare facilities for taxi drivers will be examined; and The potential for a dedicated taxi holding area will be investigated
	SMT05	Review of the City Centre Transport Study 2016 To review the City Centre Transport Study 2016 in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.	+	The Plan comprises the review of the City Centre Transport Study 2016.
	SMT06	Servicing/Logistics Strategy To prepare a Servicing/Logistics Strategy for the city in collaboration with relevant stakeholders to ensure the continued viability of the city and urban villages.	Neutral	The Plan will align with a Servicing/Logistics Strategy for the city as it considers the need to continue viability of the city and urban villages through goods deliveries and the role of goods delivery vehicles in the area.
	SMT08	Cycling Infrastructure and Routes To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area (GDA), and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GI02 and GI016.	+	The Plan promotes the improvement in existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages. The Plan identifies initiatives to be taken to encourage cycling such as reallocated road space, 2-way cycle lanes etc.

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	SMT09	Greater Dublin Area Cycle Network Plan To support the development of a connected cycling network in the City through the implementation of the NTA's GDA Cycle Network Plan, subject to environmental assessment and route feasibility.	+	As identified in the Plan, it is the intention to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated GDA Cycle Network.
	SMT016	Blaquiere Bridge To seek to reopen the pathway underneath Blaquiere Bridge on the North Circular Road beside the Old State Cinema in Phibsborough to pedestrians and cyclists.	+	Blaquiere Bridge is located towards the boundary of the study area. Whilst the Plan does not include specific objectives in relation to it, the objective is supported through support for BusConnects which includes works to access via the pathway underneath the bridge.
	SMT011	Walkability Audits To carry out walkability audits with local communities and priority target groups to inform necessary improvements to the pedestrian network.	+	The Plan proposes carrying out walkability audits within the study area to inform necessary improvements to the pedestrian network.
	SMT012	Cycle Parking Spaces To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.	+	The Plan proposes further investment in public cycle parking, e.g. at mobility hubs, that cater for both standard bicycle spaces and non-standard spaces for adapted and cargo bikes.
	SMT014	Cycle Parking Facilities To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and DCC's Public Realm Strategy.	+	Investment in on-street cycle parking will continue order to provide for publicly accessible cycle parking spaces which cater for both standard bicycles and non-standard spaces for adopted and cargo bikes. The Plan commits to the provision of cycle parking in all multi-storey car parks where it can be provided and accessed safely and conveniently Consideration has been given to NTA's GDA Cycle Network Plan, and DCC's Public Realm Strategy in the development of this Plan,
	SMT015	River Liffey Boardwalk Subject to a feasibility assessment, to seek to extend the River Liffey Boardwalk as a key leisure walking and seating space in the City.	Neutral	The River Liffey will be the focus of high-quality public realm measures as identified within the Plan. The Plan therefore supports this objective and the extension of the River Liffey Boardwalk as a key leisure walking and seating space.
	SMT022	Shared Bike Schemes and Micro-Mobility Schemes To monitor the success of and expand the shared bike schemes and to facilitate the expansion of shared micro mobility schemes throughout the city, in accordance with	+	Shared transport systems will be supported by the Plan including the commitment to maintaining and expanding bicycle rental schemes.

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		ongoing review and new models of operation such as the use of mobility hubs.		
	SMT023	Elimination of 'Free' On-Street Parking To progressively eliminate all 'free' on-street parking, both within the canals and in adjacent areas where there is evidence of 'all day' commuter parking, through the imposition of appropriate parking controls, including resident permit parking, pay and display parking, or by the provision of new cycle parking, public realm or greening.	+	The Plan supports the reduction of on-street parking throughout the city centre.
	SMT024	Control Supply and Price of Public Parking To control the supply and price of public and permit parking in the city in order to achieve sustainable transportation policy objectives and encourage modal shift.	+	All-day commuter parking in central areas will be addressed by way of extending the permit system
	SMT026	Surface Parking in the City To work with other public bodies to examine opportunities to repurpose surface parking throughout the city for greening and to support the proposal to re-establish the park at the front of Leinster House.	+	The Plan considers the need to reduce car parking in the city centre. Initiatives will be sought to repurpose surface parking.
	SMT027	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. <u>Roads and Streets</u> <ul style="list-style-type: none"> • River Road • Belmayne Main Street • Sean Moore Road • Cherry Orchard Link Roads • Richmond Road • Collins Avenue Extension • Blackhorse Avenue • Clonshaugh Road Industrial Estate • Cappagh Road • St. Margaret's Link Road • Northern Cross/Belcamp Lane • Santry Avenue Link Road 	+	The Plan has taken into account the identified Schemes within the city centre in developing the transport network.

