



# The 15-Minute City

*A pathway for delivering vibrant  
urban neighbourhoods in the Dublin Region*

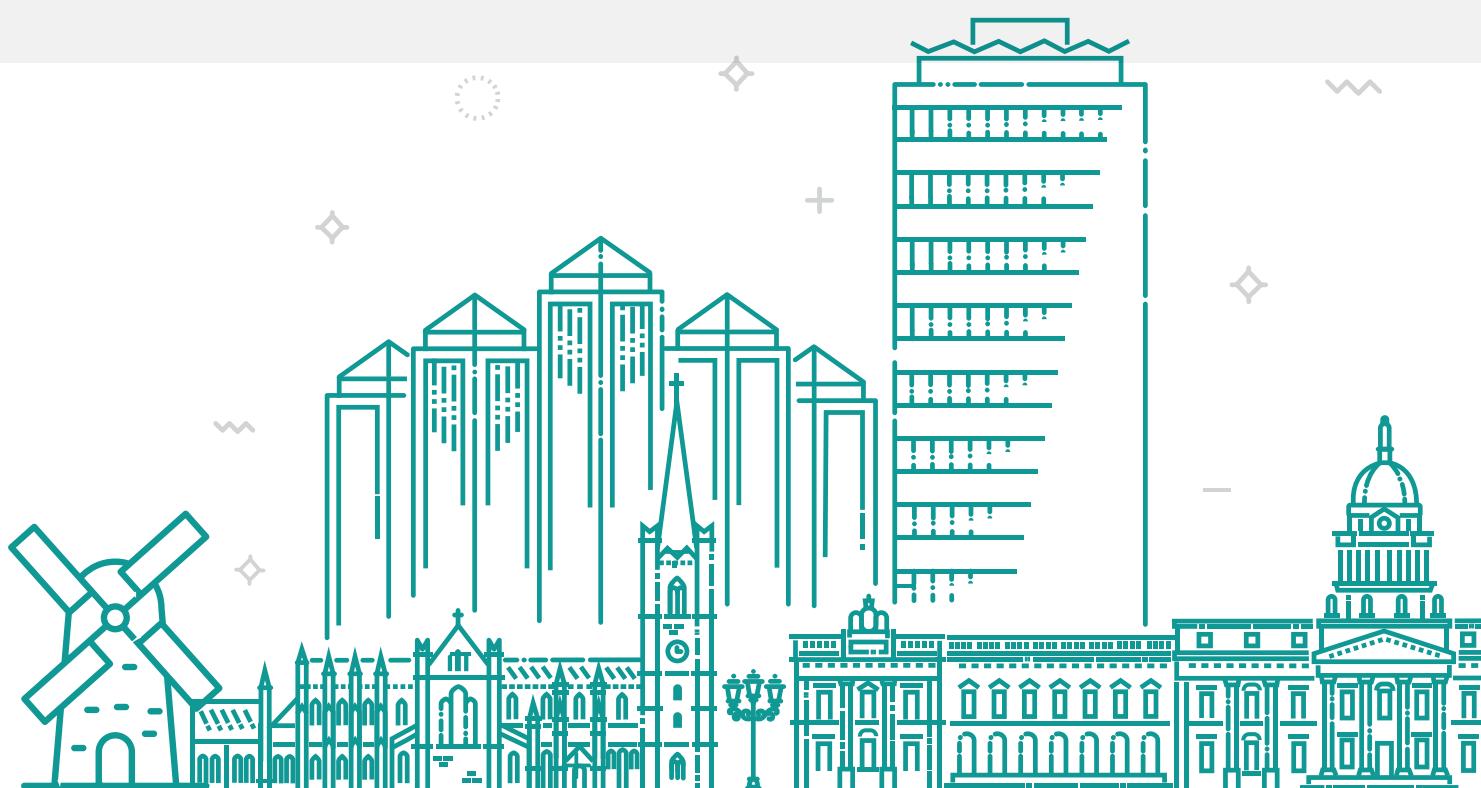


Tionól Réigiúnach an  
Oirthir agus Lár Tíre  
Eastern and Midland  
Regional Assembly



REGIONAL ENTERPRISE PLAN  
DUBLIN

**This Implementation Pathway identifies public policy support, ongoing actions, good practice examples, and funding opportunities to support local efforts to enhance the liveability of Dublin and thereby its attractiveness as a place to do business.**





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# Preface

Strategic Objective 2 of the Dublin Regional Enterprise Plan to 2025 is to promote **context specific, attractive, and adaptive place-making** for an evolving world of work and diverse lifestyles, enabling resilience, business recovery and new opportunities for Dublin.



Action 2.1, the first action under this strategic objective, is to **engage to identify a pathway for the implementation of the '15-minute city' concept to encourage sustainable neighbourhoods.**

The development of the pathway set out below has been led by the **Eastern and Midland Regional Assembly (EMRA)** which, through the preparation and implementation of the **Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031**, plays a significant role in planning and economic development, acting as a key intermediary between national policies and local implementation to ensure that regional development is strategic, coordinated, and sustainable. Furthermore, '**healthy placemaking**' is a key cross-cutting principle of the **RSES** which aims to promote people's quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.

In the Dublin Region, EMRA is responsible for the preparation of the **Dublin Metropolitan Area Strategic Plan (MASP)** as part of the RSES, which is an integrated land use and transportation strategy for the Dublin Metropolitan Area. The MASP is aligned with a number of Regional Strategic Outcomes in the RSES which include managing the **sustainable and compact growth of Dublin, urban regeneration and better use of under-used land, integrated transport and land use** and the **promotion of Dublin as a global city region**. EMRA's engagement with the local authorities and relevant government departments and bodies, including the National Transport Authority (NTA), is central to MASP implementation and, in turn, implementation of the 15-minute city concept.

**This implementation pathway identifies public policy support, ongoing actions, good practice examples, and funding opportunities to support local efforts to enhance the liveability of Dublin and thereby its attractiveness as a place to do business.**

June 2025



# 1.0

## Introduction

City regions are the focal point for internationally mobile investment and high skilled jobs. While Dublin performs well on an international scale, it has significant challenges in areas such as transport, housing, amenities, sustainability and liveability. Therefore, it is imperative that Dublin should have a clear ambition and vision to build on its strengths as a global metropolitan region.

*The 15-minute city concept has emerged in recent years and is centred on the premise that people should be able to meet most of their daily needs within a short walking or cycling distance of their homes.*

The idea of the sustainable neighbourhood with a range of facilities and services accessible by walking, cycling or high-quality public transport is broadly recognised as a key component of good urban planning and placemaking.

In recent years, much work has been done to advance these principles, and this has been reflected in recent planning policy and guidance and through initiatives to promote sustainable transport and mobility, including pilot projects. As a result, Irish public policy at local, regional, and national levels is increasingly aligned to facilitate the development of mixed-use neighbourhoods, the promotion of sustainable urban living, including active travel, and enhanced public transportation.

Transport authorities such as Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) actively participate in the planning and implementation processes and organisations representing business and investment have articulated their support for the 15-minute city as a means to transform our urban environment and create sustainable neighbourhoods.

**The purpose of this document is to act as a go-to resource which sets out recent and ongoing policy developments and initiatives which can be leveraged to support the implementation of the '15-minute city' concept**, with a view to significantly enhancing the liveability of the Dublin Region and thereby its attractiveness as a place to do business.

## 1.1

### The '15-minute city' Concept

The 15-minute city describes a place where urban inhabitants can access everything (or almost everything) they need within a quarter of an hour's walk or cycle from their home. The idea of a 15-minute city draws together aspects of compactness, walkability, and amenity richness to create a more sustainable, productive, and equitable urban environment. The concept is fundamentally about creating opportunities for people to live locally, while also ensuring that no neighbourhood - and no community - is deprived of critical amenities, services, or facilities.

As the idea of 15-minute cities is fundamentally about unlocking local experiences, there is no single, global definition of the concept's criteria. Whether reading about 15-minute cities, 10-minute towns, or 20-minute neighbourhoods, the listed amenities tend to be tailored to local contexts. Viewed side by side, the different versions of the concept all paint a picture of a place that's equally healthy, productive, and enjoyable.

The concept of making 10, 15, or 20-minute cities has captured hearts and minds globally, driving a new era of locally-oriented urban development. As Ireland embarks on a period of significant population growth, the Irish Government is seeking to encourage more compact and sustainable development patterns, which brings the 15-minute city concept into close alignment with the National Planning Framework (NPF). Indeed, the revised NPF has an added emphasis on Transport Oriented Development (TOD), with a particular focus on supporting the delivery of new sustainable communities at brownfield and greenfield locations along existing or planned high-capacity public transport corridors within the metropolitan area. Where the 'compact growth agenda' primarily speaks to the nation's planners and policymakers, the idea of living within a short walk of most daily amenities speaks to everyone.

In February 2021, Dublin City Council published the results of an online citizen survey ([Your Dublin Your Voice](#)) testing the concept with the city's residents. Of the 1,053 respondents, 55% had heard of the concept of the 15-minute city while 36% reported that they understood its meaning. While demonstrating good awareness of the concept among citizens with over half of the respondents saying they had heard of the concept, almost two-thirds of those surveyed reported that they don't know what it means.

A report commissioned by Irish Institutional Property (IIP) titled '[Close to Home – Exploring 15-Minute Urban Living in Ireland](#)' argues that the 15-minute city could be both an appealing and useful approach to addressing the needs of the Irish people, as well as the country's economic ambitions and environmental obligations. The report further argues that the 15-minute city idea could help connect with the population around the benefits of urban living, and provide a framework for making places that are desirable to live in and exciting to visit. Indeed, the Dublin City Council 'Your Dublin Your Voice' survey revealed that over 80% of respondents reported living within a 15-minute walk/cycle from playing fields/sports club, bank/credit union, primary school, supermarket, post office, Garda station, restaurant/pub, park, and over 60% live within a 15-minute walk/cycle from a community centre, crèche, gym/leisure centre, library and secondary school. This indicates that the adoption and promotion of a 15-minute city approach can help to create a suitable balance between the need for a wide range of economic activities to be provided at a local level, while enabling the continued provision of higher order activities in significant employment clusters.

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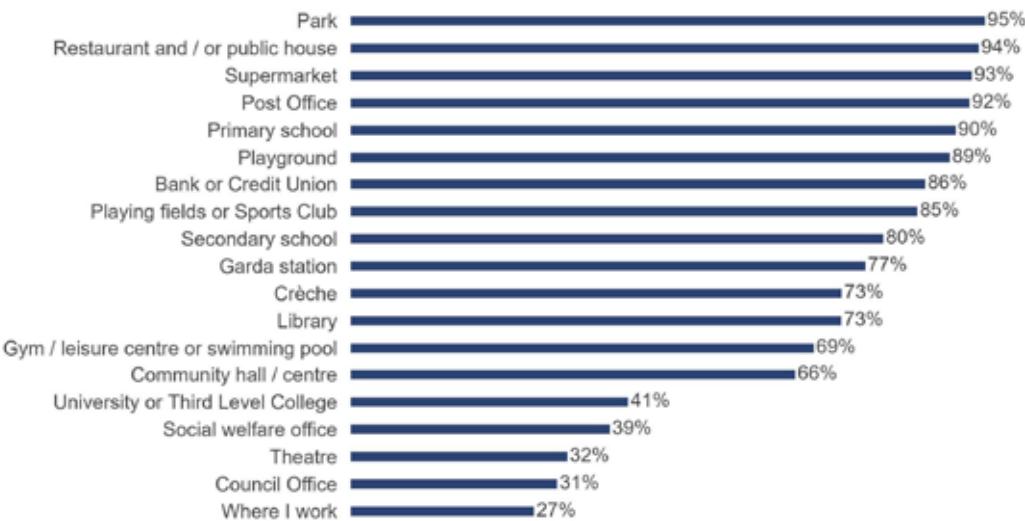
*The idea of a 15-minute city draws together aspects of compactness, walkability, and amenity richness to create a more sustainable, productive, and equitable urban environment.*

## 15 Minute City - All Dublin Respondents



For each of the following services / amenities please indicate if it is within a 15 minute walk or cycle from your home

% within 15 minutes



Base: 978

Source: 'Your Dublin Your Voice' Survey, Dublin City Council, 2021

While generally considered a positive policy intervention, it is also important to note that the concept of the 15-minute city has not been without its detractors and as such some policymakers avoid the use of the term altogether, while still applying its principles. Critics of the concept argue that the 15-minute city discourages interaction and economic flows between communities. The counter argument for this is that currently, very few urban neighbourhoods achieve the criteria for a 15-minute city and, by not meeting the basic requirements of their citizens, result in a high societal and economic cost. As such, the 15-minute city can be viewed as a platform for opportunity which can deliver sustainable development and quality of life for all. Furthermore, the 15-minute city does not supersede or replace the concept of the settlement hierarchy whereby land uses which serve metropolitan or regional catchments are provided in larger centres. As such, while everything cannot be within 15 minutes of everyone, (e.g. major universities, specialist health care, or major cultural and sporting venues) many regular requirements can realistically be met locally. What is important is that tried and tested principles of good urban planning are applied.



Capel Street, Dublin 1, DCC Parks, Biodiversity and Landscape services, Photo by Deirdre Prince

## Cross-Sectoral Support for the 15-Minute City Concept

In September 2020, the Dublin Chamber of Commerce published a '15-minute city' planning vision, calling for improvements to the city's public transport network, public realm, and provision of community amenities, as well as increased urban density to unlock new economic, social, and environmental benefits. The document calls for the concept of hyper-proximity to be applied in Dublin and points to the success of the 'hyper-proximity' approach in other cities such as Melbourne, Barcelona and Paris, which seeks to enhance both quality of life and sustainability.

**Dublin Chamber's vision is that within 15 minutes of active transport from their home, Dublin residents should:**

- Have access to a key public transport hub to commute around the city to access work or higher-level services;
- Be connected to their local community through safe, accessible, and well-connected footpaths and cycle paths;
- Have access to an open greenspace and high-quality public realm;
- Have facilities and services that promote local living and a local economy.

