An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

Report of Stakeholder Engagement Event

21st November 2019

Contents

Overview

The Department of Transport, Tourism and Sport hosted a Stakeholder Engagement Event on 21st November 2019 as part of its public consultation on a review of sustainable mobility policy. The phrase 'sustainable mobility' includes both public transport and active travel (walking and cycling).

The purpose of this Report is to provide a compendium of the views expressed by delegates at the Stakeholder Engagement Event and to assist with stakeholders' preparation of potential written submissions to the Department as part of the wider public consultation process.

The public consultation was launched by the Minister for Transport, Tourism and Sport, Shane Ross TD, on 14th November seeking public and stakeholder views on -

- what is working well;
- what needs to improve;
- what sort of sustainable mobility policy we need for the future.

The call for views was supported by the publication of a wide range of information, analysis and discussion papers prepared by the Department across the following aspects of sustainable mobility and setting out questions designed to help assist with developing a new policy framework[1] –

- Public Transport and Accessibility
- Active Travel
- Climate Change Challenge
- Congestion
- Greener buses: Alternative Fuel Options for the Urban Bus Fleet
- Land Use and Transport Planning
- Regulation of Public Transport
- Public Transport in Rural Ireland
- Statistics and Trends

The Department also published a report of the 2018 Ministerial round table discussion with stakeholders, an evaluation of the Smarter Travel Areas programme 2012-2016 and a status review of the actions contained within the existing sustainable mobility policy documents – *Smarter Travel, A Sustainable Transport Future 2009-2020* and the *National Cycle Policy Framework.*

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[1] All papers available to view at: https://www.gov.ie/en/consultation/f1b503-public-consultation-on-a-review-of-sustainable-mobility-policy/

The Department's review of sustainable mobility policy is the first review in 10 years and reflects both a commitment made in the *Programme for a Partnership Government* and actions under the *Climate Action Plan 2019*.

The purpose of the Stakeholder Engagement Event on 21st November was to have focused discussions on various areas of policy interest to assist the Department in its policy review and the development of a Sustainable Mobility Policy Statement over the coming months.

A broad range of stakeholders were invited to participate in the event. These included passenger and consumer interests; providers of bus, rail and taxi services; providers of transport infrastructure; trade unions with members working in public transport; cyclist and pedestrian advocacy groups; disability representatives; business groups; environmental interests; local authorities; regulators; and analysts and academics who focus on sustainable mobility. The list of organisations who participated in the event is attached at Appendix 1 and the programme for the day is included at Appendix 2.

A keynote presentation was delivered by David O'Connor, Head of Environment and Planning at Technological University Dublin, on issues for consideration for sustainable mobility in Ireland. This presentation is attached at Appendix 3.

Many of the delegates had previously attended the round table discussion hosted by Minister Ross in the Mansion House in May 2018 which was the first step in the policy review. That event allowed for an initial exchange of views among interested stakeholders and commentators on a wide variety of issues significant to the sustainable mobility sector including potential challenges and competing priorities likely to arise in the future. The round table discussion helped inform the development of the background papers that were published for this consultation period.

The Stakeholder Engagement Event included six thematic workshops corresponding to the themes of the published background papers and each delegate had the opportunity to participate in two workshops. The purpose of the workshops was to share and hear different perspectives and stimulate discussion at the beginning of the public consultation process and delegates were also invited to put forward their individual thoughts on the questions and answer sheets provided at the workshops. Delegates were also encouraged to submit their views in formal written submissions to the Department, following the event, as part of the wider public consultation process.

The six workshops held on the day were -

    Breakout Session 1
    Workshop A: Climate Change
    Workshop B: Accessibility
    Workshop C: Land use including its impact on congestion

Breakout Session 2
Workshop D: Active Travel
Workshop E: Regulation
Workshop F: Rural Transport

Each workshop was facilitated by a Department of Transport, Tourism and Sport (DTTAS) representative and was structured around -

- Opening presentation by DTTAS representative on key issues of relevant Background Paper(s);
- Group discussions to allow delegates to discuss the suggested questions and other relevant issues;
- Open discussion between delegates and facilitator.

After each breakout session, the facilitator of each workshop presented a summary report of the workshop discussion at the plenary session.

The following reports of the discussions at each workshop have been prepared on the basis of notes taken at the event by DTTAS staff. These reports do not set out the views of the Department.   They try to capture the wide-ranging and sometimes diverse themes and views that were expressed by delegates on the day and in many cases include the language and phrases that were used by delegates at the workshops.

The discussions on the day together with the written submissions received as part of the wider public consultation process will feed into the development of a Sustainable Mobility Policy Statement over the course of 2020.

Breakout Session 1

Workshop A: Climate Change

This workshop focused on the following background papers: *Background Paper 3 – Climate Change Challenge* and *Background Paper 5 – Greener Buses: Alternative Fuel Options for the Urban Bus Fleet*.

Delegates were asked to consider especially the following questions:

- In considering the mitigation measures set out in the paper and presentation, and other transport emissions mitigation instruments you may be aware of, should Ireland consider new actions, amend or discontinue any existing measures?

- How should we prioritise measures for investment and/or implementation (e.g. on basis of least cost, carbon abatement potential, disruptive effects, co-benefit potential etc)?

- What challenges and issues need to be considered in relation to transitioning the Public Service Obligation (PSO) urban bus fleet to alternative fuels and technologies?

- Based on the additional investment costs associated with alternatively fueled vehicles and their associated infrastructure, should funding and bus fare structures be modified?

<table>
<tr><td colspan="2" align="center">Workshop A - Climate Change
Report of discussions</td></tr>
<tr><td align="center">Theme</td><td align="center">Views of delegates</td></tr>
<tr><td colspan="2">In considering the mitigation measures set out in the paper and presentation, and other transport emissions mitigation instruments you may be aware of, should Ireland consider new actions, amend or discontinue any existing measures?</td></tr>
<tr><td>Modal shift</td><td>
- Encouraging modal shift is of key importance and technology and Mobility as a Service (MaaS) have a role to play in this area.
- There is also potential around measures such as car share networks and workplace mobility hubs tailored to the transport needs of employees.
- Rail has a crucial role including the expansion of intercity services and the electrification of parts of the rail network.
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Workshop A - Climate Change Report of discussions	
Theme	**Views of delegates**

Journey reduction	- Measures to reduce the number of journeys taken could help mitigate emissions including initiatives to:
	
	  o Further reduce the number of children being driven to school;
	  o Further promote online shopping and electric vehicle deliveries as studies suggest that online shopping reduces transport emissions;
	  o Further improve the safety of cycling and investment in cycling infrastructure;
	  o Promote higher housing-densities (land use planning);
	  o Further promote working from home.

Existing policy	- There are questions over the feasibility of the Government's target for electric vehicles (EVs) – not just the costs but also the value of the assets. Charging infrastructure for EVs is an issue. - EV incentives can only be short-term. - Consideration needs to be given to how to translate the commitments in the *National Planning Framework* into measures. - Joined-up thinking is required in relation to funding. The current split in climate competencies between DTTAS; the Department of Communications, Climate Action and Environment; and other Government Departments is inefficient. - The focus is placed on the National Transport Authority (NTA) rather than local authorities for a lot of measures and this should be shifted.
Demand management	- Strategies could be considered to discourage car-owners from commuting into towns and cities such as banning diesel cars in urban areas and congestion and parking charges.
Speed	- Improving speed limit compliance among drivers could help reduce emissions.