Relevant Chapter from DCCP	Policy / Objective Reference	Policy/Objective Description	Plan Interaction with Policy / Objective	Commentary
		<ul style="list-style-type: none"> Newtown Avenue <u>Bridges</u> Dodder Public Transport Bridge, linked with BusConnects 16 proposals. 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. Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge. Liffey Valley Park pedestrian/cycle bridge. Pedestrian/Cycle Bridge across River Liffey from Irish National War Memorial Gardens/Islandbridge to the Chapelizod Road, Islandbridge 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. 		
	SMT031	<p>Summerhill Pedestrian/Cycle Connection To provide a pedestrian/cycle connection linking Summerhill to Mountjoy Place.</p>	+	Overall, the Plan will promote improved linkages throughout the city centre via pedestrian/cycling connections. The Summerhill connection has been taken into account in the Plan's development.
	SMT032	<p>Dominick Street Lower Pedestrian/Cycle Connection To provide a pedestrian/cycle connection linking Dominick Street Lower to Dominick Place.</p>	+	Overall, the Plan will promote improved linkages throughout the city centre via pedestrian/cycling connections. The Dominick Street connection has been taken into account in the Plan's development.
	SMT033	<p>Speed Limits and Traffic Calmed Areas To expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the city and subject to stakeholder consultation.</p>	+	The Plan does not specifically aim to expand the 30mph speed limit area but a reduction in the number and routing of vehicle movements in the city centre will encourage slower traffic and lower effective speeds.
	SMT035	<p>Review of Traffic Management and Calming Plans To review neighbourhood schemes and traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources.</p>	+	The Plan has incorporated neighbourhood schemes and traffic management and calming plans for local areas when developing its Objectives and support for projects within the city centre.

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	SMT036	<p>Environmental and Road Safety Impacts of Traffic in the City</p> <p>To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</p> <ul style="list-style-type: none"> • The implementation of traffic calming measures and filtered permeability including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS). • The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by DCC. • To support programmes of action which tackle the issue of road safety in the city. • To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate. 	+	The Plan will promote a transport system that meets the environmental, social, cultural and economic needs of the people it serves. To do this the Plan commits to a number of objectives which will facilitate an improved transport system and city centre environment including enhanced permeability through improved public realm initiatives, reducing emissions from transport by encouraging the use of walking, cycling and public transport through key transport infrastructure developments, developing traffic calming and good urban design to promote safety in the city etc.
Chapter 9: Sustainable Environmental Infrastructure and Flood Risk	SI34	<p>Management of Air Quality</p> <p>To monitor, pro-actively manage and improve air quality in the city through integrated land use and spatial planning measures to avoid, mitigate and minimise unacceptable levels of air pollution in accordance with national and EU policy Directives on air quality and, where appropriate, drive compliance with established targets.</p>	+	The Plan provides the basis for the city centre transport interventions that will be undertaken in order to facilitate the city and city-region of Dublin meeting the national objective to reduce emissions from transport by 50% by 2030. It therefore prioritises measures to manage and improve air quality.
	SI35	<p>Ambient Noise Quality</p> <p>To seek to preserve and maintain noise quality in the city in accordance with good practice and relevant legislation.</p>	+	The Plan will consider noise quality in the city in accordance with good practice and relevant legislation.
	SI36	<p>Noise Management</p> <p>To support pro-active management of noise in the city through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation an in line with the Dublin</p>	+	The Plan will support and promote the pro-active management of noise where possible in the city through measures such as reduction in traffic through the city centre which will help minimise noise in accordance with good practice, relevant legislation an in line with the Dublin