Since the publication of this report, among other developments, all four City and County Development Plans (CDPs) for the Dublin local authorities have been reviewed, the NTA has published a new twenty-year transport strategy for the Greater Dublin Area, the government has published a national Sustainable Mobility Policy (SMP) and Action Plan, new guidelines for planning authorities in relation to sustainable residential development and compact settlements have been issued, and the National Planning Framework (NPF) has been revised, with specific changes in relation to TOD and active travel. Taken together, these represent significant policy developments which are aligned with the '15-minute city' planning vision.

**Appendix 1 includes the recommendations of Dublin Chamber set out in its 2020 report and provides updates on the policy developments which have taken place in the intervening period to address those recommendations.**

The 15-Minute City Concept is bolstered by comprehensive support from public policy and from across the private sector. The successful implementation of the 15-minute city concept relies on a synergistic effort involving multiple stakeholders.

### Public Policy and Business Support for the 15-Minute City

- **Public Policy:** Public policy at local, regional, and national levels, including planning and transport policy, is now aligned to facilitate the development of mixed-use neighbourhoods, enhanced public transport, and the promotion of sustainable urban living. The 15-minute city concept draws together many of Ireland's current policy objectives, while taking a people-centred approach to spatial planning.
- **Business Support:** Local businesses in Dublin, through their representative bodies such as the Irish Business Employers Confederation (IBEC) and Dublin Chamber are supportive of the 15-minute city concept. Businesses within the community play a crucial role by adapting their services and offerings to meet the needs of residents within a 15-minute reach. They contribute to creating vibrant, self-sufficient neighbourhoods. The 15-minute city concept is also supported by international investors and other business interests in the city.

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# 2.0

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## National Policy and Guidance

This section of the pathway document sets out up-to-date national policy and guidance which can be leveraged to support the implementation of the '15-minute City' concept.

## 2.1

### National Planning Framework

The Revised [National Planning Framework \(NPF\)](#), was published in April 2025 and replaces the National Planning Framework (2018).

Within the NPF, the 15-minute city concept aligns with at least seven of the ten National Strategic Outcomes (NSOs).

- NSO 1: **Compact growth** facilitated by investments in housing and sustainable urban development.
- NSO 5: **Sustainable mobility** facilitated by investments in environmentally sustainable public transport.
- NSO 6: **A strong economy** supported by enterprise, innovation and skills.
- NSO 7: **Enhanced amenity and heritage** facilitated by investments in culture, heritage, and sport.
- NSO 8: **Transition to a carbon neutral and climate resilient society** facilitated by investments in climate action.
- NSO 9: **Sustainable management of environmental resources** facilitated by investments in biodiversity and water management.
- NSO 10: **Access to quality childcare, education and health services**, facilitated by investments in these areas.

The National Planning Framework prioritises **compact urban growth and sustainable development**, encouraging development within existing urban areas rather than sprawling into greenfield sites. This compact development is critical to creating communities where residents can access most of their daily needs within a short distance, supporting the 15-minute city idea.

The NPF emphasises the creation of **walkable neighbourhoods and towns**, encouraging walking, cycling, and public transport. This reduces car dependency and aligns with the goal of ensuring residents can access services, amenities, and employment within a 15-minute radius.

**Mixed-use development** is a key feature of both the NPF and the 15-minute city. The NPF promotes the integration of residential, commercial, and community spaces, allowing people to live close to work, education, and leisure facilities.

The NPF highlights the need for **public transport investment**. A well-developed public transport network helps support the 15-minute city by making local services more accessible without relying on private cars.

The NPF promotes **sustainable mobility** options such as walking, cycling, and public transport, which are essential to the 15-minute city concept. By reducing car usage, it aims to create safer, more liveable, and environmentally friendly urban environments.

The NPF promotes **low-carbon, resource-efficient, and climate-resilient development** that integrates green infrastructure, protects natural resources, and encourages compact, sustainable living aligned with the 15-minute city concept.

The NPF focuses on improving quality of life by providing **access to schools, healthcare, and community services** within close proximity of residential areas. This approach mirrors the 15-minute city's aim to create self-sufficient neighbourhoods where essential services are easily accessible.

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*The NPF is Ireland's long-term strategic plan to guide development and investment up to 2040, promoting compact, sustainable growth. It emphasises the creation of walkable neighbourhoods and towns, encouraging walking, cycling, and use of public transport.*

The National Planning Framework includes a number of key actions which are supportive of the 15-minute city concept:

- **Improve connections and walking routes** in accordance with the principles of universal design to optimise journeys undertaken by foot and enhance pedestrian comfort and safety;
- **Enable more effective traffic management** within and around cities and towns through demand management measures including the re-allocation of inner-city urban road-space in favour of bus-based public transport services, shared mobility services and walking/cycling facilities;
- **Deliver Transport Orientated Development (TOD)** at scale at suitable brownfield and greenfield locations in cities and metropolitan areas, along high-capacity public transport corridors with a focus on land management, institutional and funding arrangements needed to accelerate this type of development.

Specific reference is made to the 15-minute city concept in the NPF in relation to the [City Edge Project](#), Dublin Case Study. In addition to 'active travel and public transport' and 'blue and green infrastructure', '**compact growth and 15-minute city principles**' is a strategic objective of the City Edge project which is put forward as a unique opportunity to achieve Government policies of compact growth and transport orientated development at scale, to reach national climate targets, and to make a significant contribution to resolving the housing crisis, while also generating substantial employment opportunities.

*In addition to 'active travel and public transport' and 'blue and green infrastructure', '**compact growth and 15-minute city principles**' is a strategic objective of the City Edge project*



Source: National Planning Framework: First Revision

### Project Ireland 2040

The Government of Ireland has created the [National Planning Framework \(NPF\)](#) to 2040 and the [National Development Plan \(NDP\)](#) 2021-2030 which together are known as [Project Ireland 2040](#).

# National Planning Framework and its National Strategic Outcomes and Priorities of the National Development Plan



## 2.2

### National Development Plan

The National Planning Framework is supported by the [National Development Plan \(NDP\)](#) which details the budget allocation to be spent over a 10-year period. The National Development Plan (NDP) 2021-2030 supports the 15-minute city concept through strategic investment in sustainable urban development, public transport, active travel infrastructure, and enhanced local infrastructures that promote compact, liveable, and accessible communities.

The NDP includes significant funding for **public transport projects** such as BusConnects, MetroLink, and DART+, all of which aim to improve accessibility and reduce car dependency. These projects support the creation of 15-minute cities by enabling people to reach key services and facilities within short travel times through reliable public transport.

The plan prioritises the development of **cycling and pedestrian infrastructure**, aligning with the 15-minute city vision of promoting walkability and cycle-friendly urban environments. Initiatives like expanded cycle paths, greenways, and pedestrian networks allow residents to access schools, shops, and healthcare within walking or cycling distance.

The NDP emphasises **compact growth in urban centres** and regional towns, focusing on reducing urban sprawl and promoting higher-density, mixed-use developments. This supports the 15-minute city model by encouraging the development of self-sufficient neighbourhoods with local services, reducing the need for long commutes.

The NDP also includes measures for **enhancing public spaces and improving the urban environment** through greening initiatives, which contribute to the livability of neighbourhoods. By creating more inviting public spaces, the NDP fosters vibrant communities where people can engage in recreation and social activities within close proximity.



Photo courtesy of South Dublin County Council

*The NDP includes significant funding for public transport projects such as BusConnects, MetroLink, and DART+, all of which aim to improve accessibility and reduce car dependency.*

## 2.3

### National Sustainable Mobility Policy

The [\*\*National Sustainable Mobility Policy \(SMP\)\*\*](#), launched in 2022, sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations (50% reduction in greenhouse gas emissions by 2030 in the transport sector). 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 SMP aligns with the principles behind the "15-minute city" concept by promoting reduced dependence on private cars and enhancing access to active travel and public transport. The policy aims to achieve more compact urban development and better connectivity between residential areas and essential services within short distances, which is a core idea of the 15-minute city. This approach is expected to reduce emissions and make neighbourhoods more accessible and liveable by prioritising pedestrian-friendly infrastructure and integrating public transport systems with new housing developments.

The policy also sets specific goals like reducing the number of kilometres driven by fossil fuel cars by 10% and adding 500,000 more active travel and public transport journeys by 2030. By focusing on accessibility and sustainability, the SMP, through its [\*\*Action Plan 2022-2025\*\*](#), supports actions for integrated, safe, green and people focused mobility, which resonate with the "15-minute city" vision.

One of the first tasks of the SMP Leadership Group established to oversee and drive implementation of the Policy was to agree a programme of "pathfinder" projects at local level. The central objective of the [\*\*Pathfinder Programme\*\*](#) is to increase momentum in relation to the delivery of projects at a local level, providing templates for replication and scaling up elsewhere and with a strong emphasis on experimental and innovative approaches. See Section 5.1 below which outlines the key pathfinder projects of relevance to the 15-minute city in Dublin.



Photo courtesy of Dún Laoghaire Rathdown County Council

*The SMP aligns with the principles behind the "15-minute city" concept by promoting reduced dependence on private cars and enhancing access to active travel and public transport.*

## 2.4

### Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

Published in January 2024 as Ministerial Guidelines under Section 28 of the Planning and Development Act 2000 (as amended), the [Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities](#) provide guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The Guidelines expand on higher-level objectives of the National Planning Framework, and provide guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing. They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations.

The density ranges support the application of densities that respond to settlement size and to different place contexts, recognising the differences between cities, large and medium sized towns and smaller towns and villages. It is intended that the development standards for housing will allow for greater flexibility and innovation and support the delivery of a greater range of housing options.

Aligned with 15-minute city principles, the guidelines emphasise the creation of compact, sustainable communities and discourage urban sprawl by focusing on infill development and the reuse of existing buildings and brownfield sites. By enabling residents to access essential services within a 15-minute walk or cycle from their homes, the guidelines support reducing reliance on cars and promoting more sustainable living.



*The Guidelines expand on higher-level objectives of the National Planning Framework, and provide guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing.*

## 2.5

### Design Manual for Urban Roads and Streets

Published in March 2013, the [Design Manual for Urban Roads and Streets \(DMURS\)](#) seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation.

**DMURS provides the practical measures and design tools to achieve:**

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy-to-find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced existing national design standards and **the use of DMURS is mandatory for all road authorities and applies to all roads and streets in urban areas** (except where specified). As such, the DMURS can strongly support the 15-minute city concept by providing a framework for designing streets that prioritise pedestrians, cyclists, and sustainable mobility, contributing to the development of accessible, compact, and liveable urban areas.

DMURS emphasises **walkability and cycle-friendly infrastructure**, which are essential for creating neighbourhoods where residents can easily access essential services, like shops, schools, and healthcare, within a 15-minute walk or cycle. Streets designed with wide footpaths, safe crossings, and cycle lanes promote these active travel modes, reducing reliance on cars.

The manual views streets not just as transport corridors but as **public spaces** that support community life. This aligns with the 15-minute city concept by promoting the creation of vibrant, multifunctional streets where people can socialise, engage in recreational activities, and access local services, thus enhancing the quality of life within neighbourhoods.

DMURS advocates for **traffic calming measures** such as narrower roads, shared spaces, and reduced speed limits in urban areas. Slower traffic speeds improve safety for pedestrians and cyclists, making streets more conducive to local, short-distance trips that define the 15-minute city concept.

DMURS promotes **universal accessibility**, ensuring that streets are designed for all users, including people with disabilities, the elderly, and children. Inclusive design is central to the 15-minute city concept, where all residents, regardless of ability, should have easy and safe access to services within their local neighbourhood.



Photo courtesy of Dún Laoghaire-Rathdown County Council

**DMURS replaced existing national design standards and the use of DMURS is mandatory for all road authorities and applies to all roads and streets in urban areas (except where specified).**

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# 3.0

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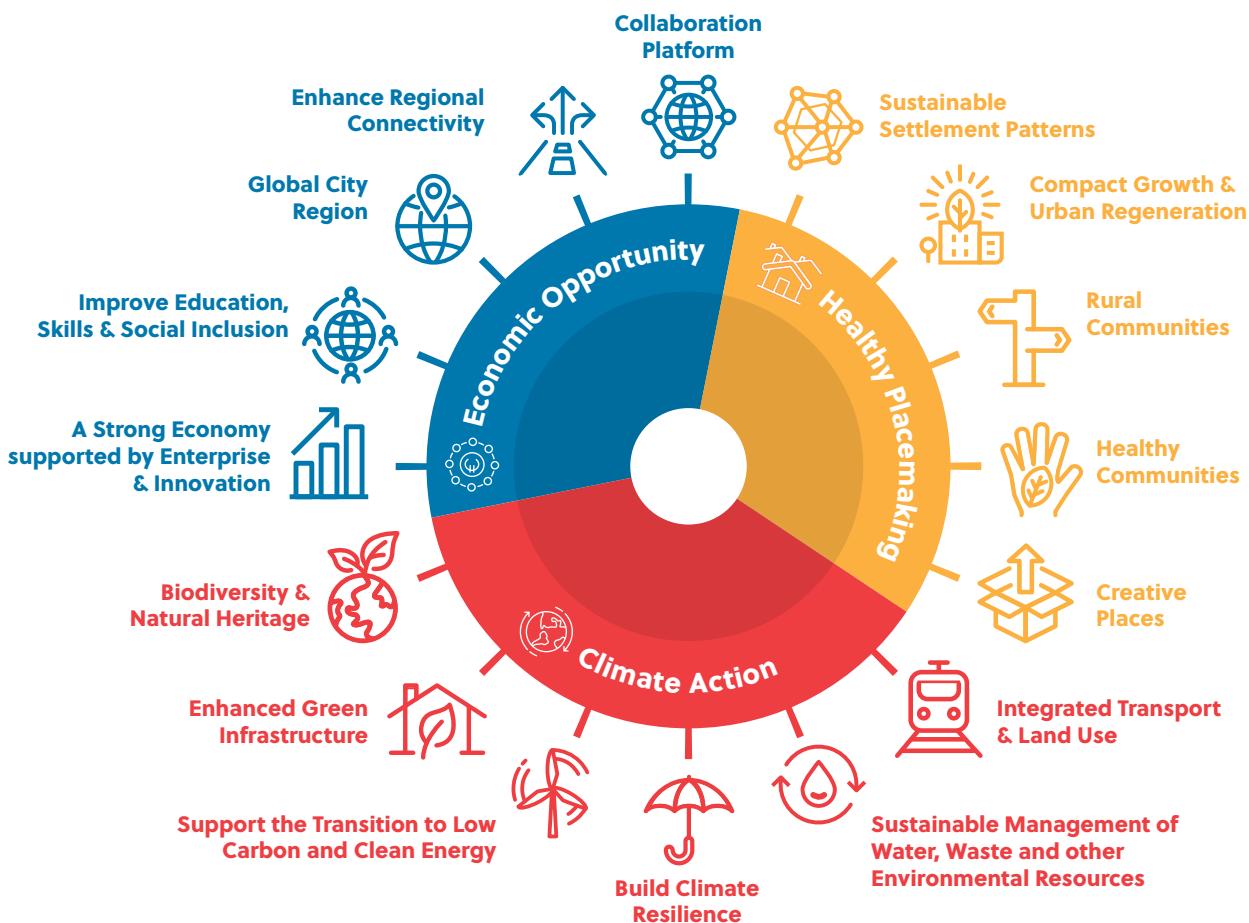
## Regional Policy and Guidance

