



Roscommon County Development Plan 2021-2027

Submission on the Draft Roscommon County Development Plan 2021-2027

Submission Date: June 23, 2021 10:56 AM

Name

Department of Transport

What is the topic of the submission?

Infrastructure, Transport and Communications

Submission

Or

Attached Submission

20210623 DoT response Roscommon Dev Plan.docx, 0.1MB



Planning Department
Roscommon County Council
Áras an Chontae
Roscommon, F42 VR98.
23rd June 2021

Re: Draft Roscommon County Development Plan 2021 – 2027

Dear Sir/ Madam,

The Department of Transport welcomes the comprehensive Roscommon 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.

Chapter 7 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 of Transport (DoT) considers these should be reflected in the Draft Roscommon County Development Plan, and particularly in chapter 7 titled “Infrastructure, Transport and Communications. These include:

- 1) the publication of the “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2021 and for example, there is a specific action in the NDIS (action no. 108) regarding the ‘dishing’ of footpaths which is assigned to Local Authorities, ‘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.



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.

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.

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.

The DoT welcomes the section on ‘Universal Design’ (Section 12.5, page 195) relating to ‘to the importance of universal equality of access and inclusive design within all aspects of the built environment is recognised by the Council’, in Chapter 12 ‘Development Management Standards’.

Reform Communications Emergency Planning

An Roinn Iompair

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