Workshop A - Climate Change Report of discussions	
Theme	**Views of delegates**
Rural and Urban	- There is a rural/urban difference in relation to the thinking behind climate change. - A lot of emissions in rural areas are generated by agriculture and by people commuting to work by car who have no alternative. - There is a need to focus on growth towns and how to mitigate transport emissions in these areas. - The complex interaction between related sectors such as agriculture, land use planning, community profiles/needs means that addressing transport-related climate change in rural areas often requires multiple approaches tailored to the needs of specific communities. - In urban areas, the resource-intensive nature of mitigation measures and projects presents challenges for local authorities. A funding and budgeting framework should be established to assist them.
How should we prioritise measures for investment and/or implementation (e.g. on basis of least cost, carbon abatement potential, disruptive effects, co-benefit potential etc)?	
Decision-making	- When introducing sustainable mobility and climate-driven measures, a shift from "least cost" to "acceptable cost" approach should be adopted. - Co-benefits such as well-being, work-life balance, air quality etc. should be factored into procurement decisions. - The current evaluation methodology on investment is flawed and is leading to congestion and long journey times. It is biased towards measures to benefit the car which reduces road capacity. - Investment models should factor in additional co-benefits and it would be beneficial to consider expanding investment criteria to include sustainable mobility as a criterion. - There is a need to focus on what benefits are required and not just a reliance on cost:benefit ratios.

Workshop A - Climate Change Report of discussions	
Theme	**Views of delegates**
Public consultation	- Proper consultation on future measures is required. The Government needs to work one-on-one with people to convince them of the importance of making better decisions. - The appetite is there to change but facilitation is needed. An intensity of commitment is required to begin changes. - Citizen education, including at a political level, is needed in order to turn public and political will towards decarbonisation. - It is important to understand the value of public information schemes in order to promote public acceptance of new technologies and approaches and to consolidate support. - The successful implementation of the recent *Schools Street* initiative by Fingal County Council was highly reliant on in-depth and lengthy stakeholder consultation and consensus building. Public acceptance of the initiative was primarily achieved by highlighting the safety benefits to local children. The benefits of modal shift (away from cars and towards active travel) were also important elements in public acceptance of the initiative.
Car ownership	- There is a high dependence on people's personal choice of vehicles and people may choose not to buy EVs. - The number of diesel cars must be reduced due to their high NO_x emissions. - Car ownership, regardless of technology, should not be incentivised.

Workshop A - Climate Change
Report of discussions

Theme	Views of delegates
What challenges and issues need to be considered in relation to transitioning the PSO urban bus fleet to alternative fuels and technologies?	
Zero emissions	- There are challenges associated with adopting zero-emission technology when energy sources of the fuels used are considered (i.e. when a "well-to-wheel" rather than a "tank-to-wheel" model is adopted). - Technology is advancing rapidly but is still not mature and the timeframe may be too short.
Speed	- There are benefits to reducing speed across the bus fleet given the impact of higher speeds on safety, public health and air-pollution emission levels. - Studies by the Road Safety Authority (RSA) show that compliance with speed limits is low across the public and private bus fleets. - The RSA is carrying out studies on incentives such as individual tax credits to improve driver behaviours.
Cost	- Cost is the biggest factor. Low emission vehicles are much more expensive than conventionally fuelled alternatives - at current prices, diesel-electric hybrids can cost up to 25-35% more than conventional diesel buses. - A big challenge is maintaining the current bus fleet at its current age. - There is a balance required between the costs arising from transitioning to lower-emitting technologies and the cost implications of when and at what scale new technologies are adopted.
Procurement	- It is important to trial hydrogen and EVs before Ireland decides on a long-term procurement strategy.
Customer needs	- There is a challenge in the adoption of new technologies in terms of meeting customer needs for reliable, affordable and timely bus services.

Workshop A - Climate Change Report of discussions	
Theme	**Views of delegates**
Based on the additional investment costs associated with alternatively fueled vehicles and their associated infrastructure, should funding and bus fare structures be modified?	
Cost of inaction	- There is a cost to buying alternatively fuelled buses but there is also a cost to doing nothing. - European Union (EU) non-compliance penalties should be ring-fenced and off-set towards those additional vehicle costs.
Public-private initiatives	- There are potential benefits to engaging in public-private initiatives as a funding measure, especially in geographical areas where public transport is limited.
Circular economy	- There is a value to integrating the Irish circular economy and local production of biofuels, such as biomethane, into the fuel supply of urban bus fleets.

Workshop B: Accessibility

This workshop focused on *Background Paper 1 – Public Transport and Accessibility*.

Delegates were asked to consider especially the following questions:

- What are the priorities to improve public transport accessibility for people with disabilities or with mobility difficulties?

- With Ireland forecast to undergo significant population changes in the medium term, moving from a relatively young demographic profile to one with a higher proportion of older people, what public transport challenges and opportunities does this bring?

- Are there international best practise examples in relation to public transport accessibility for people with disabilities or mobility difficulties that could be applied to an Irish context?

Workshop B: Accessibility Report of discussions	
Theme	**Views of delegates**
What are the priorities to improve public transport accessibility for people with disabilities or with mobility difficulties?	
Regional, local and rural	- DTTAS should be more representative at a regional level. - There is a need for greater local authority engagement. The *Age Friendly* approach was suggested as a good model. - It is important to incorporate disability needs into local transport policies. - The reliability of the return journey in rural areas is a major factor in the high levels of car ownership in rural Ireland. - There needs to be better integration between Local Link and other transport services, for example, Local Link should collect from the local train stations. - The needs of the rural town should be identified. - Routes outside Dublin should be prioritised when making accessibility improvements e.g. gaps, unmanned stations, seating.
Services	- A whole journey approach is needed with local authority involvement.

| Workshop B: Accessibility |
| Report of discussions |

Theme	Views of delegates
	- There is a need to change behaviours and attitudes, for example, the wheelchair space on buses is often taken up by children's buggies.
	- Signage and communication methods need to be better for people with visual impairments.
	- The alarm sound when wheelchair users board a bus draws unwelcome attention.
	- Better communication and information is required in order to plan journeys.
	- Better use of technology is also required, for example, to show if a service is wheelchair accessible. However, it is important to recognise that not all passengers are comfortable using technology.
	- Iarnród Éireann needs to streamline the process whereby people with disabilities have to book ahead.
Universal design	- Accessible facilities should be built in from the design stage. This is much cheaper than subsequent retrofitting.
	- Bus shelters should be more comfortable, protected and include seating.
	- Mobility audits need to be carried out around the transport hubs.
	- Safety measures need to be put in place on access routes to public transport hubs, for example, lighting. These transport hubs should be easily accessible by road and footpath.
	- There needs to be integrated design and connectivity between bus and Luas.
	- Park and ride facilities should be designed to meet the needs of people with disabilities and the elderly who require frequent, reliable services.
	- There is a requirement for proper signage which should not be affected by anti-social/vandalism fears.

| Workshop B: Accessibility | |
Report of discussions	
Theme	**Views of delegates**
With Ireland forecast to undergo significant population changes in the medium term, moving from a relatively young demographic profile to one with a higher proportion of older people, what public transport challenges and opportunities does this bring?	
Opportunities	- There is an opportunity for joined-up thinking and communication from different perspectives to implement a real action plan. - Current initiatives have been successful and should be continued/expanded. - The *United Nations Convention on the Rights of Persons with Disabilities* has been ratified and should be implemented. - There is a lack of quality for people with disabilities travelling by public transport and it is important to provide clear communication on how to link journeys. - It is important to have specialised staff training/awareness of providing a service for people with disabilities as well as for older people using public transport. - The design process for public transport should involve engagement with key users of the services.
Challenges	- The elderly can have difficulty accessing high-floor urban buses and assistance could be provided by fitting accessibility bars to buses. - Tackling isolation is a major challenge. 80% of people with disabilities are unemployed as they have difficulty getting to and from work. Widows/Widowers whose spouses would have driven are also at risk of isolation. - Manned stations are required in order to facilitate the elderly and people with disabilities to access public transport. - Some recent public transport infrastructure improvements have resulted in cases of reduced accessibility for some people with disabilities.