### 3.1

## Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

Made by the Members of the Eastern and Midland Regional Assembly (EMRA) in June 2019, the [Regional Spatial and Economic Strategy for the Eastern and Midland Region \(RSES\)](#) is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Strategic Outcomes (RSOs) and Regional Policy Objectives (RPOs). The overall vision of the Strategy is *to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunity for all*. The vision of the RSES is supported by 16 Regional Strategic Outcomes (RSOs) that are framed around the 3 key principles of Healthy Placemaking, Climate Action and Economic Opportunity. These Regional Strategic Outcomes are closely aligned with and supportive of the National Strategic Outcomes of the National Planning Framework.





## KEY PRINCIPLES

### Healthy Placemaking

To promote people's quality of life through the creation of healthy and attractive places to live, work, visit and study in.

### Climate Action

The need to enhance climate resilience and to accelerate a transition to a low carbon economy recognising the role of natural capital and ecosystem services in achieving this.

### Economic Opportunity

To create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

Source: RSES for the Eastern and Midland Region, 2019-2031

The overarching objective of the RSES is to support the implementation of the National Planning Framework (NPF), as part of Project Ireland 2040, and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the Region. The RSES is of critical importance for the delivery of Project Ireland 2040, given that it is the succeeding tier of policy delivery in Ireland. As such, the RSES provides the basis for the integration of land use and transport planning in the Region, informing the preparation and implementation of plans, programmes and projects at all levels. The RSES supports continued population and economic growth in Dublin City and Suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration. The RSES also identifies substantial opportunity to promote and improve the provision of public transport and active travel and the development of strategic amenities to provide for sustainable communities.

## Healthy Placemaking Strategy, RSES for the Eastern and Midland Region, 2019-2031



To achieve its objectives, the EMRA, in conjunction with local authorities, the NTA and other agencies, will seek to apply a number of Guiding Principles for the integration of land use and transport in statutory land use plans, taking into consideration the requirements of both urban and rural areas across the Region. One of these Guiding Principles is to **support the '10 minute' settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements**. Furthermore, 'services' are a key criterion included in the Asset Test for the strategic location of new residential development contained in the RSES. The specific Asset Test question is: Will local services and amenities including community, education, health, leisure and retail be accessible as set out in the '10-minute settlement' concept?

**The concept of the 15-minute city is therefore strategically aligned with the objectives of the RSES, which emphasise compact development, reducing car dependency, and fostering mixed-use neighbourhoods where residents can access essential services like shops, schools, and workplaces within a short walk or cycle.**

## 3.2

### Dublin Metropolitan Area Strategic Plan (MASP)

The [Dublin Metropolitan Area Strategic Plan \(MASP\)](#), which forms part of the RSES, is an integrated land use and transportation strategy for the Dublin Metropolitan Area. It provides a 12-to-20-year strategic planning and investment framework for the Dublin Metropolitan Area focusing on managing the sustainable and compact growth of Dublin, urban regeneration, better use of under-used land, integrated transport and land use and the promotion of Dublin as a global city region.

The vision for the MASP is that over the years to 2031 and with a 2040 horizon, the Dublin Metropolitan Area will; build on its strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.

The MASP notes that there is a need to enable regeneration and employment opportunities for established communities where redevelopment and re-intensification occurs, particularly in areas of on-going deprivation. Changing demographics and increasing urbanisation will also require a long-term planning response to meet existing and future needs translating into demand for regeneration, housing and employment. The MASP also supports ongoing collaboration with regional stakeholders to ensure that social infrastructure such as education, health and community facilities are provided in tandem with the development of strategic development areas, and, in particular, to ensure that opportunities for social as well as physical regeneration are realised.



Photo courtesy of Dublin City Council

*The MASP notes that there is a need to enable regeneration and employment opportunities for established communities where redevelopment and re-intensification occurs, particularly in areas of on-going deprivation.*

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To achieve the vision, the MASP identifies a number of Guiding Principles for the sustainable development of the Dublin Metropolitan Area;

- **Dublin as a Global Gateway** - In recognition of the international role of Dublin, to support and facilitate the continued growth of Dublin Airport and Dublin Port, to protect and improve existing access and support related access improvements.
- **Compact sustainable growth and accelerated housing delivery** - To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.
- **Integrated Transport and Land use** - To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and MetroLink, while maintaining the capacity and safety of strategic transport networks.
- **Increased employment density in the right places** - To plan for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and to relocate less intensive employment uses outside the M50 ring and existing built-up areas.
- **Alignment of growth with enabling infrastructure** - To promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and waste water, sustainable energy, waste management and resource efficiency.
- **Social Regeneration** - To realise opportunities for social as well as physical regeneration, particularly in those areas of the metropolitan area which have been identified as having high relative deprivation.
- **Identify Future Development Areas** - To identify future development areas that may be delivered beyond the lifetime of the RSES, but within the longer-term 2040 horizon set out by the NPF.
- **Metropolitan Scale Amenities** - To enhance provision of regional parks and strategic Green Infrastructure, to develop an integrated network of metropolitan scale amenities, and to develop greenways/blueways along the canals, rivers and coast, as part of the implementation of the National Transport Authority's Cycle Network Plan for the Greater Dublin Area.
- **Co-ordination and active land management** - To enhance co-ordination across local authorities and relevant agencies to promote more active urban development and land management policies that help develop underutilised, brownfield, vacant and public lands.

The principles underpinning the development of the MASP include the effective integration of transport planning with spatial planning policies, from regional down to local level and the alignment of associated transport and infrastructure investment priorities.

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## MASP Housing Delivery

The supply of quality, affordable housing plays a key role in underpinning economic growth and competitiveness of the Dublin Metropolitan Area. The MASP supports a sequential approach to development with a primary focus on the consolidation of sites within or contiguous to the existing built up and zoned area of Dublin City and suburbs, supported by selected metropolitan settlements that have the capacity to achieve higher residential densities in tandem with the provision of public transport, infrastructure and services. Furthermore, it is recognised that there would be significant additional capacity to deliver increased residential densities on other sites through the ongoing provision of infill, reduction in vacancy and re-use of underutilised lands and vacant buildings within the metropolitan area.

### Regional Policy Objectives (RPOs): MASP Housing and Regeneration

**RPO 5.4:** Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards.

**RPO 5.5:** Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.

## Employment Generation

The MASP identifies a number of large-scale employment and mixed-use development areas within the metropolitan area, which should be developed in co-ordination with the sequential delivery of infrastructure and services.

The MASP aims to continue densification in the city centre, re-intensify strategic employment areas within the M50 ring and to activate key strategic sites such as Cherrywood to complement existing employment hubs such as the city centre, Docklands and Sandyford Business District, providing for a limited number of people intensive employment locations that are accessible to public transport.

Outside the M50 ring there is potential to re-intensify older industrial estates such as Naas Road/Ballymount, brownfield lands in Tallaght/Cookstown and to provide for high tech and research and development employment at strategic employment hubs such as Dublin Enterprise Zone in Blanchardstown and Grangecastle Business Park, linked to improved bus connections.

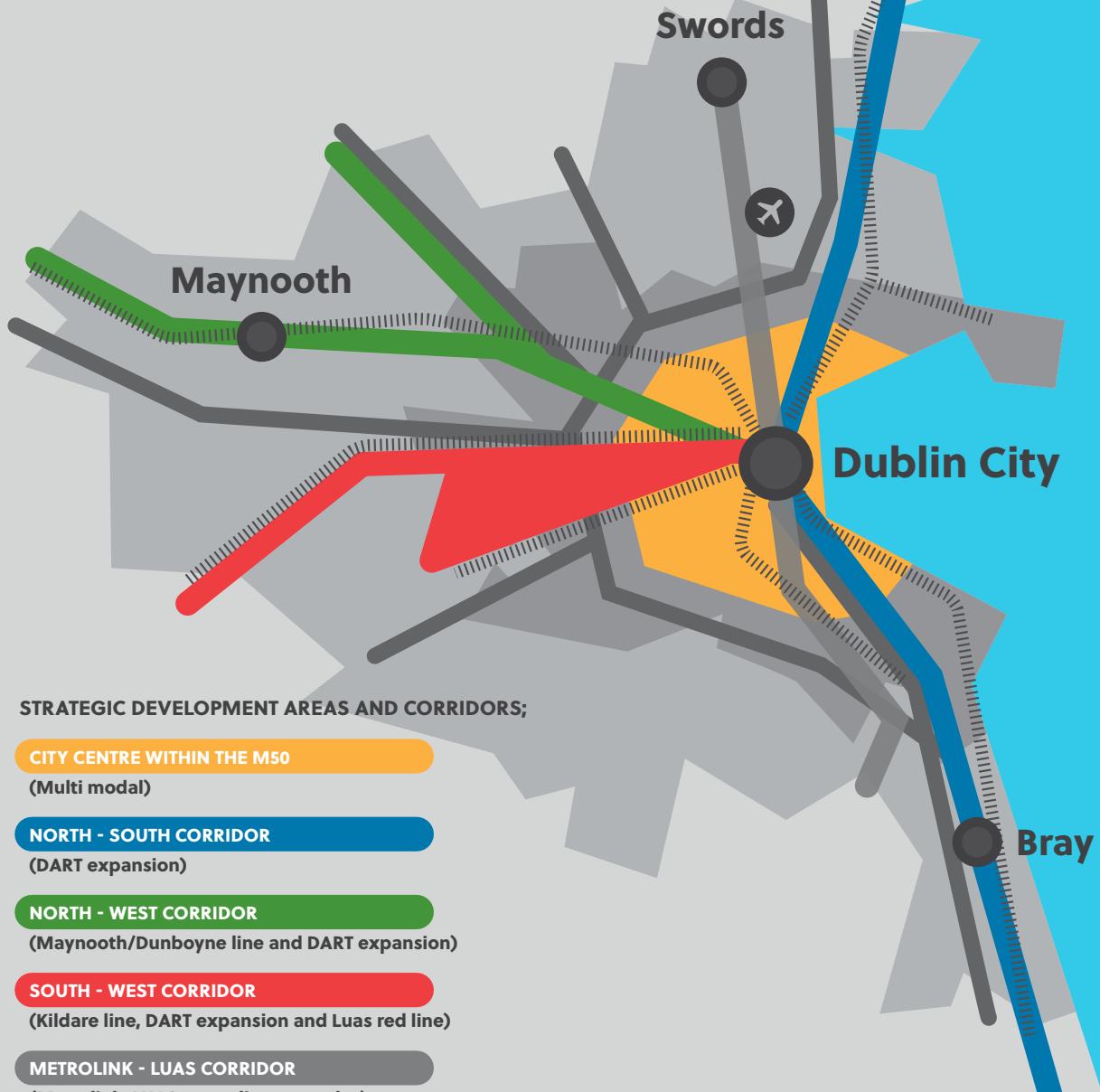
**The MASP also supports employment generation at strategic locations within the metropolitan area to strengthen the local employment base and reduce pressure on the metropolitan transport network, including; future employment districts in Swords and Dublin Airport/South Fingal; Maynooth; Bray; Greystones; Dunboyne-Portane; and Leixlip. Strategic employment locations, particularly those that are employee intensive should be located in proximity to existing or planned strategic transport corridors.**

**The MASP identifies strategic residential and employment corridors along key public transport corridors existing and planned, that contain development opportunities.** These include; Dublin Docklands and Poolbeg West, former industrial lands including Naas Road, the regeneration of older social housing projects, Parkwest-Cherry Orchard and Ballymun, large scale urban expansion on the North Fringe of the city, the western suburbs including Adamstown and Clonburris SDZs, Fortunestown near the emerging town of Saggart/Citywest, brownfield lands in Tallaght along with the development of the Hansfield SDZ lands in Blanchardstown.

### Regional Policy Objective (RPO): MASP Employment lands

**RPO 5.6:** The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high-quality public transport corridors.

# Dublin Metropolitan Area Strategic Plan



There is also potential for significant re-intensification of employment lands within the M50 ring, at Sandyford Business District and Cherrywood, to complement the Docklands and city centre business district. Outside the M50, the Dublin Enterprise Zone in Blanchardstown and Grangecastle in south Dublin have significant capacity for high tech manufacturing, research and development in campus style settings.

The Naas Road lands are a significant landbank straddling the Dublin City Council and South Dublin County Council boundary, with long-term potential to become a major district centre but which require significant investment and site assembly efforts to enable their activation. Other long-term opportunities include the development of Dunsink, a major greenfield landbank inside the M50 ring, that requires requisite investment in infrastructure and public transport links.