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		Agglomeration Environmental Noise Action Plan 2018-2023 and subsequent plans.		Agglomeration Environmental Noise Action Plan 2018-2023 and subsequent plans.
	S139	Protection of Designated Quiet Areas To protect the designated Quiet Areas within the city from increased exposure to noise.	Neutral	Blessington Basin, Blessington and St. The Cabbage Gardens, Cathedral Lane, D2, (Relatively Quiet Area) are located within the study area. These areas are not proposed to see additional traffic movements, such as would affect their Quiet Area designation.
	SIO23	Dublin Agglomeration Environmental Noise Action Plan To support the implementation of the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 and subsequent plans in co-operation with the other Dublin local authorities.	+	The Plan aims to reduce transport and traffic noise and will therefore consider any national and regional guidelines, plans and strategies to encourage this.
Chapter 10: Green Infrastructure and Recreation	GI2	Connectivity To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, the coastal and marine area and other physical features including streets and civic spaces that supports ecological, wildlife, and social connectivity.	Neutral	The Plan will recognise and promote footpaths and cycleways as part of its main objectives, in which some would be classed as Green Infrastructure. Some selected projects supported by the Plan include College Green Plaza as a space used solely by pedestrians and cyclists with the removal of cars and the promotion of the Liffey Cycle Route. The promotion of these projects will help address climate change through reduction in emissions and create a new structure to the city.
	GI4	Accessibility To ensure universal design for access for all to the green infrastructure network. Priority of access is to be given to pedestrians over all other users. In line with the Parks Strategy, access to facilities and to public parks and open spaces will be provided equally to all citizens and inequalities of access shall be identified and addressed.	+	Overall, within the Plan accessibility will be improved throughout the city centre, including to the green infrastructure network. Priority will be centred around pedestrian movement, including those who use bicycles as a means of travel.
	GI5	Greening of Public Realm / Streets To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin.	Neutral	The Plan identifies that urban design, architectural heritage, usability and attractiveness will be key considerations in the planning and development of the city centre's public realm.
	GI8	Metropolitan Greenways To support the development of Metropolitan Greenways connecting Dublin Bay to regional and national greenway projects, subject to careful routing and design to ensure ecological functions are maintained and existing	+	The Plan will support the development of metropolitan greenways. The Plan promotes cycleways and footpaths as part of greenway projects and ensures biodiversity will be protected and increased throughout.

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		biodiversity and heritage is protected and enhanced. The delivery of Metropolitan Greenways is identified in the National Planning Framework as one of the key enablers for the growth of Dublin City.		
	GI25	Open Space Provision (sq. m.) per 1,000 Persons Benchmark To ensure equality of access for all citizens to the public parks and open spaces in Dublin City and to promote more open space with increased accessibility and passive surveillance where feasible. In this regard, a city wide range of 2.5ha to 3.6ha of parks per 1,000 population benchmark for green/recreational space as set out in the 2019 Parks Strategy (or as updated) shall be a policy goal and quality standard.	Neutral	The Plan aims to promote public spaces which will be universally accessible and attractive. The Plan facilitates the reallocation of road space to open space use.
	GIO6	Metropolitan and Local Greenways To support the development of the following metropolitan greenways and local cycleways / walkways: <ul style="list-style-type: none"> Royal Canal and the Grand Canal (including the inner Grand/Royal canal loop linking the two canals via the Phoenix Park). Rivers Liffey (Dublin Galway Euro route) Dodder (to Dublin Mountains). Coastal corridor. Local routes and extension of existing routes including along the Rivers Tolka, Santry, Poddle, Camac and Mayne. 	Neutral	Overall, the Plan promotes the development of local cycleways and pathways. The River Liffey, the Canals, and other major features will be the focus of high-quality public realm measures.
	GIO44	National Public Health Policy To support the objectives of public health policy including Healthy Ireland Framework 2019 - 2025 and the National Physical Activity Plan 2016.	+	The Plan promotes walking and cycling as sustainable means of transport. Whilst this helps to support sustainability within the city it will also support a healthy city by providing more options for physical activity.
	GIO45	Active Cities Project To support the work of the Dublin City Sports & Wellbeing Partnership and the Dublin Active Cities Project in creating, maintaining and increasing the numbers of people, of all ages, gender and ability, participating in sport and physical activity in the city.	+	The Plan promotes walking and cycling as sustainable means of transport which supports the need for an increase in numbers participating in physical activity in the city.
Chapter 12: Culture	CU9	Parnell Square and North Inner City Cultural Cluster To promote and support the growth of the Parnell Square and North Inner City cultural cluster to facilitate opportunities that provide benefits both to the wider City	Neutral	Parnell Square the north inner city cultural cluster are located within the study area. The Plan will support opportunities that provide benefits both to the wider City

