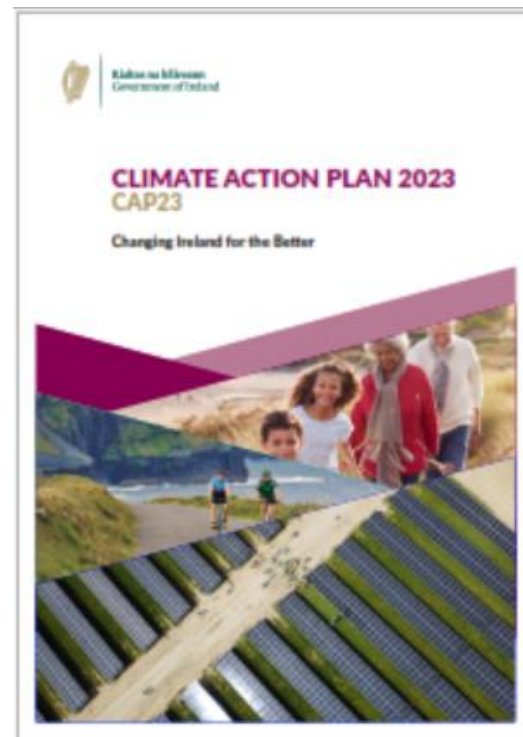
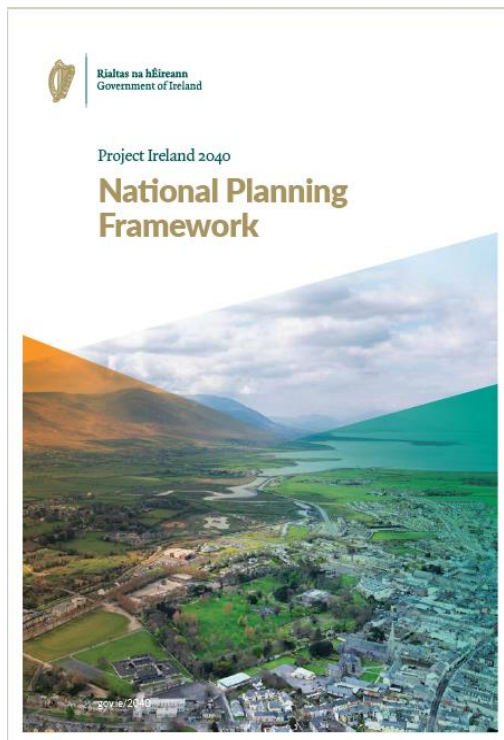
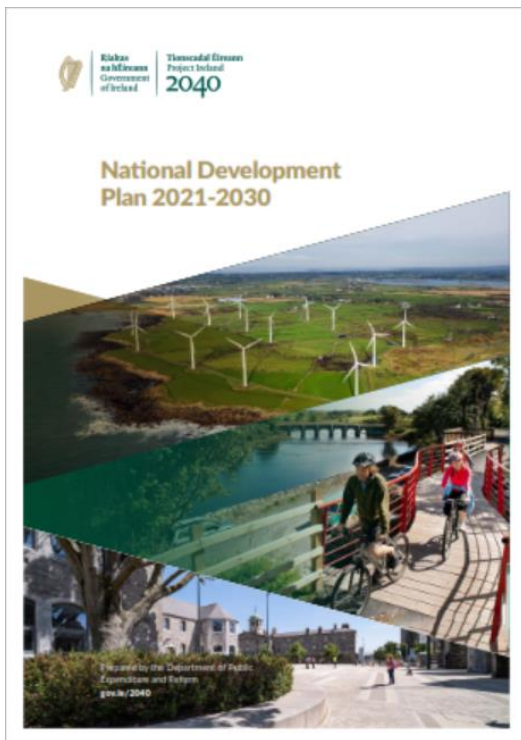