**By applying 15-minute city principles to the development of these residential development areas, employment lands, and in adhering to the guiding principles for the sustainable development of the Dublin Metropolitan Area, the concept of the 15-minute city can be strategically aligned with the objectives of the MASP.**

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### 3.3

## Greater Dublin Area (GDA) Transport Strategy 2022-2042 and Cycle Network Plan

The [Transport Strategy for the Greater Dublin Area, 2022-2042](#) sets out how transport will be developed across the Region, covering Dublin, Meath, Wicklow and Kildare, over the period of the Strategy. It replaces the previous framework, titled the Transport Strategy for the Greater Dublin Area 2016-2035. The updated Strategy notes that increased home working and blended home/office working and the use of remote working hubs since the Covid-19 pandemic have created opportunities to reduce the amount of travel. The Strategy highlights the importance of access to these services, specifically highlighting the emergence of the "15-Minute City" and the "Town Centre First" approach.

**The Greater Dublin Area (GDA) Transport Strategy 2022-2042 and the associated Cycle Network Plan both align with the goals of the 15-minute city concept by prioritising sustainable, local mobility options and enhancing neighbourhood-level accessibility.**

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*We should re-engineer our towns and cities for public transport, cyclists and pedestrians and invest in sustainable transport solutions that meet the needs of rural and urban communities. For example, the concept of the '15-minute city' is receiving greater attention as a means to reduce congestion, enhance public spaces, revitalise local economies, increase public transport efficiency and improve quality of life.*

*Furthermore, open public spaces in the GDA should be realigned to apply more sustainable travel measures such as additional pedestrian crossings, cycle facilities and bus routes to increase sustainable accessibility and allow our public spaces to be used in a more sustainable way."*

*Engineers Ireland - Pre-draft Submission on the Transport Strategy, January 2020*

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Source: Engineers Ireland – Pre-draft submission on the Greater Dublin Area (GDA) Transport Strategy, January 2020

Referring directly to the 15-minute city concept, the Strategy notes that at the district or neighbourhood level is the requirement to provide for an **appropriate mix of uses within development areas**, an outcome of which is the reduced need for longer distance travel. The Strategy states that the traditional planning concept of discrete zonings for housing, industry, employment and recreation simply no longer apply in an era of diverse household types, non-polluting employment, and the increasing desirability to provide for informal and passive recreation as much as more formal playing pitches and parks and gardens. In other words, at the district level, and without compromising city centres and the need for large regional-scale facilities, many of people's daily needs can be provided within walking and cycling distance of their homes.

The Strategy states that facilitating movement by walking and cycling is a critical element in neighbourhood planning. In particular, the concept of **filtered permeability**, whereby pedestrians and cyclists can travel through areas and motorised traffic cannot, is important in conferring an advantage on these modes making them safer and more attractive than the car for short trips to local services. This concept has been applied in multiple locations across the GDA, both in new developments and via retrofitting of new links into existing areas. In existing urban and suburban areas which are defined by cul-de-sacs and boundary walls which segregate neighbourhoods – often along social class lines – the removal of these physical barriers to allow access for pedestrians and cyclists, including connections to nearby public transport, can be problematic.

The Strategy supports **improved access to public transport** through investments in public transport infrastructure and services such as MetroLink, DART+, and BusConnects. Once delivered, these projects will improve connectivity to local services, supporting the 15-minute city concept by making it easier for residents to reach essential services like healthcare, education, and shops within a short travel time.

A major element of the **GDA Cycle Plan** is to develop active travel and cycling infrastructure - including a comprehensive cycle network - that links urban areas with major amenities, including schools, workplaces, and retail centres. This facilitates safe, short-distance travel and reduces the need for car usage, a key feature of the 15-minute city model. The expansion of cycle routes encourages active travel, promoting local connectivity and fostering more sustainable, walkable communities.

The GDA Strategy promotes **compact growth and better integration of transport and land-use** planning. This involves focusing on higher-density development near transport hubs and in established urban areas. By encouraging local services and amenities to be located close to homes and workplaces, the strategy directly supports the creation of 15-minute neighbourhoods, where daily needs can be met without long-distance commuting.

The Strategy focuses on **reducing private car usage** by investing in alternative transport modes and enhancing local infrastructure for walking and cycling. Traffic reduction in residential areas supports the 15-minute city concept by making neighbourhoods safer, more pleasant, and conducive to active travel.

Both the Transport Strategy and Cycle Plan emphasise **improving the public realm** to make streets more pedestrian- and cyclist-friendly, which is critical for creating vibrant, liveable spaces within a 15-minute radius of residents' homes. Better-designed public spaces encourage local activity and engagement, supporting community building and local economic vitality.



## 3.4

### Alignment of the Dublin MASP and the GDA Transport Strategy

The GDA Transport Strategy was developed to be consistent with the RSES, incorporating the MASP, in line with the relevant legislative requirements. The MASP provides clear direction in terms of spatial planning policy at the metropolitan level and the alignment of the MASP and the GDA Transport Strategy is key to the coordination of policy making and investment within the Dublin Metropolitan Area.

#### Regional Policy Objectives (RPOs): MASP Sustainable Transport

**RPO 5.2:** Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.

**RPO 5.3:** Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

**RPO 5.8:** Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.

#### Walking and Cycling

Facilitating modal shift to more sustainable transport options, including walking and cycling is a key element in promoting better traffic management and climate change strategies in the metropolitan area and is closely aligned with 15-minute city principles. The NTA Greater Dublin Area Cycle Network Plan sets out a strategy to enhance the urban network and develop the primary urban cycle arteries. The expansion of shared-bike schemes can also make a positive contribution to sustainable transport and mobility within the wider metropolitan area.

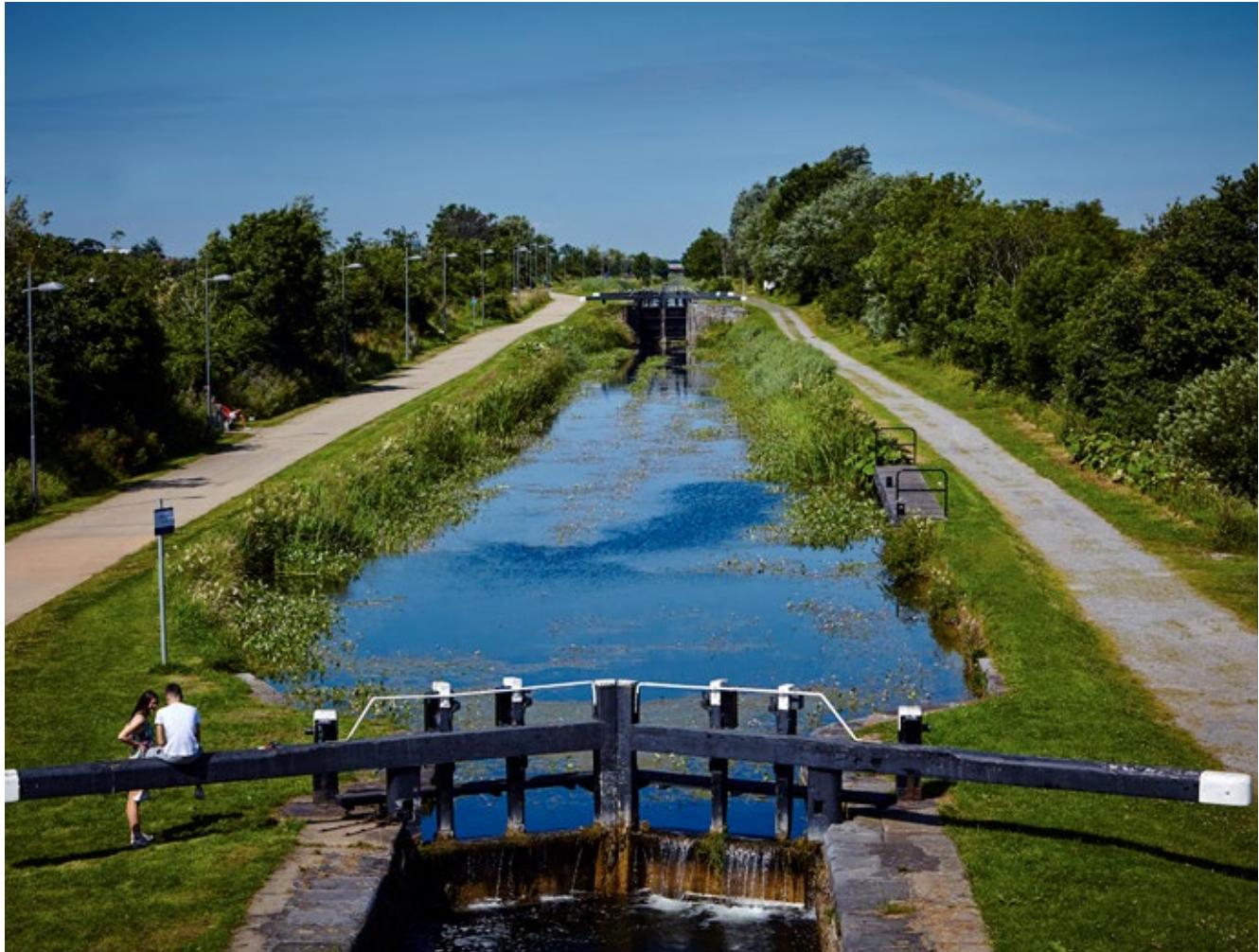
#### Metropolitan Greenway Network

Greenways are high quality cycleways, which are generally segregated from traffic and often routed through parks and areas of high amenity value such as coastal, canal and riverside routes. Where greenways pass through a designated environmental area, careful environmental assessment, routing and design will be required to avoid significant impacts on habitats and species. The MASP notes the potential for strategic radial routes to link into other greenways such as the Rivers Tolka, Santry, Poddle and Camac greenways to provide for local links and enhanced recreational opportunities, which would be supportive of the 15-minute city model.

Greenways are high quality cycleways, which are generally segregated from traffic and often routed through parks and areas of high amenity value such as coastal, canal and riverside routes.

## Strategic Greenways proposed and/or under development in the metropolitan area include:

- **East Coast Route from Sutton to Sandymount** with potential to link into a Dublin Port Greenway, to extend north to link into the Fingal Coastal Way and to develop a wider East Coast Trail from Rosslare to Northern Ireland
- **Royal Canal Greenway** from Spencer Dock through the northern inner suburbs along the canal to Maynooth and Mullingar with potential to link into the Dublin to Galway Eurovelo route
- **Grand Canal Greenway** from Docklands through the southern inner suburbs to Naas, Newbridge and Kildare joining the Barrow Way at Athy with potential to link to Cork
- **River Liffey Greenway** from Dublin Port along the Liffey Quays to Leixlip. Cross-connections are proposed through the Phoenix Park linking the Royal Canal to the Grand Canal
- **Dodder Valley Greenway** from Grand Canal Dock along the river corridor which passes largely through public parks in the southern suburbs to Bohernabreena, with potential to develop links to the Dublin Mountains and Wicklow Way
- **Western Canals Loop** a proposed 40km long recreational city loop linking the Grand Canal at Adamstown to the Royal Canal at Leixlip via Griffeen Valley Park, Lucan and the Liffey Valley.

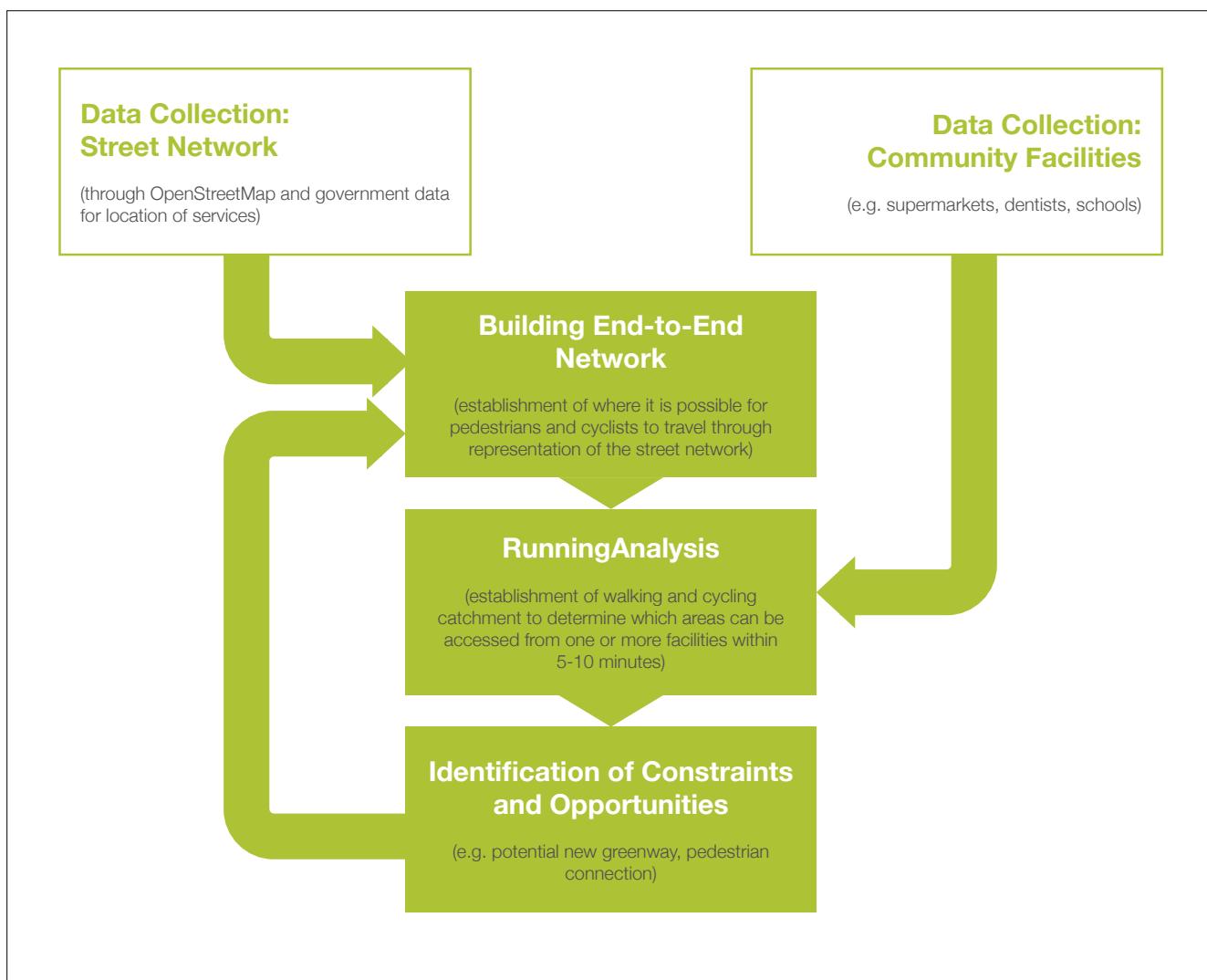


## 3.5

### 10-Minute Towns Accessibility & Framework Report

In July 2020, the Southern Regional Assembly (SRA) published an [accessibility and framework report on “10-minute towns”](#) which set out a framework and methodology for 10-minute towns. Developed by Arup as part of the Regional Action Plan for the [Interreg Europe MATCH-UP project](#), the report included the towns of Carlow, Ennis, and Tralee as case studies. The key objective of the study was to use a bespoke implementation tool to map and identify infrastructural requirements to support ‘10 minute’ towns in the Southern Region. The report provides good practice guidance for mapping the ‘10 Minute Town’ concept, which can be used by other towns to adapt the same concept.