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		and to the economic growth and regeneration for the NEIC that supports artists, mitigates social exclusion and increases opportunities for expression and artistic engagement for the diverse local community and in particular, young people.		and to the economic growth and regeneration of the NEIC in regard to accessibility and inclusion.
	CU29	Public Realm for Cultural Events To encourage greater use of the public realm for cultural events to make the city centre more attractive to those with young families, and to seek provision of new public spaces for outdoor performance that are designed and fitted to host a range of events.	Neutral	The Plan takes into account public spaces and facilitates their delivery.
	CU07	City Library To deliver a world class new City library and cultural resource centre at Parnell Square alongside a significant upgrade of the public realm of Parnell Square to provide an attractive and appropriate setting for the high number of cultural facilities on the Square.	Neutral	Parnell Square is located within the study area. The Plan will support any upgrades to public realm within this area.

3 KEY INTERACTIONS

As outlined in Table 2.1, the Plan interacts positively with a number of policies and objectives including those associated with sustainable transport, enhancing public realm and providing for improved public spaces, economic support and development, residential development, the development and protection of green infrastructure and promoting compact growth.

The Plan interacts positively with the implementation of national policies and objectives on climate change by identifying the need to transition to 'Zero Emissions' transport modes. The Plan aims to facilitate the development of walking and cycling infrastructure, low emission public transport and micro-mobility. The Plan also commits to reducing access for carbon emitting vehicles in the city centre and providing the transport interventions that support compact and consolidated development in line with the 15-Minute City approach which will add to a low carbon environment.

The 15-minute City approach and compact growth as identified within the DCDP have the objective of consolidating development to achieve sustainable densities within the city centre and facilitating the location of services and amenities in close proximity to homes. A key impetus of the Plan is taking the 15-Minute City concept forward in how it provides for and connects housing and services in the city centre, as well as the prominence given to walking and cycling as part of the people-centred city. The Plan therefore supports the development of the 15-minute City and promotes the transport infrastructure needed to deliver compact growth.

The Plan supports development for transport that will provide for all users including those with mobility impairments and across age ranges. The Plan aims to provide for a significantly enhanced city centre environment through improving air quality, also in line with climate change, reducing transport and traffic noise, enhancing the visual environment, protecting and increasing biodiversity and protecting and enhancing the experience of the city's natural and architectural heritage.

In relation to public realm and public spaces the DCDP identifies the need to improve connectivity and permeability. The Plan will deliver on these policies and objectives through several commitments including improved accessibility to public spaces and the provision of high-quality streets and spaces.

The Plan interacts with a number of economic policies and objectives, including those focused on tourism and retail. The successful future of the city centre is built on vibrant retail, office, tourism, and cultural related activities. The Plan will promote regeneration and development of the area through improved access to transport infrastructure which will provide access to the office, retail, tourism related and cultural activities in the city centre.

Furthermore, a number of policies and objectives of the DCDP interact with the Plan but have been given a neutral scoring. In these instances, it is considered that the Plan facilitates the delivery of the policies and objectives but will not necessarily contribute to their delivery, due to the indirect link between such policy and objective to the Plan.