Workshop B: Accessibility Report of discussions	
Theme	**Views of delegates**
Are there international best practice examples in relation to public transport accessibility for people with disabilities or mobility difficulties that could be applied to an Irish context?	
Scotland	- Scotland has a 10-year Accessible Travel framework for people with disabilities with around 50 actions. - Its actions include training of staff and using tenders and procurements to improve accessibility. - It has strong governance structures in place which work well and the action plans are reviewed annually.
Italy & Portugal	- Italy operates on the basis of making systems accessible for children, therefore accessible for everyone. Portugal has adopted an 'accessible for all' approach.
France	- The trams on the Bordeaux tram network are low floor.
Birmingham & Newcastle	- There are customer service representatives available at train stations in Newcastle and Birmingham and there are lots of ramps on platforms.
Chicago	- Inside and outside audio announcements operate in Chicago which facilitates independent travelling on public transport.

Workshop C: Land use including its impact on congestion

This workshop focused on the following background papers: *Background Paper 4 – Congestion* and *Background Paper 6 – Land Use Planning and Transport Planning.*

Delegates were asked to consider especially the following questions:

- How can we better integrate land use planning and transport planning in Ireland?

- What are the opportunities and challenges around reducing traffic congestion in our cities and urban areas and how can sustainable mobility respond to these?

- Should additional demand management measures be considered, alongside supply focused measures, to address congestion e.g. congestion charging/road pricing?

- Are there international best practice examples that could be applied in an Irish context to:
   - support integration of land use planning and transport planning;
   - address traffic congestion?

Workshop C: Land use including its impact on congestion Report of discussions	
Theme	**Views of delegates**
How can we better integrate land use planning and transport planning in Ireland?	
Implementation	- Institutional arrangements are currently fragmented. - A single institution should be established for large areas dealing with housing development/transport etc. Other countries have applied this model. - There is a multiplicity of plans and they need to be consolidated on a national level in order to standardise their implementation by local authorities. - The *National Spatial Strategy* was not delivered. If there had been appropriate implementation of plans at local level, more of the actions would have been achieved. - There needs to be appropriate implementation of the *National Planning Framework* at regional and local level. - There is a need to move away from developer-led development as this tends not to include public transport planning.

Workshop C: Land use including its impact on congestion Report of discussions	
Theme	**Views of delegates**
Housing and public transport	- Transport-orientated development is key and should be applied to future development. - There should be better linking of housing and public transport projects and develop housing/amenities etc. on public transport corridors. - There needs to be consideration around the optimum level of public transport service required for areas outside of the Greater Dublin Area.
Land acquisition	- Affordability of land needs to be a consideration as people are being forced to live further outside of the city. - There needs to be more coherence to the transport corridors out to the suburbs. - There should be more positive State intervention including a willingness to Compulsory Purchase Order etc. rather than reliance on levies.
Planning considerations	- The bus is the workhorse of the city. However, there needs to be more rail provided in the suburbs and further out. - Whilst there is a strengthening of plans, there is a fear of refusal of planning permission and delays in the planning process which can lead to spiralling costs of delivery. - In terms of international connectivity, Dublin/Cork/Belfast connections are important. - Strategic connectivity should be considered including multi modal integration for the first and last mile of journeys. - There is a challenge of retrospectively dealing with urban sprawl.

Workshop C: Land use including its impact on congestion Report of discussions	
Theme	**Views of delegates**
What are the opportunities and challenges around reducing traffic congestion in our cities and urban areas and how can sustainable mobility respond to these?	
Opportunities	- There are opportunities to invest in cycling and encourage remote working. - The National Broadband Plan provides an opportunity to reduce the need to travel. - A certain amount of congestion can encourage people to move to more sustainable modes of transport. - There is a need to reduce car parking spaces, put in bus lanes and encourage shared mobility so people have better alternatives to private car use.
Challenges	- There are a lot of projects planned however they are not being delivered fast enough. - There is a lack of champions which are needed in order for people to "buy in" to projects. There needs to be political will. - There needs to be good communication with local businesses and their buy-in is required to proceed with projects. - There is a challenge around the capacity of local authorities to deliver change. Training and information sharing between local authorities is needed. - There is a need to establish who is accountable for the delivery of a project especially when it covers a few local authority areas.

Workshop C: Land use including its impact on congestion
Report of discussions

Theme	Views of delegates
Should additional demand management measures be considered, alongside supply focused measures to address congestion e.g. congestion charging/road pricing?	
Congestion charging	- Ireland is not ready for congestion charging just yet and other demand management measures should be explored. - A carrot and stick approach is needed. Congestion charging should not be introduced without an appropriate public transport offering and a move away from investment in infrastructure for private cars. - If congestion charging is brought in prematurely there is a risk of a significant displacement effect.
Non-fiscal measures	- Consideration should also be given to non-fiscal measures including: o Flexible working hours; o 24-hour bus lanes with cameras; o Permeability of cities; o Rationalisation of road space.
Car parking	- Parking management is an important demand management measure and should be explored. - Consideration should be given to taxing private car parking spaces, including work spaces. - There is a need to address free parking in the cities. Dublin City Council removed free car parking in the canal area which resulted in a 15% reduction in traffic.
Challenges	- There are challenges around public transport capacity. - Public transport can only solve some of the congestion problem – it cannot solve the M50 issue.

Workshop C: Land use including its impact on congestion Report of discussions	
Theme	**Views of delegates**
Are there international best practice examples that could be applied in an Irish context to: (a) *Support integration of land use planning and transport planning;* (b) *Address traffic congestion?*	
London	- London has a cycle superhighway. High quality space would be needed for this to be applied in Ireland.
Cambridge	- Cambridge is a good example of a cycling town and also has a guided busway.
National Economic and Social Council report	- NESC published a report in June 2019 on Transport Orientated Development and the potential for its application in Ireland which included a number of international case studies. www.nesc.ie/publications/transport-orientated-development-assessing-the-opportunity-for-ireland/

Breakout Session 2

Workshop D: Active Travel

This workshop focused on *Background Paper 2 – Active Travel*

Delegates were asked to consider especially the following questions:

- Given the current active travel trends, what should be the focus in terms of infrastructure delivery?

- How can we best deliver an integrated package of focused behavioural change measures and infrastructure in order to achieve change?

- Is greater consideration needed in future active travel policy to increase walking as a transport mode? If so, what measures should be considered?

- What additional measures can be introduced to encourage multi-modal journeys?

- Which recommendations of the *Ex Post Evaluation of the Smarter Travel Areas* should be prioritised for action?

Workshop D: Active Travel Report of discussions	
Theme	**Views of delegates**
Given the current active travel trends, what should be the focus in terms of infrastructure delivery?	
Infrastructure	- Segregated cycling lanes are required along with the cycling infrastructure set out in the *National Cycling Policy Framework* and the *Dublin Metropolitan Area Strategic Cycle Network*. - Greenways are not just for tourism and should be built in urban, suburban, rural and interurban areas. - There should be a continuity of cycle lanes with enforcement against the illegal parking of cars in lanes. - Actions are needed to make active travel more appealing such as quietways and contra flow cycleways. - There should be funding for bike schemes/bike share.