#### 10-Minute Town Implementation Tool



Source: SRA 10-Minute Towns Accessibility & Framework Report 2020

**A variety of constraints were identified for the three towns which are potentially the reasons why services/facilities cannot be accessible within 10-minutes. It was found that there is a common trend in constraints, as follows:**

- Lack of direct walk/cycle access from residential estates to local and regional roads, thus limiting their connectivity between important education, employment, leisure, healthcare and retail services;
- Severance between residential estates (e.g. cul-de-sacs and fences);
- Low cycle usage from census data (1% mode share for each of the three towns);
- Bus services are generally limited (e.g. infrequent and does not cover parts of the towns) and tend to only cover specific corridors within the towns;
- Poor infrastructure, particularly cycling; and
- Lack of services, particularly in the outskirts of the town centres.

**Based on this analysis, a range of recommended improvement schemes were identified with a view to increasing the 10-minute catchment areas in the three towns. Some of the recommended improvements included:**

- Provision of walk/cycle bridges across rivers to connect areas currently deprived of services;
- Provision of connections between residential estates, for example, through knocking down walls and fences, as well as providing paths between cul-de-sacs;
- Provision of connections to existing walking and cycling facilities;
- Improvement to bus services with provision of local services within the town, increase in frequency and widening the public transport catchment through additional bus stops and new bus services.

The report notes that infrastructure interventions alone will not necessarily result in improved sustainable mobility. The baseline catchment analysis revealed that almost all towns are within a 10-minute cycle to services and yet census data indicate that only 1% of those working or studying in each town commute by bike.

A range of supporting initiatives to change travel behaviour, such as, promotion of the use of new walking and cycling routes, public awareness campaigns and increased use of wayfinding and signage will be needed for a greater uptake in using the physical infrastructure. Therefore, the report identified a need for a twin track approach to support the provision of facilities (e.g. new cycle lanes and secure parking) and the promotion of the use of sustainable modes of transport to the residents and visitors of the three towns.

**While the 10-Minute Town Implementation Tool was developed for key towns like Carlow, Tralee, and Ennis, it could potentially be adapted for use in cities and other areas across Ireland, including Dublin. It focuses on reducing emissions, improving public health by encouraging active lifestyles, and addressing traffic congestion, making it highly supportive of the 15-minute city model.**



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# 4.0

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## Local Policy & Guidance

## 4.1

### City and County Development Plans

Each of the four local authorities in the Dublin Region (Dublin City, South Dublin, Fingal and Dún Laoghaire-Rathdown) has set out policies and objectives pertaining to sustainable urban development in their most recent City or County Development Plans (CDP), each of which was adopted in 2022 or 2023. Each CDP is legally binding, meaning it influences planning decisions and development proposals within the county. As such, local authority policy and action targets for the 15-minute city can be determined through a review of CDPs.

A County Development Plan (CDP) is a **statutory planning document prepared by local authorities in Ireland that sets out the framework for the development and use of land in a county**. It outlines policies and objectives to guide sustainable growth, housing, transport, environmental protection, and community infrastructure. The plan must align with national and regional strategies, such as the National Planning Framework (NPF) and Regional Spatial and Economic Strategies (RSES).



Photo courtesy of South Dublin County Council

## 4.1.1

### Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028 incorporates the concept of the **15-minute city as a core element of its vision** for a more sustainable, liveable, and resilient urban environment, aligning with the overarching principle of 'healthy placemaking'. This plan aims to create compact, well-connected neighbourhoods where essential services, such as shops, schools, healthcare, parks, and public transport, are within a short 15-minute walk or cycle. This is consistent with the city's broader goals of reducing car dependency, promoting active travel, and improving the overall quality of life for residents.

Dublin City Council has recognised that although progress has been made toward this vision, further efforts are needed over the coming years. Key focus areas include enhancing public transport infrastructure, improving walking and cycling networks, and ensuring that housing development supports this localised, sustainable urban model. Dublin City Council has expressed an interest in using the 15-minute city concept as a lever for urban development focused on building sustainable, economically successful, and desirable neighbourhoods.

#### Summary policy provision for the 15-minute city concept in the Dublin City Development Plan 2022-2028

Employment/Enterprise	Sustainable Transport & Climate Action
<ul style="list-style-type: none"> <li>Shift from land-extensive employment uses towards more intensive office, service, retail, tourism and culture related employment activity.</li> <li>Enliven the city, create vitality and contribute to the evening economy of the city.</li> <li>Strengthen the hierarchy of urban villages in the inner suburbs and outer city<sup>1</sup>.</li> <li>Co- Working spaces should be located in city centre areas, key urban villages or in urban villages/neighbourhood centres in line with the 15 minutes city objective.</li> <li>The use of co-working spaces for community groups is also supported for local meeting, further education etc.</li> </ul>	<ul style="list-style-type: none"> <li>Place sustainability and climate resilience as the over-arching consideration in the development of the city centre and urban villages.</li> <li>Place a particular emphasis on healthy streets, active travel and public transport accessibility, building on the 15-minute city concept.</li> <li>Support the primacy of the city centre and the vitality and viability of existing and emerging centres.</li> <li>Provide for a citywide network of municipal civic amenity facilities/ multi-material public recycling and reuse facilities in accessible locations throughout the City in line with the objectives of the circular economy and 15-minute city.</li> </ul>

#### Implementation

By supporting mixed-use, compact development, delivery of high-quality housing, sustainable urban neighbourhoods/villages, extensive investment in public transport, walking and cycling infrastructure and supporting measures, including retro-fitting and reconfiguration of established urban streets and reviewing land-use zoning designations. The City Council will work with the NTA, TII and other agencies to ensure that public transport projects routed through urban villages will deliver high quality public realm and pedestrian space as an integral part of the projects.

Source: Dublin City Development Plan 2022-2028

<sup>1</sup> Twelve Key Urban Villages (KUVs) have been identified as centres for local services which will continue to provide a range of retail, commercial, employment, community and other services and will play a key role in developing the concept of a 15-minute city.

## 4.1.2

### South Dublin County Development Plan 2022-2028

The South Dublin County Development Plan 2022-2028 **aligns with principles of the "15-minute city" concept** and supports the 10-minute settlement concept which seeks to ensure that people can meet most of their daily needs within a 10-minute walk or cycle from their homes. The Plan emphasises sustainable development patterns by integrating land use and transportation policies with a view to creating sustainable neighbourhoods. It focuses on creating compact, mixed-use neighbourhoods that promote walking, cycling, and public transport, while reducing dependency on cars. This is achieved through higher-density developments and providing local services, jobs, and amenities close to residential areas, a key principle of the 15-minute city.

The Plan supports the creation of high-quality public spaces and emphasises placemaking to foster vibrant, liveable communities. It also aligns with climate action goals, aiming to reduce carbon emissions by supporting sustainable modes of transport and reducing travel distances.

#### Summary policy provision for 10-minute settlements in the South Dublin Development Plan 2022-2028

Employment/Enterprise	Sustainable Transport & Climate Action
<ul style="list-style-type: none"> <li>Promote short distance neighbourhoods and strive towards the achievement of 10-minute settlements over the lifetime of the Plan.</li> <li>Promote a more compact development form, sustainable movement, and ease of access to services, community facilities, jobs and amenities.</li> </ul>	<p>All developments will be encouraged to support the creation and nurturing of sustainable neighbourhoods and healthy communities, which are designed to facilitate active travel including walking and cycling, are close to public transport insofar as possible, and offer a range of community infrastructure, in quality, more intensive mixed-use environments.</p>

#### Implementation

Cycle South Dublin has been prepared against the backdrop of the Council's commitments to Sustainable Travel; Climate Change; Building Stronger Local Economies and Improving Personal Health and Wellbeing. The Development Plan supports this programme and aims to optimise such infrastructural investments through the promotion of connected neighbourhoods and sustainable movement. The detailed implementation of such measures will be carried out through the plan and various statutory and framework plans as required.

Source: *South Dublin Development Plan 2022-2028*



Photo courtesy of South Dublin County Council

#### 4.1.3

### Fingal County Development Plan 2023-2029

The Fingal County Development Plan 2023-2029 supports the principles of the 15-minute city concept by promoting sustainable urban development, active travel, and compact settlements for healthy placemaking. The Plan encourages mixed-use development where essential services, such as shops, schools, and parks, are easily accessible by walking or cycling, minimising the need for car travel. This aligns with Fingal's emphasis on enhancing public transport, active travel networks, and green spaces to reduce car dependency and create more self-sufficient, vibrant communities.

The Plan also integrates climate action measures by promoting compact urban growth and sustainable transport options, such as public transportation and cycling infrastructure, reinforcing the 15-minute city concept as part of its broader environmental and social objectives.

#### Summary policy provision for sustainable urban development in the Fingal County Development Plan 2023-2029

Employment/Enterprise	Sustainable Transport & Climate Action
The Plan will promote more intensive population and employment uses focussing on good community, civic and school facilities, good quality streets and spaces whereby existing and new neighbourhoods are knitted together alongside essential infrastructure and amenities that are required to develop sustainable communities and employment within the key urban centres.	<p>Promote a compact urban form, linking of transportation and land use planning, and the protection and enhancement of biodiversity create climate resilient communities and neighbourhoods.</p> <p>The policies and objectives that result in proper planning and sustainable development are consistent with those that result in a climate resilient society and this is recognised and supported in Fingal's Climate Change Action Plan 2019–2024.</p> <p>Encourage modal shift for short trips from cars, active travel and public transport along the lines of the Ghent circulation plan and Low Traffic Neighbourhoods in London.</p>

#### Implementation

Development of lands located within the footprint of existing settlements, centred around convenient public transport options and developed to increased densities to prioritise sustainable low carbon movement and the creation of walkable mixed-use neighbourhoods. Provide well serviced neighbourhoods which will ensure permeability and promote walking and cycling as the primary, default choice by making these options easier and safer. This will be achieved through the principles of compact growth and integration of land-use and transport planning that underpin this Plan and that inform the policies and objectives of the Plan. Work with NTA, TII and adjoining Local Authorities to plan for motor vehicle routing/ impermeability to create low traffic zones.

Source: Fingal County Development Plan 2023-2029



## 4.1.4

### Dún Laoghaire-Rathdown County Development Plan 2022-2028

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 **aligns with the principles of the 15-minute city concept**, focusing on compact urban development, walkable communities, and sustainability. The Plan supports the creation of 10-minute neighbourhoods, with a strong emphasis on the development of local amenities, ensuring that residents have easy access to services like schools, shops, and public transport within a short distance from their homes. It promotes mixed-use developments, reduced reliance on cars, and enhanced public spaces to create a more liveable, connected urban environment.

In line with the 15-minute city, the Plan prioritises sustainable transport, walking, and cycling infrastructure. It also aims to reduce urban sprawl and support compact settlements, which are key to fostering the kind of localised urban model that the 15-minute city envisions. Overall, the Plan integrates elements that support self-sufficient, resilient neighbourhoods, reducing the need for long commutes and enhancing quality of life for its residents.

#### Summary policy provision for 10-minute neighbourhood in the Dún Laoghaire-Rathdown County Development Plan 2022-2028

Employment/Enterprise	Sustainable Transport & Climate Action
10-minute neighbourhood principles can provide sustainable access to neighbourhood support facilities and employment opportunities that may not be available within the local community.	Ensuring that residential development is delivered in tandem with the appropriate commensurate enabling infrastructure, including access to sustainable neighbourhood infrastructure, sustainable modes of transport, quality open space and recreation.

#### Implementation

In recognition of the important supporting role played by social, educational, community, cultural and civic infrastructure, this Plan introduces a 'Sustainable Neighbourhood Infrastructure' (SNI) land use zoning objective that identifies existing facilities and services considered to be central to sustaining and building neighbourhoods.

Applicants seeking permission for new residential development will be required to demonstrate how new residential developments can contribute to the creation of sustainable urban villages and the 10-minute neighbourhood.

Clustering of sustainable neighbourhood infrastructure will be encouraged on lands zoned Objective 'SNI'. Careful phasing of larger developments to ensure that services become available as residential areas are constructed.

Source: Dún Laoghaire-Rathdown County Development Plan 2022-2028

Dún Laoghaire-Rathdown has been a leader in active travel and public realm improvements. Initiatives such as expanding cycling infrastructure, pedestrianising streets, and improving parks contribute to the creation of vibrant, walkable neighbourhoods. This focus on local accessibility and green transport options serves as a strong model for integrating the 15-minute city principles.