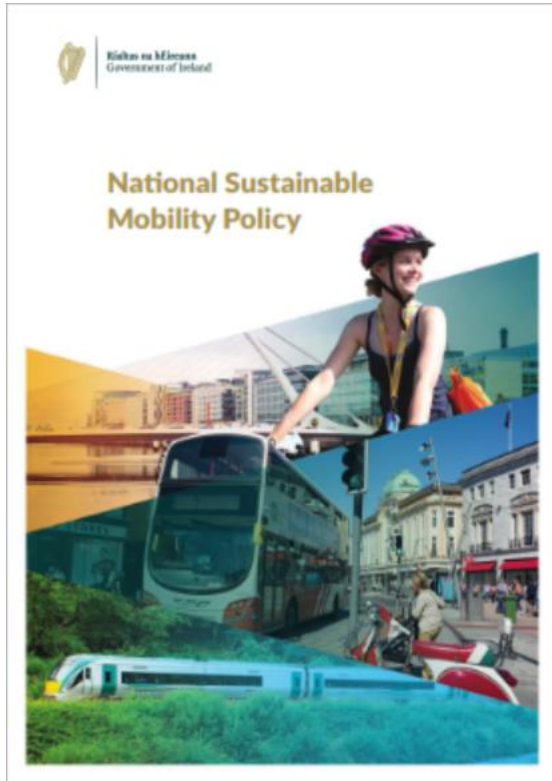
Public Transport Update Dublin City Council

May 2023

National Strategies



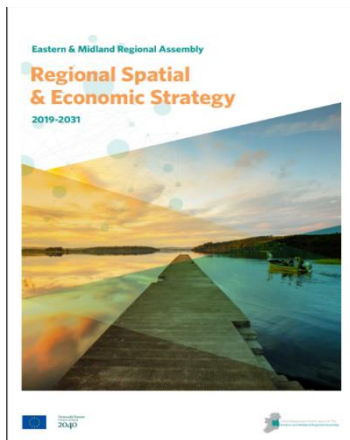
National Transport Strategies



National strategies developed by the Department of Transport:

- National Sustainable Mobility Policy
 - Pathfinder projects
- National Investment Framework for Transport in Ireland

National Transport Strategies



Greater Dublin Area Transport Strategy

2022

► ► 2042



Review and Update of Strategy



- NTA is required to undertake a review of its transport strategy every six years
- Review commenced in 2021 and a Draft Transport Strategy was published for public consultation in November 2021
- Revised Transport Strategy was submitted to Minister for Transport for approval and was then adopted in January 2023
- It provides a framework for transport investment and delivery across the Greater Dublin Area for the next two decades



Aim and Objectives



The overall aim of the Transport Strategy is:

“To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports the regional economy.”

Four objectives have been developed to support the delivery of the overall aim of the Transport Strategy, focussing on:

An Enhanced Natural and Built Environment

Connected Communities and Better Quality of Life

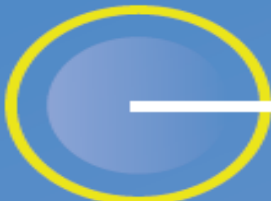
A Strong Sustainable Economy

An Inclusive Transport System

What's in the Strategy

The Transport Strategy seeks to address all aspects of land-based transport within the Greater Dublin Area and sets out a variety of actions covering:

- Planning for Sustainable Transport
- Integration and Inclusion
- Walking, Accessibility and Public Realm
- Cycling and Personal Mobility Vehicles
- Public Transport – Bus, Luas, Metro and Heavy Rail
- Roads
- Traffic Management and Travel Options
- Freight, Delivery and Servicing
- Climate Action Management



Planning for Sustainable Transport

The strategy sets out a series of measures to support sustainable development, including:

- Transit-oriented development
- Mixed use development
- School Planning and Design
- Urban Design and Placemaking



Integration and Inclusion

Measures to enhance integration and inclusion are provided in the Strategy, including:

- Park & Ride provision
- Accessible Infrastructure
- Revised Fare Structure
- Equality and Inclusivity measures



Walking, Accessibility and Public Realm

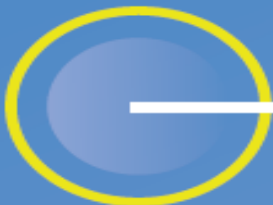
Measures include:

- Ensuring that all urban areas have high quality pedestrian facilities
- A programme of junction revisions to enhance people movement
- Ensuring that the needs of all pedestrians, including persons with disabilities, wheelchair users and people with buggies, are met

Cycling and Personal Mobility

Measures include:

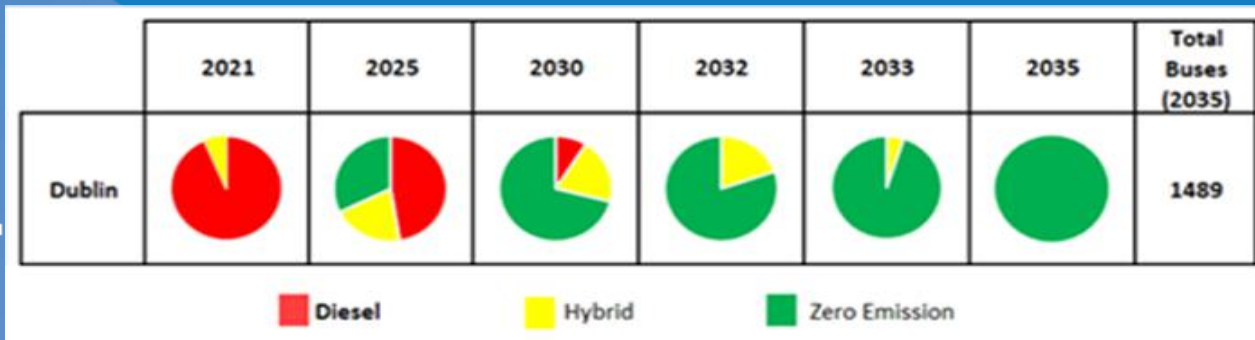
- Delivery of the GDA Cycle Network plan
- Bike Share Scheme expansion, electrification and interoperability
- Additional Cycle Parking and Cycle Parking Strategies
- Provision for E-Bikes and Electric Scooters



Public Transport - Bus

Measures Include:

- Delivery of BusConnects Dublin Programme
- Enhancement of Regional and Rural Bus Services
- Implementation of Connecting Ireland Programme
- Additional Local Link and Demand Responsive Transport
- Delivery of Bus Priority in Towns and Villages
- Transition to Zero Emissions Bus Fleet for urban services



Public Transport - Light Rail

The Transport Strategy includes for the delivery of MetroLink (and the examination of its extension) plus four Luas extensions or new lines:

- Extension to Finglas
- Extension to Bray
- Extension to Poolbeg
- A light rail line from Lucan to the City Centre

Additional Luas lines to be designed for delivery post 2042:

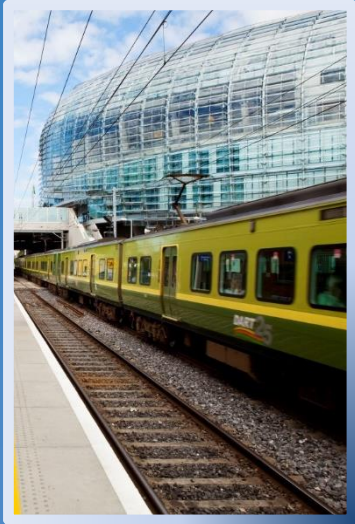
- Luas to Clongriffin
- Luas to Beaumont/Balgriffin
- Luas to Blanchardstown
- Luas to Tyrellstown
- Luas to Clondalkin
- Luas to Kimmage /Tallaght
- Luas to Knocklyon
- Luas to UCD / Sandyford



DART+ and Heavy Rail

The spine of the Dublin transport system has historically been provided by the heavy rail network, in particular by the east coast suburban line since its electrification in 1984. Building on that legacy the Transport Strategy provides for:

- Delivery of the DART+ Programme – DART to Drogheda, Maynooth and Celbridge, plus enhanced service to Greystones
- Further extensions of DART to Kilcock, Naas/Sallins and Wicklow
- Provision of a new rail line from the M3 Parkway to Navan
- New rail stations
- Completion of the National Train Control Centre