Theme	Views of delegates
	- Funding needs to be available for footpath repairs, public lighting, toilets, more benches and standing rests.
	- Multi-storey bike parking facilities are needed.
Policy	- Ireland needs cycling and walking policies for every local authority to avoid the current ad hoc nature.
Rural and urban	- It is important to recognise the differences between rural and urban areas.
Speed	- Lower speed limits can encourage active travel.
Permeability	- It is important to have functional, permeable places with a variety of safe and comfortable routes.
	- Attractive streets can encourage active travel use e.g. Thomastown.
	- Permeability can be difficult to implement but there is a tipping point where people will expect it and fight for it.
	- Pathways through estates are quite limited to date as there can be local resistance to access areas/permeability.
	- Planning is essential and permeability should be considered at the design stage.
	- Increasing permeability in both urban and rural neighbourhoods is essential to tackling isolation.
Integration	- Active travel networks should be integrated with mass transport modes.
	- Each rail station should have a comprehensive cycle network around it.
	- More information is needed on where people disperse to when they get off public transport.
	- Consideration should be given to the 'first mile' and the 'last mile' before and after public transport use and making this more active travel friendly to encourage modal shift.

Theme	Views of delegates
	- There is currently an ad hoc nature to cycling infrastructure planning which has led to the current network of disjointed routes. - Park and ride facilities with secure bike parking facilities are needed to enable people to make the modal shift.
Schools	- Active travel networks are needed around schools to give children independence and form healthy habits. - All schools should implement targets. If there is a catchment/boundary entry threshold, coupled to it should be a pledge to walk to school. - There should be safe zones around schools.
Workplaces	- Employers should be providing facilities for leaving footwear and clothing in the morning as well as showers and bike parking.

How can we best deliver an integrated package of focused behavioural change measures and infrastructure in order to achieve change?

Theme	Views of delegates
Young people	- There has been a cultural change over the last generation. There is a greater risk aversion and lack of independent travel is having an impact on future travel habits. - Schools need to increase measures for active travel and larger schools should have active travel plans. Possible measures include encouraging 'walking buses' and 'cycling trains' and student pledges for walking/cycling schemes. - Youth focused campaigns to increase education and awareness of active travel are needed. - Children should be walking and cycling in rural areas but safety is a major concern. - Interurban greenways are important for secondary schools. Rural schools have been consolidated so they are no longer in every rural town/village and students need to travel further. Cycling and walking should be encouraged where it is safe.

Workshop D: Active Travel Report of discussions	
Theme	**Views of delegates**

Multi-modal	- More information is required on how to walk/cycle as part of multi-modal transport and a combination of measures are required to encourage multi-modal use. These can include:
	
	    o Ticketing;
	    o Infrastructure (cycling parking and interchanges);
	    o Reliable services;
	    o Security of people and bikes.

Funding	- Cycling funding should be prioritised over road investment in urban areas. - Tax incentives tend to be skewed towards higher earners and maybe need to be addressed. - All local authorities should be required to develop active travel plans with supporting funding.
Safe communities	- Enforcement of cycle lanes is essential. - The remit of the RSA should be expanded to be considerate of all determinants of safety on the roads and streets. - Rural areas have different challenges and tend to have no streetlights or paths. Drivers do not expect to see people on rural roads and they need to change their attitudes. - There is a need to work with community groups to increase permeability and create safer spaces to walk and cycle in their communities. Communities should be empowered to give them a sense of ownership and control.
Information/Awareness	- Innovative ideas are required in advertising. Demonstrations and showcases should be used for people to experience active travel for themselves. - There are opportunities to use television to promote active travel, for example, Operation Transformation and the recent climate related programmes.

Workshop D: Active Travel	
Report of discussions	
Theme	**Views of delegates**
	- Warnings are needed when entering urban areas such as speed limits, changes in textures, different trees etc., which all give way to behavioural change. - Exemplar schemes should be used and a large awareness campaign should be launched following the building of active travel infrastructure in order to change behaviour.
General comments	- Private cars in the city centre should be banned but only when they can be replaced with public transport and active travel opportunities. - Designs for active travel infrastructure should be checked against the *Design Manual for Urban Roads and Streets.* - A list of measures should be drawn up and set about systematic implementation and frequent review. The mistake of the *NCPF* should be avoided as a review was not conducted for 5 years and progress was not accounted for.
Is greater consideration needed in future active travel policy to increase walking as a transport mode? If so, what measures should be considered?	
Public realm	- Consideration needs to be given to streetscape planning and planning for walking in urban areas. This should include opportunities to take breaks e.g. seating, toilets, rest areas. - Dun Laoghaire and Clonakilty have reclaimed the environment for active travel. - Streets should be made less hostile for pedestrians, for example, trees, sustainable urban drainage, removal of street clutter, signage etc. - Quietways are a low cost measure that can repurpose/increase usage of existing routes. - Walking should be prioritised rather than highlighting cars and parking. - The timing of traffic lights for pedestrians needs to be improved. - Walkability audits should be carried out.

	Workshop D: Active Travel
	Report of discussions

Theme	Views of delegates
Safety	- Safety is very important. The limiting of speeds of cars is already in place in local authority areas but enforcement needs to be improved. Safe infrastructure to make walking more appealing is also important. - Drivers should be made responsible for their actions/expectations/behaviours through terminology and less victim blaming.
Integration	- Walking as a full trip will always be limited. It is important to encourage walking to transport modes for longer journeys. Land use needs to be such that people can walk to cafes, schools, shops etc.
What additional measures can be introduced to encourage multi modal journeys?	
Ticketing/fares	- There are opportunities around ticketing/fares including: o Integrated tickets for different modes of transport; o Leap Card expansion; o Fare structures review to make public transport more appealing for families.
Facilities	- Employment centres should have changing rooms, showers and bike parking. A change in workplace culture should be encouraged to introduce more casual dress codes where possible. - More transport interchanges should be developed which have park and ride facilities (with storage facilities), toilets and rest areas, bike parking and added security.
Quality infrastructure	- There is a need for safe walking zones with wider footpaths and lighting. - Mobility audits should be conducted.
Integration	- Wayfinding and alternatives to maps should be developed such as apps and GPS systems. - Flexible policies for bringing bikes onto public transport should be introduced.

Workshop D: Active Travel Report of discussions	
Theme	**Views of delegates**
	- Bike sharing schemes should be encouraged.
	- There are opportunities around MaaS and e-solutions such as e-scooters.
Which recommendations of the Ex Post Evaluation of the Smarter Travel Areas should be prioritised for action?	
Car pooling	- It should be recognised that the car is part of the solution but there is a need to encourage more than one person to travel in a car and to allow cars with a certain number of passengers to use bus lanes.
Cycling/walking policies	- Every local authority should have an active travel policy and a cycling/walking officer to drive the policies on the ground. - DTTAS should also have a cycling/walking officer.
Smarter Travel pilots	- Consideration should be given to implementing further Smarter Travel pilots. Even if towns are unsuccessful, the process of submitting an application is positive for community engagement.

Buses	- Possible options in relation to buses include:
	
	   o Standing buses to increase capacity;
	   o Free travel on buses in city centre;
	   o Feeder buses on certain routes, for example, to shopping centres.

Safety	- Safety is a big barrier to active travel. - Streets need more crossings, access and continuous cycle routes.

Workshop E: Regulation

This workshop focused on *Background Paper 7 – Regulation of Public Transport.*

Delegates were asked to consider especially the following questions:

- Are there further opportunities to improve the institutional arrangements for the regulation of the public transport sector?

- Will the legislative framework for the public transport sector meet future needs?

- How can public transport stakeholders – users, staff, providers and regulators – work more collaboratively in the delivery of public transport in Ireland including ensuring a voice for the passenger?

- Are there international best practice examples around the regulation of public transport that could be applied in an Irish context?