## 4.2

# Local Authority Active Travel Strategies and Initiatives

**Active Travel is defined as 'travelling with a purpose, using your own energy'.**

The active travel strategies and initiatives of the four Dublin local authorities, led by their Active Travel Units, all support the 15-minute city concept through various measures aimed at promoting sustainable mobility and community-centred urban planning.

Through its active travel initiatives, **Dublin City Council** emphasises the importance of creating walkable and cycle-friendly communities where essential amenities such as shops, schools, parks, and public transport can be accessed within 15 minutes of active travel modes. The Council's policies prioritise the development of connected walking and cycling networks to reduce car dependency and enhance liveability. Projects like the [Active Travel Programme Office](#), and [Dublin City Council's Active Travel Network](#) which is aligned with the Greater Dublin Area Cycling Network Plan, play a central role in achieving these goals by expanding and improving pedestrian and cycling infrastructure.

**South Dublin County Council**, through its [Active Travel programme](#) is pursuing the development and delivery of high-quality walking and cycling facilities for use by people of all age groups in their every-day travel. Funded by the NTA, it is delivering schemes such as [Active Travel Schools](#) and permeability measures to support improved access within and between local communities, which is supportive of the 15-minute city concept.

Through its [Active Travel Strategy](#), **Fingal County Council** aims to support modal shift from the private motor car to active travel, particularly through enhanced infrastructure for active travel, public transport integration, public realm improvements and through behavioural change measures to build active travel into everyday life as part of normal daily routines. Driven by its [Active Travel Unit](#), Fingal County Council has invested in creating safer routes for walking and cycling, which aligns with the broader objective of 15-minute neighbourhoods by focusing on easy access to services and recreational spaces.

The **Dún Laoghaire-Rathdown County Council Active Travel Team** plays a significant role in advancing the 15-minute city concept through the promotion and enhancement of walking, cycling, and sustainable transport initiatives. Their work directly contributes to creating more accessible, compact, and liveable urban neighbourhoods, where essential services and amenities are reachable within 15 minutes by active travel modes. Key areas of focus include sustainable mobility and public realm improvements, traffic reduction and [Active School Travel](#).

These strategies and initiatives highlight the importance of collaboration with the National Transport Authority (NTA), ensuring that local authority transport initiatives align with the broader vision of sustainable and vibrant urban neighbourhoods that support the 15-minute city model.



Photo courtesy of Dún Laoghaire-Rathdown County Council

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# 5.0

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## Pilot Projects, Good Practice Case Studies and Initiatives

Outlined below is a non-exhaustive list of pilot projects, good practice case studies and initiatives which can be leveraged to support the implementation of the '15-minute City' concept, with a view to significantly enhance the liveability of the Dublin Region and thereby its attractiveness as a place to do business.

## 5.1

### National Sustainable Mobility Policy (SMP) Pathfinder Programme

The Pathfinder Programme forms a key part of the implementation of the National Sustainable Mobility Policy (SMP), which sets out the government's plan to meet Ireland's requirement to achieve a 50% reduction in greenhouse gas emissions by 2030 in the transport sector. The Programme is piloting innovative mobility projects in urban areas, including Dublin, that can be scaled up to support sustainable transport solutions. The program identifies and funds projects that have the potential to deliver significant emissions reductions and improve urban livability.

The [Pathfinder Programme](#) of 35 exemplar transport projects was launched in October 2022, to be delivered by local authorities and agencies around the country over the following 3 years.

The projects were those selected following a call to local authorities to submit their most innovative, transformative plans for public transport, walking and cycling in their areas. That is, the projects that could make the greatest difference to people living in their counties.

This resulted in a broad variety of projects, many of which are closely aligned with the goals of creating sustainable, accessible, and vibrant urban areas where residents can access essential services and amenities within 15 minutes by walking, cycling, or using public transport.



## 5.1.1

### Smart and Sustainable Mobility Accelerator Programme (SSMA)

The Pathfinder 27 Project, the Smart and Sustainable Mobility Accelerator Programme (SSMA), is being delivered by the Eastern and Midland Regional Assembly for the Eastern and Midland Region. This is a national programme, delivered by each of the respective Regional Assemblies within their Regions, with the support of the Department of Transport.

The Smart and Sustainable Mobility Accelerator (SSMA) programme aims to support local authorities and stakeholders in the Region to design and implement smart and sustainable mobility projects under the National Sustainable Mobility Policy (SMP) Action Plan 2022-2025.

#### The SSMA Programme has four primary aims:

1. To support local authorities and help address shared challenges in the implementation of smart and sustainable mobility projects with local communities;
2. To strengthen cross sectoral collaboration, support and leadership for smart and sustainable mobility actions;
3. To build capacity for demonstrating and communicating to the public and key stakeholders the positive before and after impacts of sustainable mobility projects occurring across our local authorities to encourage good practice replication; and
4. To strengthen behaviour change to active travel looking at good practice techniques and interventions, to help achieve the SMP and Climate Action target of a 50% reduction in transport emissions by 2030.

At its core, the SSMA programme aims to increase knowledge, competencies, and understanding of sustainable and smart mobility at local and regional government levels through offering a comprehensive capacity building and mentoring programme, empowering participants to take effective actions for sustainable mobility. The programme consists of an online platform and a series of training workshops. The online platform, named the [Sustainable Mobility Academy](#), is a **repository of knowledge, showcasing case studies, project outcomes, and ongoing advancements across all local authorities within each Region for active travel and sustainable mobility**. The series of training workshops is for a set of target groups including relevant local authority cross departmental personnel, local authority councillors, community representatives in consultation with Public Participation Networks, and local business and enterprise sector representatives.



Photo courtesy of Dublin City Council

## 5.1.2

### Five Cities Demonstrator: Dublin Active Travel City

Many pathfinder projects focus on expanding **active travel infrastructure** such as walking and cycling routes in urban and suburban areas. Pathfinder 17, the Five Cities Active Travel demonstrator for Dublin encompasses several schemes across all four local authority areas. The schemes incorporate elements of cycle infrastructure, traffic reduction, road space reallocation, public realm improvements, and the 10-min neighbourhood. Its component parts are:



Photo courtesy of Dún Laoghaire-Rathdown County Council

#### Dún Laoghaire/Blackrock Area (Dún Laoghaire-Rathdown County Council)

Dún Laoghaire-Rathdown County Council has selected Dún Laoghaire and Blackrock as a new '[Decarbonising Zone](#)' within which a range of actions will be taken including decarbonising transport to contribute to national climate targets. Through the Pathfinder Programme, the County Council is rolling out a 10-minute town model - as part of its [Living Streets](#) initiative - to include segregated cycle facilities, an expansion of walking and cycling options into the area south of Dún Laoghaire.

#### Dublin 24 Area Rapid Implementation Cycle Network and Castletymon District Enhancement Scheme (South Dublin County Council)

These schemes include rapid delivery of an [11km cycle network in Tallaght/D24](#), and the development of [Castletymon as a 10-min neighbourhood](#) via walking and cycling infrastructure, with public realm improvements. Both projects will link with the Dodder Valley cycle scheme creating an overall enhanced walking and cycling network.

#### Dublin City Centre (Dublin City Council)

The city centre element of this pathfinder will combine the conversion of College Green and Dame Street to a low-traffic environment with the enhancement of public transport and active travel provision via the [Dublin City Centre Transport Plan 2023](#) which strongly supports the 15-minute city concept through measures including active travel enhancements, reduction in car traffic, prioritising public transport, urban greening and public space development. Led by Dublin City Council in cooperation with the NTA, the project is implementing major changes in College Green/Dame Street, the North and South Quays, Beresford Place, Gardiner Street, Pearse Street/Tara Street, and Stephens Green, in conjunction with the rollout of BusConnects and [CycleConnects](#) to transform travel within the city centre.



#### Swords/Airport Connectivity (Fingal County Council)

Dublin Airport is one of the biggest employers in Dublin and a high proportion of staff live in the Swords area, which is less than 5km to the north, but which currently has poor cycle connectivity. This active travel demonstrator will rapidly build out a network in Swords to facilitate improved connectivity which will be further enhanced when the BusConnects scheme is complete in 2028. This scheme complements the [Dublin Airport Mobility Management Plan 2024-2026](#).

## 5.2

# Other Good Practice Case Studies and Initiatives

### 5.2.1

## Sustainable Swords Strategy

The [Sustainable Swords Strategy](#), which was agreed by the Elected Members of Fingal County Council in December 2022 is a place-making strategy for the strategic regeneration and compact development of Swords. This Strategy emerged as a result of 'Your Swords – An Emerging City - Strategic Vision 2035' which focused on consolidating the historic town centre, and the Fingal County Development Plan 2017-2023. The Strategy aims to co-ordinate investment and decision-making across multiple stakeholders, including the private sector. Closely aligned with 15-minute city principles, the Strategy identifies sixteen priority projects across five themes.

Theme	Proposed Projects
<b>Theme 1: Swords Main Street Transformation.</b>  This significant project will see Main Street, the heart of Swords, transformed and enhanced into a more attractive and vibrant place, encouraging people to stay longer and enabling a more enjoyable experience.	1 Swords Main Street Transformation
<b>Theme 2: Reimagining Our Public Realm.</b>  This envisages a step change in the quality of the urban realm of Swords town centre. The focus is upon a phased enhancement of the urban realm that provides space for all.	2 Swords Liveable Laneways Strategy 3 Swords Key Local Streets Enhancement 4 Enabling Shopfront Enhancements 5 Swords Smart Streets
<b>Theme 3: Improving Access, Permeability and Connectivity.</b>  Enabling ease of movement and more active travel is critically important with regard to reducing private car-use which in turn will have a positive impact on the environment, physical health and reducing greenhouse gas emissions. These interventions will seek to showcase Swords rich natural and built heritage and capitalise on investment in Metrolink, BusConnects, The R132 and the Ward River Valley Park.	6 Swords Cycle Network 7 Swords Greenway Network Initiative 8 Swords Quietways & Home Zones 9 Swords Safe Routes to School/School Zones 10 Swords Western Distributer Road
<b>Theme 4: Protecting and Promoting Our Heritage.</b>  The built heritage of Swords provides the basis for the story of the evolution of the town. The projects included here enhance and protect that heritage for future generations as well as providing a basis for encouraging increased tourism spend in the town.	11 Swords Cultural Quarter 12 Swords Stories Study 13 St Columba's Church and Round Tower Visitor Experience Feasibility Study
<b>Theme 5: Supporting and Celebrating a Sustainable Community.</b>  Swords has a thriving community. The aim is to support this community and position Swords as the best place to live, work and visit in County Dublin.	14 Swords Community Forest 15 Swords Sustainable Community Initiative 16 Swords Promotional and Branding Initiative

## 5.2.2

### Dundrum Local Area Plan

The [Dundrum Local Area Plan 2023](#) sets out a framework to guide future development of Dundrum to ensure that there are enough schools, open spaces, childcare and community facilities, shops and employment to serve the needs of the community. As a Major Town Centre in Dún Laoghaire-Rathdown, Dundrum plays a very important role in the County and whilst the Local Area Plan covers a relatively small area, Dundrum as a town, while serving the local need, also has a much wider draw in terms of the shops, educational facilities, and civic, cultural and community facilities that currently exist and that will exist in the future. At the heart of the Plan is the “ten-minute neighbourhood” concept whereby a person should be able to walk, cycle or use high quality public transport to access the various amenities listed above within ten minutes of their home. An informative video on vision of the Dundrum LAP can be viewed [here](#).

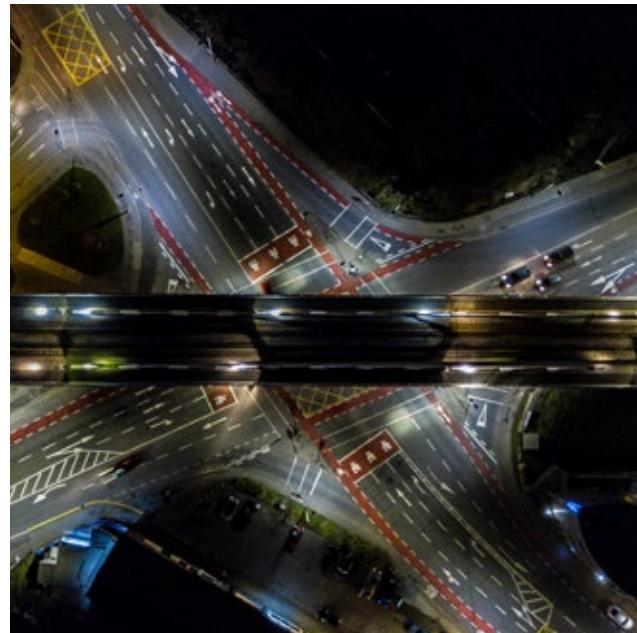
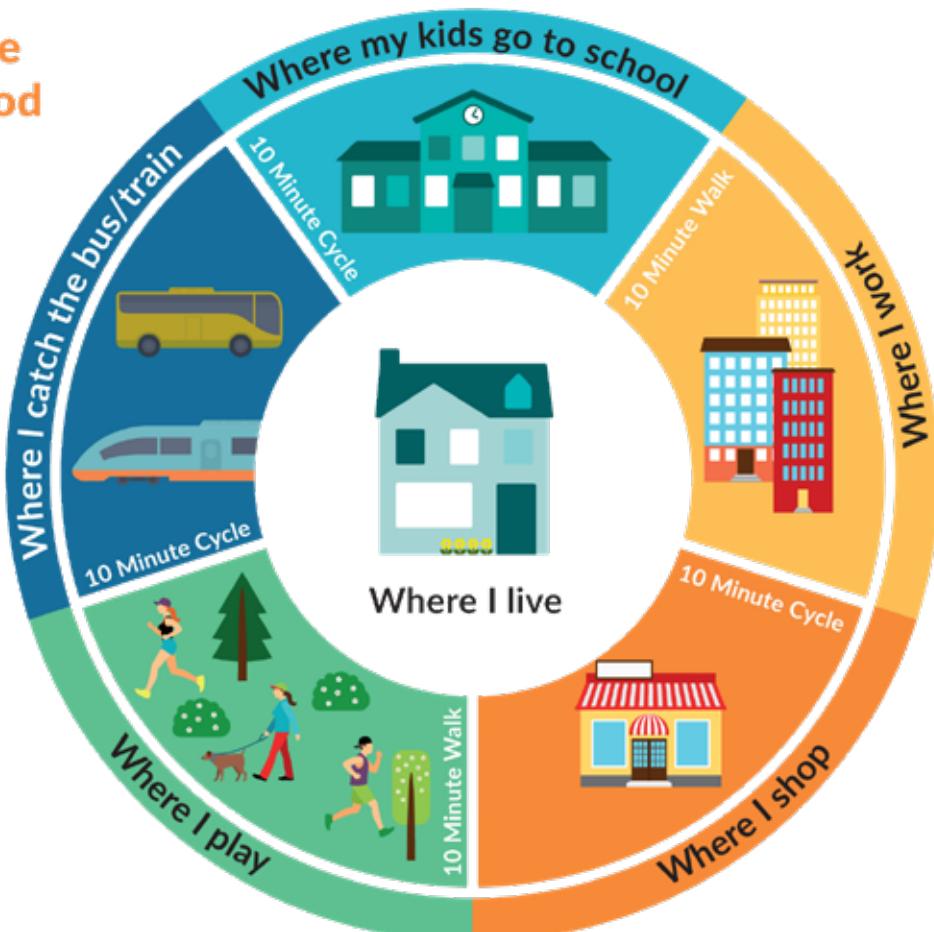