All alignments are indicative and subject to further planning and design work



All alignments are indicative and subject to further planning and design work



Greater Dublin Area Transport Strategy

2022-2042

Post 2042 Combined Rail Network

- | | | |
|--|---|---|
|  Existing Luas |  Post 2042 Luas |  MetroLink |
|  Proposed Luas |  Commuter Rail |  DART |

Roads

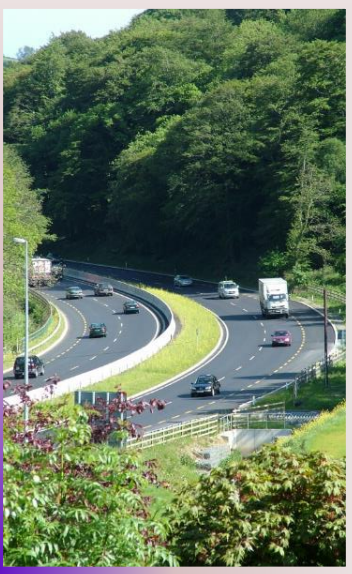
Various National Road schemes are included for implementation, incorporating bus priority where appropriate:

- N2 Upgrade including Slane Bypass
- M3/N3 between Junction 1 and Junction 4
- N7 from Naas to M50 to remove uncontrolled direct accesses
- N/M11 Upgrade including bus priority
- N81 including bus priority

Provision for necessary regional and local road development is included, with an emphasis on designing for sustainable transport

A place-based approach to urban roads and streets is strongly supported

Roadspace reallocation is also a key objective



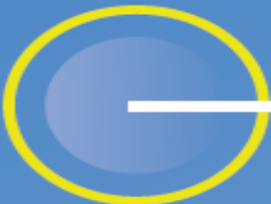
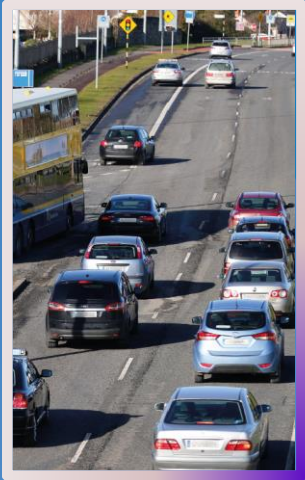
Traffic Management and Travel Options

Various measures are set out in relation to traffic management including:

- Management of Urban Centres
- Development of Low-Traffic Neighborhoods, Car-free Zones and Home Zones
- Safe Routes to School including School Streets
- Parking standards and provision

Freight and Goods

- The need for emissions reduction in the freight sector
- Development of a Sustainable Freight Distribution Strategy
- Identifying appropriate locations for freight-intensive developments for inclusion in local authority Development Plans



Cost and Indicative Delivery Programme

The overall capital cost of the proposals set out in the Transport Strategy is in the order of €25 billion in current prices

Short-Term 2022-2030

BusConnects New Dublin Area Bus Network

BusConnects Core Bus Corridors

Next Generation Ticketing

DART+

Luas Green Line Upgrade

City Centre Management Measures

Commence Park & Ride

GDA Cycle Network

Climate Action Management Measures



Medium Term 2031-2036

MetroLink

Luas Finglas

Navan Rail Line

Luas Lucan

Luas Bray

Complete Park & Ride



Longer Term 2037-2042

Luas Poolbeg

DART Extensions

Additional Core Bus Corridors

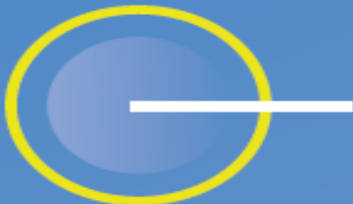
Planning and Design for Additional Luas Lines