<table>
<tr><td colspan="2">Workshop E: Regulation
Report of discussions</td></tr>
<tr><td>Theme</td><td>Views of delegates</td></tr>
<tr><td colspan="2">Are there further opportunities to improve the institutional arrangements for the regulation of the public transport sector?</td></tr>
<tr><td>Cross-border coordination</td><td>- In general there is not enough cross-border coordination for rail and road transport, although positive engagement between Iarnród Éireann and Translink in context of Brexit related issues noted.</td></tr>
<tr><td>Government structures</td><td>- Government structures need to be more streamlined.
- There needs to be a legislative footing for integrated, sustainable transport.
- The role of the NTA in Dublin needs to be applied regionally.
- There is a potential need for local transport agencies to feed upwards.</td></tr>
<tr><td>Innovation vs existing technology</td><td>- Legislation is slow to keep pace with technological advances and as a result the regulatory framework can become a bottleneck.
- A lot of regulation is driven by the EU which can leave little scope for national innovation.</td></tr>
</table>

Workshop E: Regulation Report of discussions	
Theme	**Views of delegates**
	- However, there is also a need for uniformity across sectors, so while the nature of EU legislation reduces the scope for national regulatory innovation, it is also appropriate that a level of regulation is driven at EU level.
	- There is a balancing act to translate technological change into policy.
	- There needs to be better communication between DTTAS and operators.
Will the legislative framework for the public transport sector meet future needs?	
Public transport charter	- Regulation needs to be flexible and should align with the policy objectives of the sector.
	- There is a need for a public transport "charter" which all operators should sign up to.
	- The charter should outline the main policy objectives and provide for consensus among operators.
	- It would allow a pathway for the regulatory framework to evolve.
	- Climate must play a role in the future needs of the regulation of the public transport sector.
Emergence of new innovation	- There is a need to consider carefully the impact (whether positive or negative) of new technologies on passengers and wider society.
	- Local authorities could be responsible for the legislation of scooters as they currently regulate bike schemes.
	- There is a need to consider MaaS and put in place governance structures.
	- The regulation of rickshaws is an example of reactive legislation. There is a need to be more proactive.
Integration of Local Link	- Integration is needed between Local Link and the main providers. As the rural population grows, there will be more reliance on Local Link services.
	- There needs to be more advance planning and statutory funding.

Workshop E: Regulation Report of discussions	
Theme	**Views of delegates**
How can the public transport stakeholders work more collaboratively in the delivery of public transport in Ireland, including ensuring a voice for the passenger?	
Commuter forum	- There is a need for sustained engagement with stakeholders. - A commuter/citizens forum should be established which is led by DTTAS or Government to enable the provision of bottom up feedback. - Such a forum would inform stakeholders of the different needs between rural and urban areas.
Voice of the passenger	- The legislation is sophisticated but there is no dedicated authority apart from the NTA in Dublin. - Legislation has accountability but never seems to be enacted. - Community level focus groups and surveys are necessary. A good example in this area is the *School Streets* initiative.
Are there international best practise examples around the regulation of public transport that could be applied to an Irish context?	
Helsinki	- Helsinki has rail lines served by feeder buses. - The city's approach to MaaS is at an advanced stage.
Netherlands	- Local agencies in the Netherlands make decisions at local level and it works as an integrated model. - The operators compete for ground space and not for services.
London	- There are lessons to be learned from London where introduction of new technologies led to a drop in mass transit use. This demonstrates that innovation can completely change a market.
SMARTA project	- The SMARTA project reviewed rural local transport in Europe in order to understand existing frameworks for rural mobility and how these can be improved.
General	- Ireland needs to look at shared mobility providers which link into the aforementioned public transport charter. - Free travel has been introduced in other countries.

Workshop F: Rural Transport

This workshop focused on *Background Paper 8 – Public Transport in Rural Ireland.*

Delegates were asked to consider especially the following questions:

- What are the opportunities and challenges in providing public transport in rural areas?

- How can we continue to ensure that the transport needs of rural communities are met in the context of the *Project Ireland 2040* objective to regenerate rural Ireland by promoting environmentally sustainable growth patterns?

- Are there international best practice examples that could be applied in an Irish context?

Workshop F: Rural Transport Report of discussions	
Theme	**Views of delegates**
What are the opportunities and challenges in providing public transport in rural areas?	
Opportunities	- There is an opportunity to take advantage of public interest in the "Green Wave". - The wealth of knowledge and expertise of Transport Coordination Unit managers should be exploited. - Equality not equity should be the aim.
Challenges	- There is a challenge in getting the balance of the right services in the right locations for the population densities. Frequency is an issue and there needs to be more regular routes and interconnectivity between them. - There is a lack of statutory basis for local planning. There needs to be long-term and joined-up planning with Local Link input and a possible greater role for local authorities in relation to public transport. - Local hackney services do not receive sufficient funding and insurance is the biggest cost. Taxis are needed to avoid extreme isolation in rural areas. - There is a shortage of drivers for hackney services in rural areas. This problem will increase as most drivers are now over 50 years old. Better conditions are needed for it to be seen as a career option.

Theme	Views of delegates
	- Legacy settlement patterns are a challenge as people are not living in environmentally sustainable patterns. Car ownership in rural areas is unavoidable. - There is a lack of low emission, low-floor minibuses available to buy.

How can we continue to ensure that the transport needs of rural communities are met in the context of the Project Ireland 2040 objective to regenerate rural Ireland by promoting environmentally sustainable growth patterns?

Theme	Views of delegates
Public service	- Public transport is not about making a profit and it should be judged by value, not cost. This is an issue as rural transport is provided by a mix of public and private operators. - Funding for rural transport needs to be ring-fenced.
National, regional and local policy	- There is a need to reinforce joined-up thinking and change from Government Departments operating as 'silos'. - There is a lack of DTTAS representation regionally. - Travelling by train often means travelling via Dublin.
Needs based analysis	- A focused needs based analysis should be carried out in towns and villages to look at connectivity, travel patterns and what services are needed. - This would help define a minimum level of service and help develop future links.
Project Ireland 2040	- Government needs to focus future growth on towns and villages. - One-off housing needs to be curtailed and employment needs to be planned in areas where people live.

Workshop F: Rural Transport Report of discussions	
Theme	**Views of delegates**
Are there international best practice examples that could be applied in an Irish context?	
Scottish highlands	- In the Scottish highlands, there is a fully integrated (school, health, rural) transport scheme, which is delivered in a difficult geographical region, using low floor vehicles. It is managed and funded by the local authority and tendered to private operators. - Ireland needs to make good use of the assets (buses) held by private operators.

Appendix 1 – List of organisations who attended the event

Aecom

An Taisce

Arup

Bus Éireann

Chambers Ireland

Citylink

Coach Tourism and Transport Council of Ireland

Commission for Railway Regulation

Córas Iompair Éireann

Cork Chamber

Cycling Ireland

Cyclist.ie

Department of Employment Affairs and Social Protection

Department of Housing, Planning and Local Government

Department of Rural and Community Development

Department of the Taoiseach

Department of Transport, Tourism and Sport

Disability Federation of Ireland

Disability Stakeholders Group

Dublin Bus

Dublin City Council

Dublin Commuter Coalition

Dublin Town

Eastern and Midland Regional Assembly

Engineers Ireland

Enterprise Holdings

ESB eCars

EU Cyclists Federation

Europcar Mobility Group

Fingal County Council

Get Ireland Walking

IBEC

Iarnród Éireann

Irish Wheelchair Association

National Disability Authority

National Economic and Social Council

National Transport Authority

Office of the Planning Regulator

Railway Safety Advisory Council

Road Safety Authority

Rural Transport Network

Sport Ireland

Taxi Alliance of Ireland

Toyota Ireland

Transport Infrastructure Ireland

Trinity College Dublin

Technological University Dublin

University College Dublin

Appendix 2 – Programme

Time	Topic
08.30	**Registration**
09.00	**Welcome** *Graham Doyle, Secretary General, Department of Transport, Tourism, and Sport*
09.10	**Sustainable Mobility in Ireland – Issues for Consideration** *David O'Connor, Head of Environment and Planning, TU Dublin*
09.30	**Moderator** *Deirdre Hanlon, Assistant Secretary, Department of Transport, Tourism and Sport*
09.45	**Breakout Session 1** Workshop A: Climate Change Workshop B: Accessibility Workshop C: Land use including its impact on congestion
10.35	**End of Workshops / Break**
11:00	**Plenary – Report of Workshops**
11.35	**Breakout Session 2** Workshop D: Active Travel Workshop E: Regulation Workshop F: Rural Transport
12.25	**End of Workshops**
12.35	**Plenary – Report of Workshops**
13.05	**Closing Comments**
13.15	**Lunch**