Photo courtesy of Dún Laoghaire Rathdown County Council

### The 10 Minute Neighbourhood Concept



Source: Dundrum Local Area Plan 2023

## 5.2.3

### Blackrock Village Rejuvenation

The [Living Streets Blackrock Village](#) project focuses on public realm improvements, creating pedestrianised areas and enhancing access to local businesses, parks, and public transport links. Building on the temporary measures implemented during the COVID-19 restrictions of summer 2020 on Blackrock Main Street, the plan will move the village from a temporary layout to a high-quality permanent design. The redesign of Blackrock's main street includes widened footpaths, more outdoor seating, and green spaces. The scheme is informed by consultation with local representative businesses and resident groups and independent evaluation of the temporary measures by TU Dublin. It is also consistent with the Blackrock Local Area Plan (LAP) published in 2015. This transformation supports the 15-minute city goal of enhancing local amenities and promoting sustainable, walkable communities.



Photo courtesy of Dún Laoghaire-Rathdown County Council

## 5.2.4

### Cherrywood Strategic Development Zone

Cherrywood Strategic Development Zone (SDZ) in Dún Laoghaire-Rathdown is a large-scale urban development which closely aligns with the principles of the 15-minute city. The development emphasises compact growth, with a focus on reducing urban sprawl and promoting higher-density living. This approach ensures that services are clustered within reachable distances, supporting the idea of local self-sufficiency that is central to the 15-minute city model. The [Cherrywood SDZ Planning Scheme](#) includes three major town centres and several neighbourhoods, each equipped with essential amenities such as shops, schools, healthcare facilities, and recreational spaces. This setup ensures that residents can access daily services within a short walking distance. The area is well-served by public transport links, including the Luas Green Line, which connects it to Dublin City Centre, and planned bus services. Cherrywood incorporates 82 hectares of green spaces, including parks, sports facilities, and walking/cycling paths. These amenities are integrated into the urban layout, allowing residents to enjoy nature and exercise within close proximity to their homes.



Photo courtesy of Dún Laoghaire-Rathdown County Council

## 5.2.5

### Grangegorman Urban Quarter

The redevelopment of Grangegorman, an old hospital site in Dublin, into a mixed-use urban quarter is a leading example of sustainable urban regeneration. The area incorporates residential housing, a university campus (TU Dublin), and community spaces, all within walkable distances. The project emphasises compact development, accessibility, green spaces, and public transport connectivity, making it a model for future 15-minute neighbourhoods. Collaboration between the public sector and private developers, with an emphasis on energy efficiency and sustainable transport, informs how mixed-use developments can support the 15-minute city concept.



Photo courtesy of Dublin City Council

## 5.2.6

### Phibsborough Local Environmental Improvement Plan

The [Phibsborough LEIP \(Local Environmental Improvements Plan\) 2017-2022](#) focused on improving public spaces and streetscapes while promoting active travel. The Plan included new cycling infrastructure, traffic-calming measures, and enhancements to local green spaces. By improving local amenities and promoting sustainable mobility, this project supported the principles of a 15-minute neighborhood within Dublin's inner city.



## 5.2.7

### Tallaght Town Centre Regeneration

Tallaght Town Centre has undergone significant regeneration, with projects focusing on developing a vibrant, mixed-use town centre. In support of the [Tallaght Town Centre Local Area Plan 2020](#), key elements include new residential units, the Tallaght Innovation Quarter, commercial spaces, and civic amenities, all within a walkable radius. The development has improved public transport access with Luas extensions, enhancing connections to the city. This initiative aligns with the 15-minute city goal of creating self-sufficient urban areas, promoting accessibility, green spaces, and sustainable mobility.



Photo courtesy of South Dublin County Council

## 5.2.8

### Clonburris Strategic Development Zone

**Clonburris Strategic Development Zone (SDZ)** in South Dublin is a strategic development designed to be a walkable, high-density urban neighbourhood. This large-scale project combines housing, retail, education, and recreational spaces, all accessible within a 15-minute radius. The development's strong focus on sustainable transport options, such as the nearby Luas Red Line, makes it a model for compact and sustainable urban growth.



Photo courtesy of South Dublin County Council

## 5.2.9

### Dublin City Council's Beta Projects Initiative

**Dublin City Beta Projects** is an experimental program run by Dublin City Council that tests small-scale urban interventions with public feedback before implementing them on a wider scale. Examples include pop-up pedestrian zones, parklets, and the reallocation of road space to create more room for cyclists and pedestrians. This bottom-up, trial-and-error approach allows the city to experiment with the 15-minute city concept by enhancing local amenities, improving public spaces, and encouraging sustainable mobility.



Photo courtesy of Dublin City Council

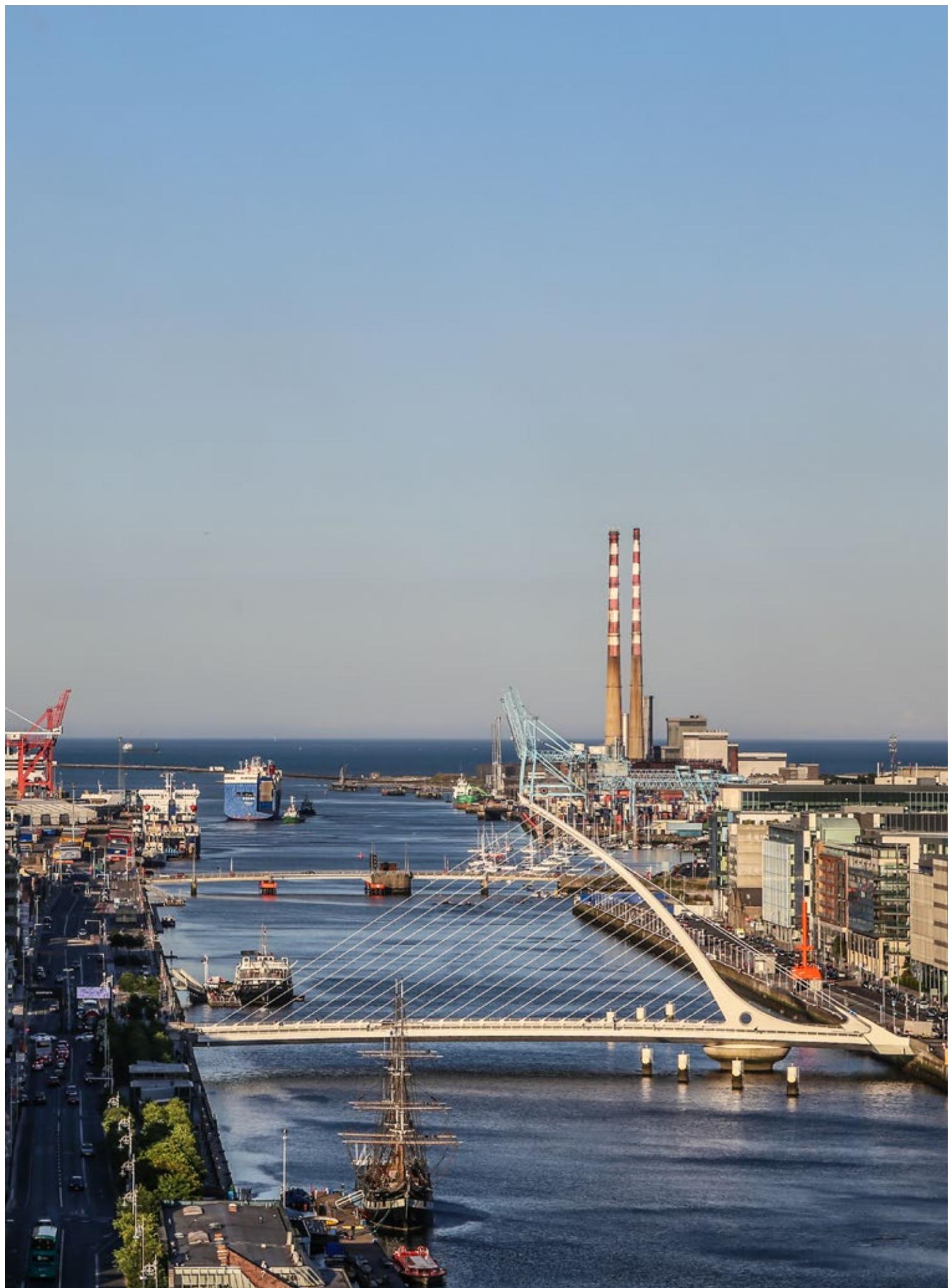
## 5.2.10

### Smart Docklands

Dublin's **Smart Docklands** project showcases the integration of smart city technologies in a compact, mixed-use neighbourhood. The initiative uses data-driven solutions to improve urban living, including **mobility-as-a-service (Maas)**, sensor-driven public services, and shared transport options like bike-sharing and electric vehicle charging stations. This pilot project provides key learnings on how technology can enhance urban mobility, improve access to services, and make a neighbourhood more sustainable and responsive to residents' needs, all of which are core components of the 15-minute city.



Photo courtesy of Dublin City Council



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# 6.0

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## European and National Funding and Resources for the 15-Minute City

This section outlines some of the key funding supports and resources that are available, with substantial opportunity to engage with local authorities and other public bodies to deliver the 15-minute city in Dublin.



## 6.1

### EU Supports and Incentives

Several European funding programs and territorial cooperation initiatives provide significant support (part-funding) for sustainable development in Dublin, aligning with the 15-minute city concept. These initiatives focus on urban development, climate action, transport, and green infrastructure, incentivising private sector investment in sustainable projects. The [Access Europe website](#) includes a useful EU Funding Guide which provides information on all EU funding programmes most relevant to civil society, EU policy explainers to understand the aims behind these programmes and EU funding Tips with step-by-step articles for getting started on your own EU funding journey.



*Dublin City Council's  
**European Programme Support Office (EPSO)**  
is monitoring all appropriate European programmes  
for urban development and collaborations.*

### 6.1.1

#### European Regional Development Fund (ERDF)

The [European Regional Development Fund \(ERDF\)](#) is a key European Union fund that aims to strengthen economic and social cohesion by correcting regional imbalances. In Ireland, it is managed by the Regional Assemblies and supports urban regeneration and sustainable development projects through co-financing for infrastructure, innovation, and energy efficiency initiatives. The ERDF can be used to fund private sector projects that align with green building standards, urban densification, and the creation of mixed-use, walkable neighbourhoods as part of the 15-minute city model. Further details and contact information in relation to the Southern, Eastern and Midland Regional Programme 2021-27 (which includes Dublin) are available [here](#).



### 6.1.2

#### European Investment Bank (EIB)

The [European Investment Bank \(EIB\)](#) provides loans and financial instruments for sustainable urban projects. It has played a crucial role in co-funding Dublin's public transport projects, such as MetroLink and BusConnects, which are vital for improving public transport access in 15-minute city neighbourhoods. The EIB also supports private sector investments in energy-efficient building projects, affordable housing, and green infrastructure by offering long-term, low-interest loans.



### 6.1.3

#### Horizon Europe

[Horizon Europe](#) is the EU's key funding program for research and innovation, with a strong focus on green innovation and sustainability. Private developers and technology firms in Dublin can access Horizon Europe grants for projects that advance smart city technologies, renewable energy integration, or green mobility solutions in line with the 15-minute city concept. Projects focused on reducing emissions, improving urban living environments, or making infrastructure more sustainable are prioritised for funding under the Horizon Europe programme. Further details and contact information are available [here](#).



## 6.1.4

### European Territorial Cooperation (ETC) Programmes

#### Interreg Europe

**Interreg Europe** supports regional development across EU member states. It funds cross-border projects that focus on environmental sustainability, urban mobility, and climate resilience. Dublin can leverage Interreg funding to foster partnerships between the public and private sectors in sustainable urban projects, such as green building developments, energy-efficient retrofits, and enhanced public transport systems. Further details and contact information are available [here](#).

#### Interreg North-West Europe (NWE)

**Interreg North-West Europe (NWE)** is designed to promote the economic, social, and environmental development of regions across North-West Europe. The programme can be leveraged to support the rollout of the 15-minute city concept in Dublin by providing funding, expertise, and partnerships that promote sustainable urban development, community engagement, and environmental innovation. A wide range of public and private (non-profit and profit making) organisations are welcomed to take part in NWE project partnerships including national, regional, and local authorities, universities, Research & Development centres, SMEs and business support organisations (BSOs), sectoral associations, NGOs, lobby organisations and citizens groups. Further details and contact information are available [here](#).

