



Pre Draft Bray LAP Submission - Report

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‘Bray MD LAP’
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Re: Pre draft stage - Bray Municipal District Local Area Plan 2025

The Department of Transport welcomes the opportunity to provide observations on the pre-draft stage of the Bray Municipal District Local Area Plan 2025.

There are several key policies and requirements relevant to accessible, integrated, and sustainable public transport which the Department of Transport (DoT) considers should be reflected in the proposals.

Accessible public transport for All, and especially for Disabled People, Persons with Disabilities, Persons with Reduced Mobility and Older People.

- the “whole of Government” **National Disability Inclusion Strategy (NDIS) 2017-2022** included specific actions assigned to local authorities. For example, action 108 related to the ‘dishing’ of footpaths and action 109 related to accessible infrastructure, including bus stops. Lack of dishing is often cited as a major concern for wheelchair users. The Department of Children, Equality, Disability, Integration and Youth are currently finalising the new National Disability Strategy.
- the **United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)** puts obligations on State Parties to ensure access for persons with disabilities to, for example, the physical environment and transportation in both urban and rural areas.
- making transport fully accessible for all requires a ‘**whole journey approach**’. This refers to all elements that constitute a journey from the starting point to destination.

Local Authorities are a key stakeholder by ensuring a universal design approach to the



built environment'. This including footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.

- the **Sustainable Mobility Policy** contains a number of specific actions and commitments underpinning this approach. It sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible, and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.
- the Design Manual for Urban Roads and Streets (**DMURS**) **Interim Advice Note – Covid-19 Pandemic Response** 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.
- the **Connecting Ireland Rural Mobility Plan (2022-2025)** is a major national public transport initiative with the aim of increasing public transport connectivity, particularly for people living outside the major cities and towns.

The Department of Transport can assist with appropriate text in the development plan regarding integrated, accessible public transport if desirable.

In addition, [Zero Emission Vehicles Ireland \(ZEVI\)](#) is a dedicated office within the Department of Transport charged with supporting consumers, the public sector and businesses to continue to make the switch to zero emission vehicles.

The Climate Action Plan sets an ambitious target to shift 30% of the fleet to electric by 2030, with fleet electrification expected to provide the largest share of emission abatement in the short to medium term.

ZEVI published the [EV Infrastructure Strategy 2022-2025](#) which sets a roadmap for the delivery of Ireland's EV charging infrastructure by 2025. Arising from this Strategy, the [National EV Charging Network Plan](#) develops the core principles and context of the



Strategy into a practical plan for network design priorities across Ireland's current and future public charging network. The Strategy and the Network plan are further applied via the [Draft Regional and Local Plan](#), which provides greater focus on creating charging opportunities for those without easy access to the preferred home and off-street charging. This Regional and Local Plan will also consider Local Authority EV Infrastructure strategies once complete.

Central Policy, Coordination and Reform

An Roinn Iompair

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