Department of Transport Tourism and Sport - Sustainable Mobility Policy Review
IAA Conference Centre: Thursday, November 21st 2019

Sustainable Mobility in Ireland
- Issues for Consideration -

OLLSCOIL TEICNEOLAÍOCHTA
BHAILE ÁTHA CLIATH

DUBLIN

TECHNOLOGICAL
UNIVERSITY DUBLIN

David O'Connor, Head of TU Dublin Environment & Planning
david.oconnor@dit.ie

Setting the Scene for Sustainable Mobility in Ireland

Ireland in 2019

- Economic success story – contrast with 1980s – huge social and economic progress

- Yet continued persistent social and environmental barriers: housing and health waiting lists – barriers to education – biodiversity and habitat loss – unreachable climate targets – obesity and declining health indicators – transport

- Therefore, if we wish to invest in public transport and active travel, we must spend it effectively and wisely
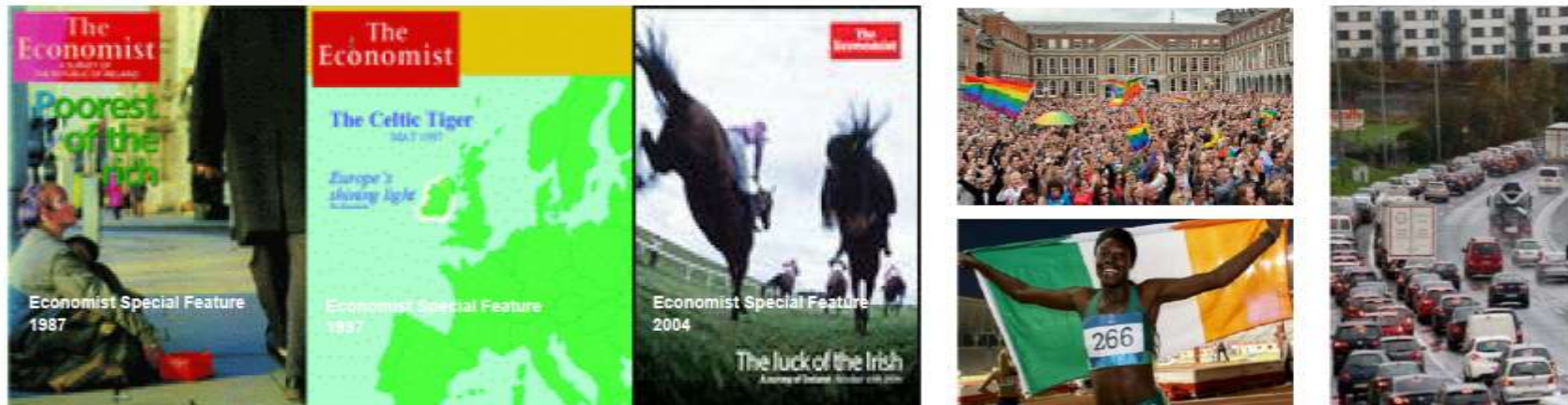
Setting the Scene and the Context

Ireland in 2019

- Not dissimilar to problems faced by other countries

- Examples below of "traffic-choked" cities…but ones which made policy shifts during and after the 1970s Oil Crisis

- Is Climate Change this generation's oil crisis?   Can we make similar policy pivots?

Amsterdam   Copenhagen   Freiburg   Zurich

- To do so it might be helpful to address oft-cited myths about transport in Ireland…

Achieving Sustainable Mobility in Ireland

Myth #1: Ireland is too low density

- The idea that public transport can only be viable in Dublin, and only if we massively increase densities, simply doesn't hold up.

- Examples: Berlin – Hamburg – Stockholm – Zurich (all similar in density to Dublin @ 3,500 pax/sq.m.)

Dublin Metropolitan area: 530,000

Dublin City & suburbs: 1,173,179

Greater Dublin Area: 1,350,000

City & Suburbs: 3,498 people / sq.km.*

* http://census.cso.ie/sapmap
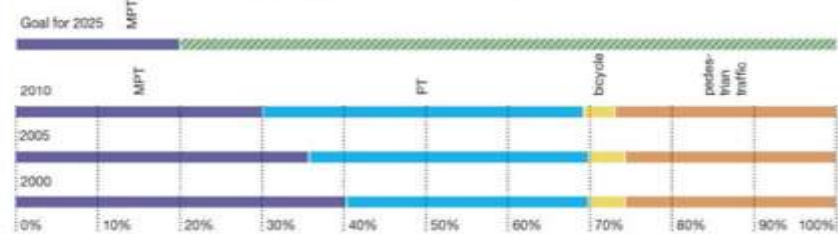
Achieving Sustainable Mobility in Ireland

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Pop 4,280,544
GDP per capita 37,147$

3,930 people per km² (average)
33% population living 500m from rail based public transport network

BERLIN

32%

68%
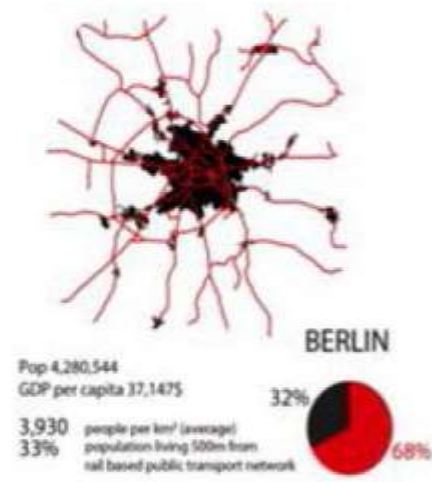
Stadt Berlin : 3,750,000

Berlin Metropolregion: 4,280,544

Berlin-Brandenburg region: 6,000,000

Metropolregion: 3,930 people / sq.km. *

* Ref: LSE Cities, the New Climate Economy Paper 3
"Accessibility in Cities: Transport and Urban Form"

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Zurich city: 350,000

Zurich city & suburbs: 930,000

Zurich Canton: 1,200,000

City & Suburbs: 3,860 people / sq.km. *

* Nash, A. & Sylvia, R. Implementation of Zürich's Transit Priority Program, Mineta Transportation Institute MTI Report 01-13, 2001

Achieving Sustainable Mobility in Ireland

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Why Zurich is #1 for Public Transport

- Zurich … is consistently ranked as one of the most livable cities in the world

- 76% of a.m. commutes by PT (12% by car)

- No subway, but high emphasis on traffic management

The modal split for trips travelled in the city shows that PT is the most popular means of transport.

