

**Dáil Question
No: 311**

To ask the Minister for Transport, Tourism and Sport if there have been any results from the examination of the success of additional planning guidelines and instruments such as the non-statutory Integrated Framework Plans for Land Use and Transportation (IFPLUTS), statutory Strategic Development Zones and masterplanning as devices to facilitate producing cycling friendly urban planning, which was to be undertaken in pursuance of policy 1 of the National Cycle Policy Framework; the way he will ensure, in accordance with that policy, that the most successful tool is used more extensively in order that future developments are planned in a cycling friendly way; if he will provide documents resulting from the examination; and if this examination is not complete, if he will report on work done to date and the anticipated timescale for completion..
- Eamon Ryan.

* For WRITTEN answer on Thursday, 6th April, 2017.

Ref No: 17293/17

**Dáil Question
No:**

To ask the Minister for Transport, Tourism and Sport the progress that has been made in carrying out a study in relation to bicycles, planes and airports in pursuance of policy 8.10 of the National Cycle Policy Framework.. - Eamon Ryan. * For WRITTEN answer on Thursday, 6th April, 2017. Ref No: 17294/17

**Dáil Question
No:**

To ask the Minister for Transport, Tourism and Sport if he will report on progress in developing cycling demonstration towns in pursuance of policy 1 of the National Cycle Policy Framework; and the detail of evaluations which have been done of such progress and the future work planned in this regard.. - Eamon Ryan. * For WRITTEN answer on Thursday, 6th April, 2017. Ref No: 17295/17

**Answered by the Minister for Transport, Tourism and Sport
Shane Ross**

REPLY

I propose to answer Questions 311, 312 and 333 together.

I am acutely aware of the crucial role that strategic planning plays in ensuring that future developments are planned in a manner that facilitates sustainable modes. My Department's input to date into the development of the new National Planning Framework has emphasised the need for more formal integration between land use and transport planning.

The National Cycle Policy Framework (NCPF) has been integrated into the Development Plans of the majority of local authorities so ensuring that the objectives and policies to support and promote cycling are taken account of in current and future planning. In addition, the National Transport Authority (NTA) published the Greater Dublin Area (GDA) Cycle Network Plan covering the seven local authority areas in the GDA in 2013.

The Deputy will recall that the precise targets set out in the Smarter Travel policy and the NCPF were largely predicated on the availability of the substantial funding which did not transpire because of the significant scaling back in overall public investment in response to the economic and fiscal crises and priorities had to be made for the delivery of specific actions. Nevertheless, despite this,

considerable progress has been made and continues to be made in providing the infrastructure and other interventions that support modal shift. The Department is currently undertaking a full review of the National Cycling Policy Framework and action 8.10 will form part of that work.

Three towns, Limerick, Westport, and Dungarvan were awarded funding under the Smarter Travel Areas funding programme to develop smarter travel demonstration towns. The Programme ran from 2012 to 2016 and has recently finished. The three projects are now being independently evaluated and this work will inform future policy on investment in Smarter Travel and what works best in an Irish context.