#### Interreg Atlantic Area

The **Interreg Atlantic Area** programme, which promotes transnational cooperation across the Atlantic regions of Europe, can be leveraged to support the 15-minute city concept in Dublin by focusing on sustainability, innovation, and urban regeneration. Further details and contact information are available [here](#).

#### PeacePlus

**PeacePlus** is designed to promote peace, reconciliation, and prosperity in border regions of Ireland and Northern Ireland. While it primarily focuses on cross-border areas, certain elements of the programme can support broader urban development goals, including the 15-minute city concept in Dublin. By supporting sustainable urban development and community-led projects, PeacePlus can provide funding and frameworks that align with the 15-minute city model, promoting compact, accessible, and sustainable neighbourhoods. Further details and contact information are available [here](#).

#### URBACT

**URBACT** is an EU initiative that promotes integrated sustainable urban development in cities and towns across Europe. It is primarily funded through the European Regional Development Fund. URBACT facilitates knowledge-sharing and collaboration between cities across Europe. Dublin has benefited from URBACT's funding to implement best practices in sustainable urban planning and community-driven regeneration. For example, Fingal County Council was a partner on [iPlace](#) and the [Playful Towns National Practice Transfer Initiative](#). The URBACT programme provides an opportunity for local government to work in a participatory way with the private sector, and other pertinent local stakeholders, on innovative projects that align with the 15-minute city, such as sustainable housing developments, local economic hubs, and enhanced public spaces. [EcoCore](#) led by Fingal County Council and focusing on the town of Balbriggan is an ongoing project which includes partners from Croatia, Estonia, Finland, Latvia, Portugal, Romania, Slovenia, and Spain. EcoCore addresses green growth and transition in small cities along the respective transport corridors, particularly in relation to the use of energy and transportation.



## 6.1.5

### European Urban Initiative (EUI)

The [European Urban Initiative \(EUI\)](#) is designed to support sustainable urban development (SUD) across the EU, offering both funding, capacity building opportunities and expertise on all things SUD. Primarily funded through the European Regional Development Fund (ERDF), the EUI supports cities of all sizes in addressing a whole range of urban matters, including key challenges such as climate change adaptation, public transport improvements, and energy-efficient housing. Innovative Actions projects help test new and experimental solutions, techniques, and planning models. In doing this, the EU seeks to ensure cities are actively involved in designing and implementing policy responses to their local challenges. Private developers in Dublin can join applicant local authorities as Delivery Partners in accessing funding on identified topics aligned with the 15-minute city vision. Under its capacity building pillar, and more short term, EUI City-to-City Exchanges enable reciprocal visits between stakeholders in Dublin and other European cities where learning can be exchanged on a common urban challenge, be it thematic and or operational.

#### Portico – The Gateway to Urban Learning

[Portico](#) is the European urban knowledge platform developed by the European Urban Initiative (EUI) and funded by the European Union, to support better urban policy and strategy design, implementation, and mainstreaming. The platform connects urban actors with the knowledge, people, and initiatives they need to implement sustainable urban development.

Portico is the gateway to the resources produced by a wide range of EU Cohesion Policy partners, and beyond. It is the entry door for the European urban community to access the knowledge and skills needed to design and implement sustainable urban policies and strategies; and to connect peers to exchange ideas and experiences on urban matters of EU relevance.

## 6.1.6

### ESPON (European Spatial Planning Observation Network)

[ESPON](#) is an EU funded programme that bridges research with policies. The programme provides territorial analyses, data and maps to support EU development policies with facts and evidence, and help public authorities to benchmark their region or city, identify new challenges and potentials and shape successful development policies for the future. As such, ESPON can support the rollout of the 15-minute city concept in Dublin by providing crucial research, data, and spatial analysis that can help guide the creation of sustainable, accessible, and resilient neighbourhoods. Further details and contact information are available [here](#).

## 6.1.7

### EU LIFE Programme

The [LIFE Programme](#) is the EU's funding instrument for environmental and climate action. It supports both public and private sector projects that contribute to biodiversity conservation, circular economy, and green energy solutions. In Dublin, LIFE funding can help private sector projects focused on topics such as sustainable construction, urban green spaces, and low-emission transport solutions, crucial for creating compact, self-sufficient urban neighbourhoods. Further details and contact information are available [here](#).

## 6.2

# National and Local Funding Supports and Incentives

### 6.2.1

## Urban Regeneration and Development Fund (URDF)

The [Urban Regeneration and Development Fund \(URDF\)](#) provides part-funding for projects that support compact, sustainable growth, urban regeneration, and revitalisation of cities. It is particularly aimed at addressing underutilised urban areas, making them attractive for private-sector investment. The fund has been used to co-finance public-private partnerships in urban areas, promoting high-density, mixed-use developments that are central to the 15-minute city concept. URDF project details can be accessed via [Local Authority StoryMap links](#).



### 6.2.2

## Living Cities Initiative

The [Living Cities Initiative](#), which has been extended to the 31st of December 2027, offers tax relief for the refurbishment and conversion of older buildings in designated cities, including Dublin City. This incentivises developers to invest in urban regeneration, turning disused or underdeveloped areas into vibrant, mixed-use neighbourhoods. This supports the 15-minute city vision by bringing essential services, housing, and employment opportunities closer together. Further details and contact information are available [here](#).



### 6.2.3

#### Climate Action Fund

The [Climate Action Fund](#) provides financial support for innovative climate action projects that can demonstrate significant emissions reductions. Private developers can apply for funding to support sustainable construction projects or urban regeneration that aligns with Ireland's climate action goals, making it easier for the private sector to integrate green technologies into their developments.



### 6.2.4

#### Development Levies Reductions for Sustainable Projects

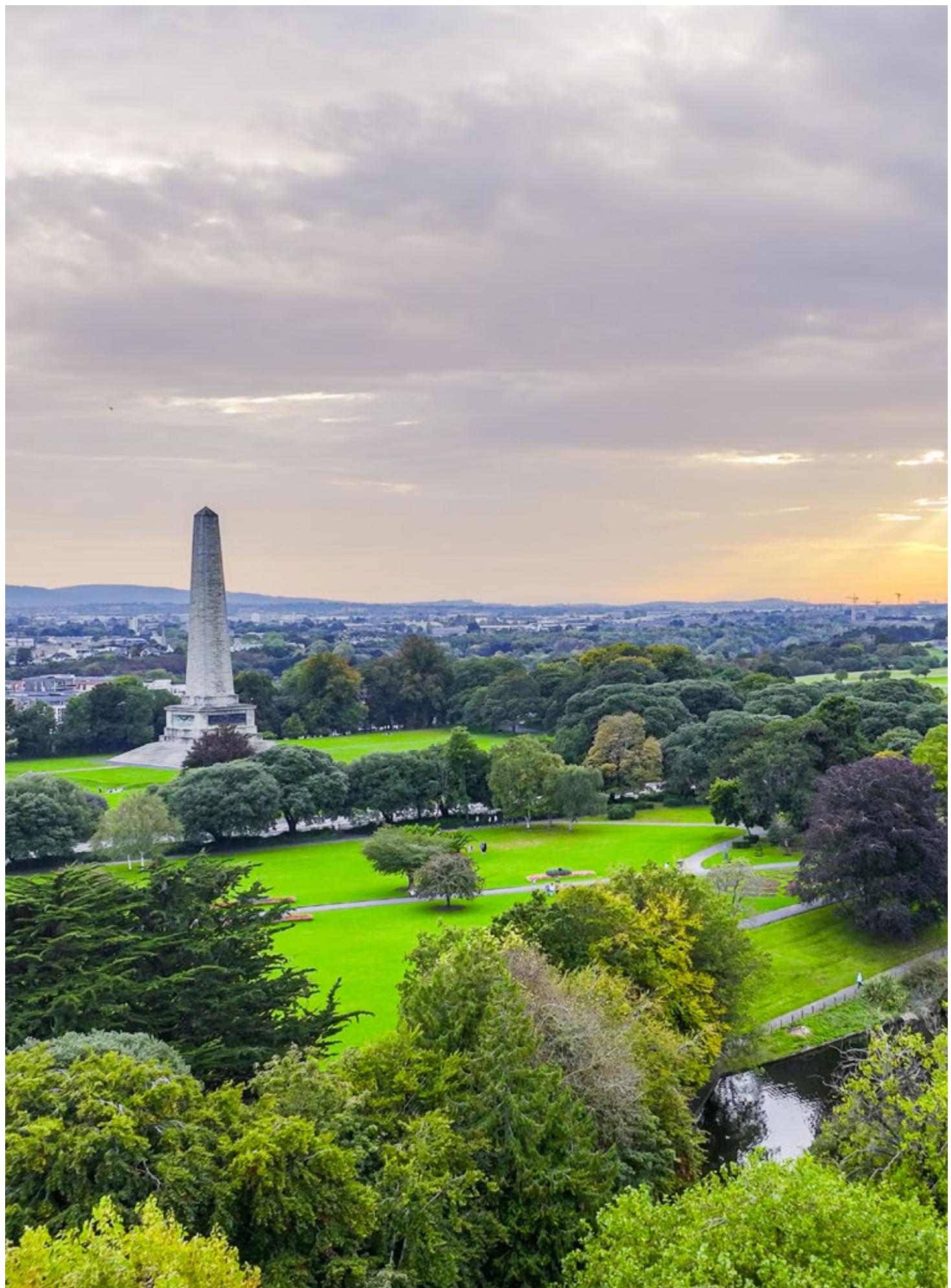
Some local authorities offer reduced development levies for projects that meet sustainability criteria, such as the inclusion of green roofs, energy-efficient building materials, and compact, mixed-use developments. This can reduce the costs for private developers, encouraging them to invest in projects that contribute to the 15-minute city vision.



Photo courtesy of Dublin City Council



Photo courtesy of Dublin City Council



# Appendix 1 -

## Dublin Chamber Recommendations for the 15-Minute City

2020 Recommendation of Dublin Chamber	Progress update
Consideration of the guiding principles of hyper-proximity and the 15 Minute City vision in the upcoming reviews of the four local authority Development Plans.	All four local authority Development Plans, adopted in 2022 and 2023, place a strong emphasis on compact urban growth, active travel, liveability and sustainability, which align with the principles of the 15-minute city.
Establishment of a pilot programme, similar to those used in Melbourne, to be trialled in one community in each of four local authorities to establish learnings and identify implementation issues arising from such an ambitious plan.	The National Sustainable Mobility Policy (SMP) Pathfinder Programme is piloting innovative mobility projects in urban areas, including Dublin, that can be scaled up to support sustainable transport solutions. This includes Pathfinder 17, the Five Cities Active Travel demonstrator for Dublin which encompasses several schemes across all four local authority areas.
Use of the Local Area Plan and Strategic Development Zone (SDZ) models to deliver the 15 Minute City vision and to encourage further development and regeneration in built parts of the city.	Local Area Plans including the Tallaght Town Centre LAP and SDZs including Clonburris and Cherrywood are delivering the 15 Minute City vision.
A review to identify parts of Dublin that have a particular shortage of the facilities essential to creating a 15 Minute City, particularly greenspace and public transport.	The City and County Development Plans for the four Dublin local authorities have been reviewed and each supports the implementation of measures aligned with the 15-minute city across their administrative areas. Additional analysis could support implementation. Any such analysis could adapt the 10 Minute Town Implementation Tool developed by the Southern Regional Assembly as part of the Interreg Europe Match-Up project.
A review of the 'Sustainable Urban Housing: Design standards for new apartments' document to ensure that access to communal amenity space and pedestrian first policy is placed at the core of design.	'Sustainable Urban Housing: Design standards for new apartments' were amended in 2022 and 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' were published in January 2024.
Integration and consideration of community needs into planning conditions and zoning.	In recognition of the important supporting role played by social, educational, community, cultural and civic infrastructure, the Dún Laoghaire-Rathdown County Development Plan 2022-2028 introduces a 'Sustainable Neighbourhood Infrastructure' (SNI) land use zoning objective that identifies existing facilities and services considered to be central to sustaining and building neighbourhoods.

2020 Recommendation of Dublin Chamber	Progress update
Consideration of partnerships between industry and communities to develop mixed-use spaces	<p>As part of Project Ireland 2040, the URDF supports projects that involve collaborations between local authorities, private developers, and communities to regenerate urban spaces. Cherrywood SDZ involves partnership between local government (Dún Laoghaire-Rathdown County Council), private developers, and the community. The Living City Initiative provides tax incentives for developers to refurbish properties for both residential and commercial uses. It also fosters collaboration between private sector developers and local communities. The Grangegorman Urban Quarter in Dublin is another example where policy has fostered a partnership between government, industry (especially the education and health sectors), and the local community.</p>
Pedestrian-first planning to enhance the permeability of our public spaces, creating a walkable city that supports the delivery of inclusive, vibrant and healthy communities	<p>Project Ireland 2040, as the first tier of planning policy acts to support this approach. The First Revision of the National Planning Framework includes a new action to improve connections and walking routes in accordance with the principles of universal design so as to optimise journeys undertaken by foot and enhance pedestrian comfort and safety. The National Development Plan prioritises the development of cycling and pedestrian infrastructure. All lower tier planning policies are required to be consistent with this approach.</p>
Significant capital investment in transport infrastructure, including the delivery of key projects for Dublin such as BusConnects, MetroLink, and Luas and DART expansion	<p>The National Development Plan 2021-2030 (NDP) includes significant funding for public transport projects such as BusConnects, MetroLink, and DART+, all of which aim to improve accessibility and reduce car dependency.</p>
Accelerating investment in and delivery of the Greater Dublin Area Cycle Network Plan	<p>The Greater Dublin Area (GDA) Transport Strategy 2022-2042 and the associated Cycle Network Plan both align with the goals of the 15-minute city concept by prioritising sustainable, local mobility options and enhancing neighbourhood-level accessibility.</p>
A focus on mixed-housing developments, increasing population density and embracing the principle of compact growth and brownfield regeneration	<p>The NDP emphasises compact growth in urban centres and regional towns, focusing on reducing urban sprawl and promoting higher-density, mixed-use developments and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities Guidelines expand on higher-level policies of the National Planning Framework, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing.</p>





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