Achieving Sustainable Mobility in Ireland

Myth #2: Rail offers higher capacity than bus

- This assumption is contradicted by hard evidence, internationally and locally
- Rail-focussed studies continually comparing rail operational maximums with bus average loadings
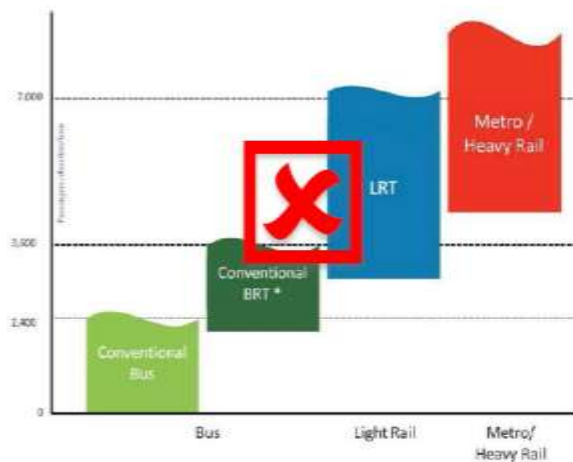
Percentage of Transit Riders Previously Using Automobiles
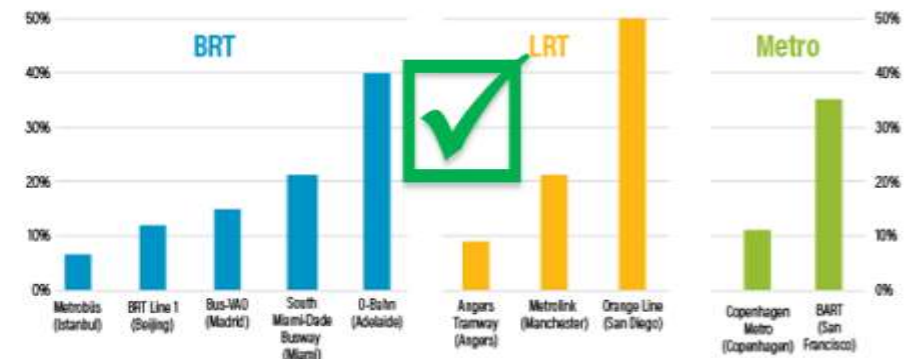
Source: Ingvardson and Nielsen.

WORLD RESOURCES INSTITUTE

Achieving Sustainable Mobility in Ireland

Myth #2: Rail offers higher capacity than bus

— Available evidence suggests that current operational capacities of between 5,000 – 16,000 passengers per hour per direction are being achieved within the Dublin QBC network

Light Rail
— LUAS Green Line (20tph) – 7,000pphpd

Quality Bus Corridor
— Stillorgan QBC (50bph) – 4,000pphpd *

— Malahide QBC (60bph) – 4,800pphpd *

— North Quay QBC (110bph) – 8,800pphpd *

— College Green bus gate (200bph) – 16,000pphpd **

* observed count data
** Kinnane & O'Donnell, ITRN Proceedings, 2013

Achieving Sustainable Mobility in Ireland

Myth #2: Rail offers higher capacity than bus

- High Level of Service (HLS) bus schemes: emphasis on Level of Service, focus on reliability and quality, flexible (can cope with high running speeds and constrained environments), typical range: 25,000-65,000 passengers/day

- Key international studies show that bus-based modes and rail based modes deliver _equivalent capacities, service levels and mode transfer rates_ * **

Linie Zuidtangent at Haarlem

Barcelona's Retbus

Line 31, Zurich

* Ingvardson and Nielsen (Transport Review, 2017) comparison of 86 metro, light rail transit (LRT) and bus rapid transit (BRT) corridors
** Scottish Executive study of 80 LRT and 60 BHLS schemes, 2009

Achieving Sustainable Mobility in Ireland

Myth #3: we can build our way out of congestion

- Building more road capacity simply makes a bad problem worse

- For most of the last century the answer to congestion was to increase capacity. But this "Predict and Provide" approach failed because the new infrastructure induced unpredicted additional demand

"Traffic behaves more like a gas than a liquid when its space is restricted" (Jeff Kennworthy, World Transport Policy & Practice 18, no 4, 2012)

A bit like "loosening your belt to cure obesity" (Levinson et al, 2017)

Achieving Sustainable Mobility in Ireland

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Motorway removal Cheonggyecheon in Seoul

Motorway removal Slussen in Stockholm

Achieving Sustainable Mobility in Ireland

Myth #4: traffic management leads to "traffic chaos"

- Communities, with justification, ask "Where will all the traffic go?" when local authorities propose new traffic management measures

- The answer is it evaporates (or at least appears to)

- Actually, in well-designed schemes it does. Not very scientific sounding, or even helpful, many might think. But there is a sound basis for this counter-intuitive idea and lots of evidence to support it too.

Astna Square, Clonakilty, before and after (award-winning design by Cork County Council)

THE IRISH TIMES

Warning of inner city traffic chaos if cars banned from quays

Achieving Sustainable Mobility in Ireland

Myth #4: traffic management leads to "traffic chaos"

- EC traffic evaporation study; Cairns & Goodwin study on traffic reduction;

- Average traffic reductions of >20% are typical;

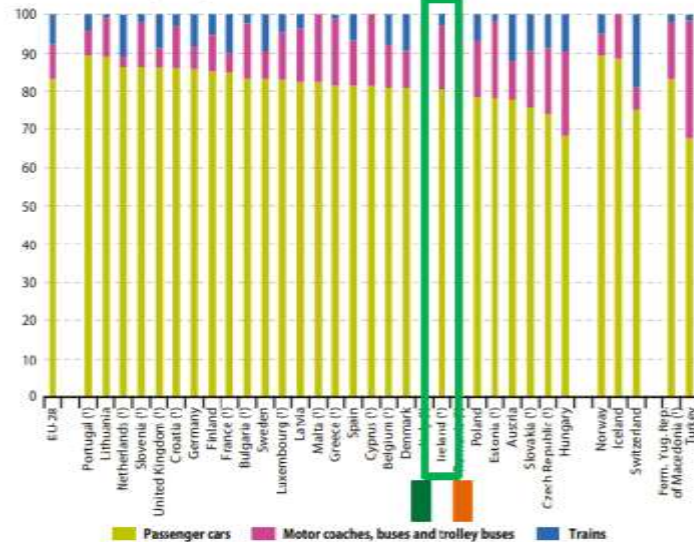- need for collaborative approaches and effective communication.
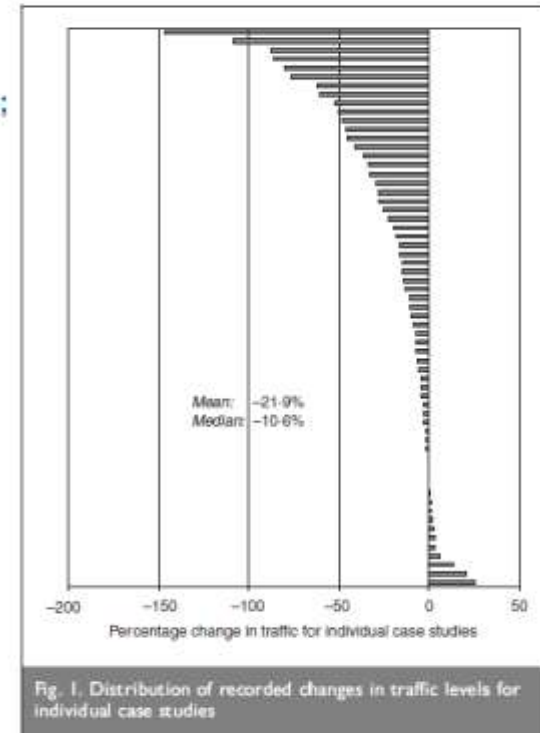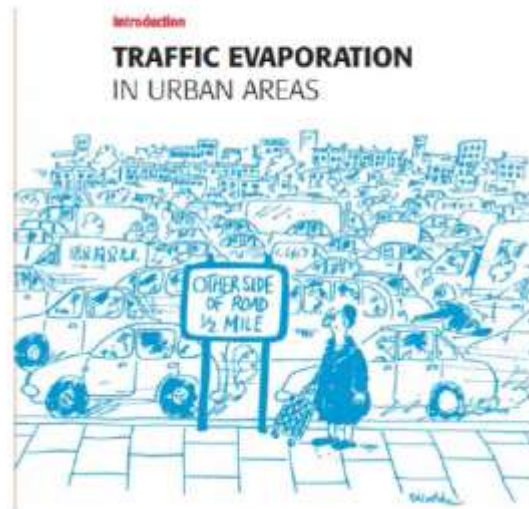
Fig. 1. Distribution of recorded changes in traffic levels for individual case studies

