

Sub 06

Anne Glancy

From: GCU - Reform Communications and Emergency Planning Divisional Mailbox <GeneralCo-OrdinationUnit@transport.gov.ie>
Sent: Friday 6 August 2021 12:15
To: cdp
Subject: EXTERNAL - Material Alterations to the Draft Longford County Development Plan 2021-2027
Attachments: 20210806_DoT response Longford CDP 2021-2027.docx

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Hi,

Please find attached submission from the Department of Transport in relation to Material Alterations to the Draft Longford County Development Plan 2021-2027.

Kind regards,

Geraldine

Geraldine Maher
(she/her) ([what's this?](#))

Reform, Communications Emergency Planning Division

An Roinn Iompair
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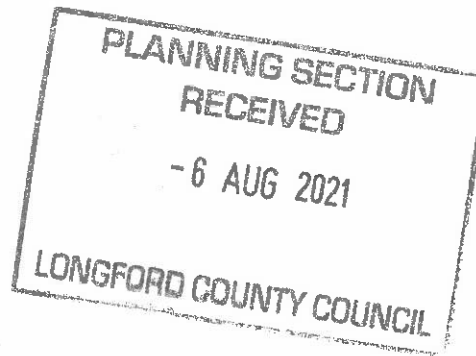
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Ms. Anne Glancy
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Longford County Council
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6th August 2021

Re: Material Alterations to the Draft Longford County Development Plan 2021 - 2027

Dear Ms. Glancy,

The Department of Transport welcomes the comprehensive Longford draft County Development Plan 2021-2027. As outlined in our previous submission, the Department is developing a new national sustainable mobility policy which will be published later this year. Many of the key policy approaches on sustainable mobility in the draft plan align with the key areas being considered in the development of the new sustainable mobility policy such as the importance of integrating land use and transport policies and the delivery of high quality, permeable pedestrian and cycling networks as part of the transition to a climate resilient society.

The new policy will also consider emerging transport issues. For example, it will need to consider the impacts of COVID-19 and if we need to do anything differently around the provision of sustainable mobility infrastructure and services.

Proposed Amendment to Section 5.2.5 Sustainable Public Transport of the draft plan refers to *Smarter Travel, A Sustainable Transport Future 2009-2020*. It should be noted that the new national sustainable mobility policy will replace the *Smarter Travel* policy. The Council may wish to change the wording of the draft plan to reflect this.

Since the previous plan was published there have been important policy developments which are relevant to accessible and integrated public transport. The Department considers these should be reflected in the proposed plan, and particularly in Chapter 5 titled 'Infrastructure'. These include:

- 1) the publication of the "whole of Government" National Disability Inclusion Strategy (NDIS) 2017-2022, which includes specific actions assigned to Local Authorities. For example, action 108 relates to the 'dishing' of footpaths and action 109 relates to accessible infrastructure, including bus stops. 'Dishing'



is where the footpath is sloped for wheelchair access and lack of the same is often cited as a major concern for wheelchair users. The Department welcomes the inclusion of Buildings for everyone – Inclusion, access and use in reference on page 51.

- 2) the ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). The UNCRPD puts obligations on State Parties to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas.
- 3) the DMURS Interim Advice Note – COVID-19 Pandemic Response which was published on the DMURS website in 2020. It includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures. References in the draft plan to the earlier versions of DMURS should be replaced, as appropriate, with references to the 2020 DMURS Interim Advice Note – COVID-19 Pandemic Response.
- 4) to make public transport fully accessible to people with disabilities requires a ‘whole journey approach’ which refers to all elements that constitute a journey from the starting point to destination. Local Authorities are a key stakeholder in this regard in the context of ensuring a universal design approach to the built environment, including footpaths, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters, for example pages 204 and 292 in the draft plan.
- 5) the publication by the National Transport Authority (NTA) of its ‘Local Link Rural Transport Programme Strategic Plan 2018 to 2022’. Its mission statement is *“to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs.”* Its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services. In addition, one of its key objectives is greater interaction/co-ordination with Local Authorities regarding the assessment of strategic transport needs and in the development of proposed transport plans for local areas.
- 6) The Department welcomes the support for the NTA’s Connecting Ireland Rural Mobility Plan on page 42.

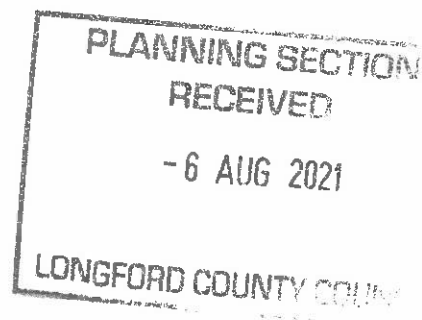


The Department welcomes the strengthened text around sustainable mobility in Longford, particularly in the area of Active Travel (walking and cycling). The modal hierarchy outlined, namely where the promotion of walking and cycling is prioritised over public transport and private car use, is in line with the draft National Investment Framework for Transport in Ireland. The Department proposes that Proposed Amendment CH 5.21 could also include a reference to the various standards which will be adhered to including DMURS, mentioned in previous amendments, but also the NTA's National Cycle Manual, a new iteration of which should be finalised by the end of 2021.

Yours sincerely,

Geraldine Maher

Reform, Communications and Emergency Planning Division



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