Achieving Sustainable Mobility in Ireland

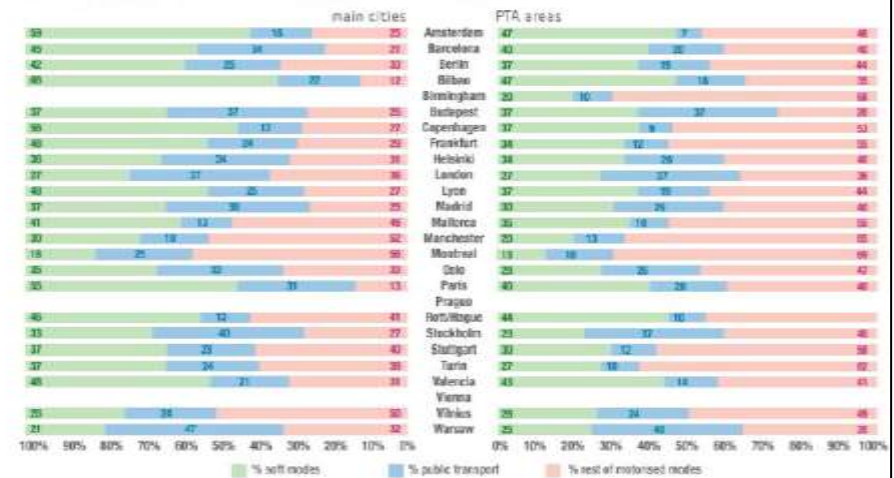Myth #5: we're all right Jack, all modern societies are basically car-dependent

– Stripping out inter-urban and freight trips (all of which are highly relevant in terms of control of carbon emissions) from National vehicle km figures (left), a different story is shown at the urban & regional level (right)

Achieving Sustainable Mobility in Ireland

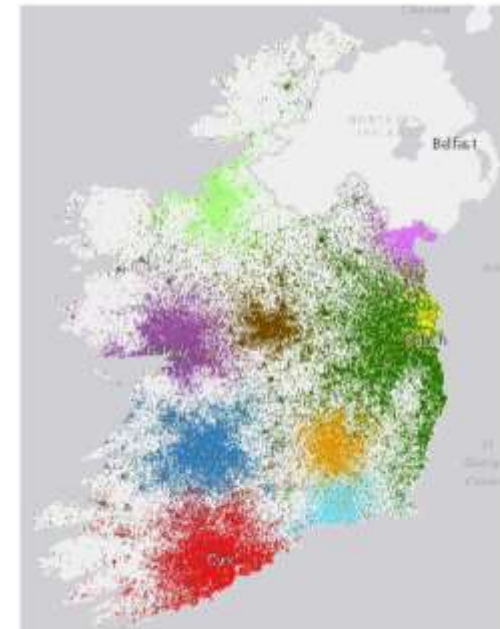## Myth #5: we're all right Jack, all modern societies are basically car-dependent

- The reality is our performance on transport is being dominated by unsustainable settlement patterns which are accelerating in the wrong direction

European Environment Agency study: Ireland the "Worst Case Scenario" of Urban Planning in Europe. "…as a result of extremely passive planning policies", 2006 www.eea.europa.eu

Proliferation of 100km commutes and 12 hour crèche drop offs (Irish Times Survey of Commuting, 2009)

People living in housing built after 2001 are more likely to drive and travel further than those living in older housing, (Ahern & Caulfield, 2014)

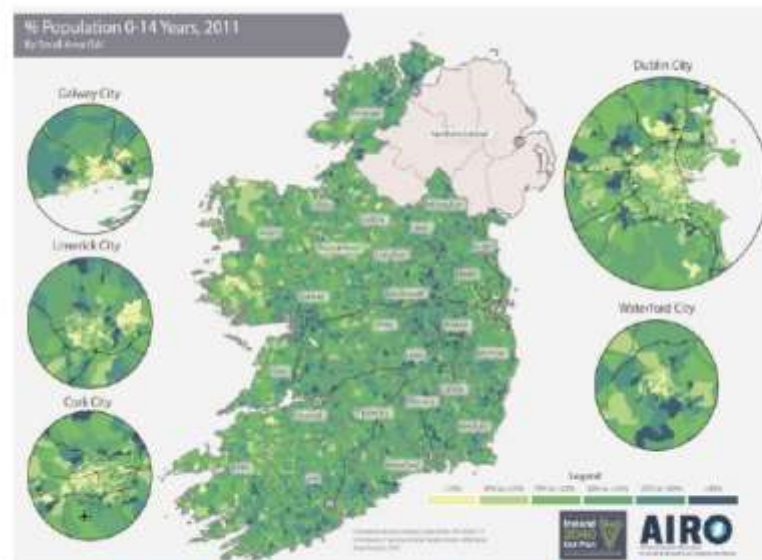Pay levels not keeping up with increasing commuting costs, (Vega, 2016)

Achieving Sustainable Mobility in Ireland

Myth #5: we're all right Jack, all modern societies are basically car-dependent

– The reality is our performance on transport is being dominated by unsustainable settlement patterns which are accelerating in the wrong direction

Census 2016...

200,000 commuters spent an hour or more commuting

This has increased by 31% from 150,000 in 2011

82,000 of these were parents with young children (<15)

43,000 were parents of pre-school children

20% of parents of infants in Wicklow, Meath, Laois, Kildare and Westmeath

Ireland 2040 Our Plan - Issues and Choices Report, Feb 2017

Achieving Sustainable Mobility in Ireland

Myth #5: we're all right Jack, all modern societies are basically car-dependent

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Kanturk & Newmarket, Co. Cork, Census 2016 (analysis by: @OffCork)

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Ireland in 2040

For Ireland to achieve its climate change targets, to build a decent quality of life and to maintain an acceptable standard of living for everyone: -

- We need to place health and well-being at the centre of our transport policy (NPF / DMURS / NTA Permeability Guidelines / TfL Healthy Streets)

- We need to develop sustainable, connected regions

- We need to move towards a framework of universally accessible shared mobility services in our urban and rural areas

- We need to look at our institutional frameworks, which must be effective, multi-level and fully accountable

Ireland in 2040

Health and well-being in transportation: -

@cosaingalway tweeted on Fri, Dec 21, 2018:
Child cycling home from school, Galway, December 2018

Fingal County Council introduces School Streets Initiative   #schoolstreets

https://www.fingal.ie/news/fingal-county-council-introduces-school-streets-initiative

Ireland in 2040

Health and well-being in transportation: -

"These two pedestrian links [in Dun Laoghaire Rathdown] connect Honeypark with Rochestown Avenue and Sallynoggin. It will be up to 30 minutes faster to walk between these estates", Cllr Oisin Smyth.

Ireland in 2040

Health and well-being in transportation: -

This street regeneration scheme at Cross Avenue, Dun Laoghaire shows the best of what DMURS* can deliver

* Design Manual for Urban Roads and Streets (www.dmurs.ie)

Ireland in 2040

TfL Healthy Streets initiatives have facilitated retail sales increases of up to 30% and vacancy reduction of 17%

https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

TfL Healthy Streets at Waltham Forest, London

Ireland in 2040

The evidence overwhelmingly suggests that there should ultimately be three investment priorities for transport: These should be: walking, cycling, and public transport – in that order.

Examples of success…

Clonakilty   Grangegorman   Waterford   Westport

Department of Transport Tourism and Sport - Sustainable Mobility Policy Review
IAA Conference Centre: Thursday, November 21st 2019

Thank you

OLLSCOIL TEICNEOLAÍOCHTA
BHAILE ÁTHA CLIATH

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