Planning and Design for DART+ Tunnel

Introduction of Higher Capacity Bus Services



Continuous Planning, Design, Scheme Development, Consultation and Construction



Strategy Outcomes



GDA Pop Growth
2016-2042
485,000

Daily Demand for Travel
5.3 million trips



63% Increase
in numbers using
Public Transport

69% Reduction
in CO² emissions

18% Reduction
in Vehicle Kilometres
for Trips to Work

Car Mode Share 2016-2042



58% 2016
49% 2042



21% Reduction
in Travel Time to Dublin
Airport by Bus and Rail



14% Mode Share
for cycling in
Metropolitan Dublin



47% Increase
in Population within 30
Minutes of City Centre
by Bus and Rail



57% Increase
in number of jobs accessible
by bus and rail for
Disadvantaged Areas



Light Rail Update



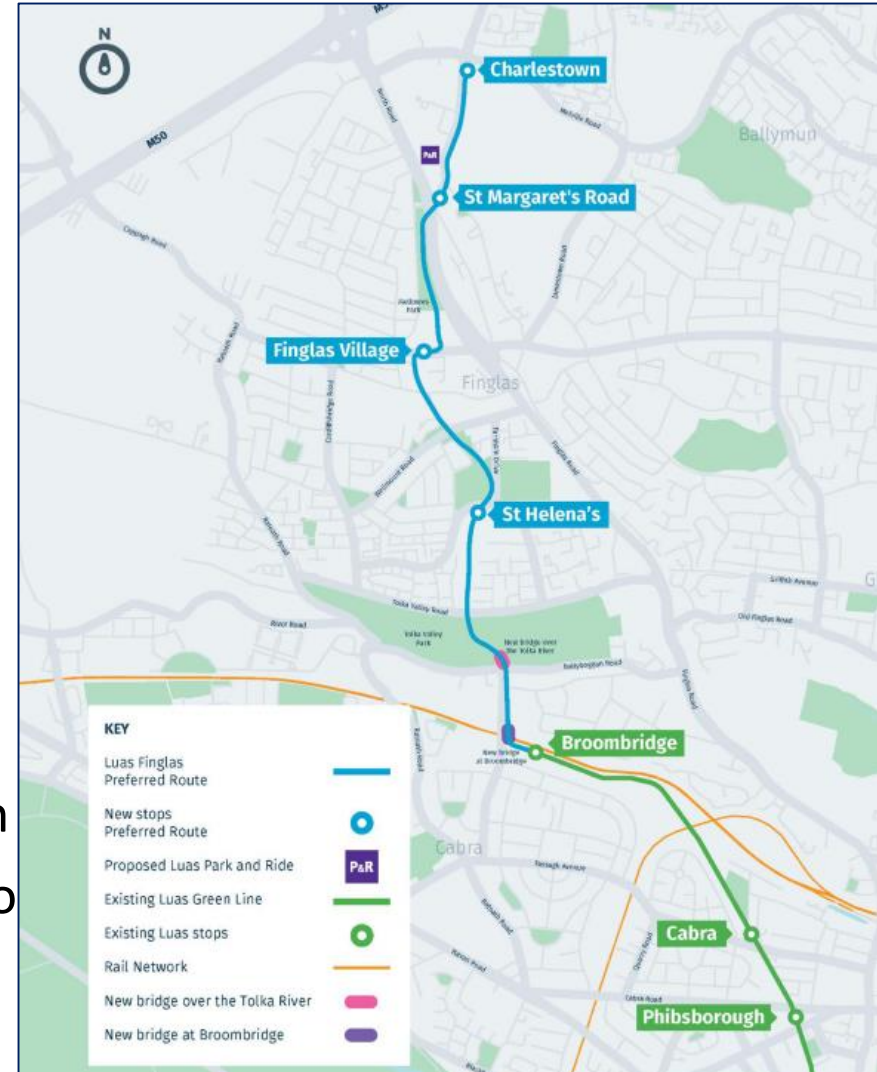
MetroLink

- 19.4 km from Swords to Charlemont
- 16 stations - 11 sub-surface
- A 3,000-space multi-storey park and ride facility at Estuary
- An operation and maintenance depot (at Dardistown)
- Two system control centres, main at Dardistown and back-up at Estuary
- Preliminary Business Case approved by Government in June 2022
- Railway Order (planning application) submitted to An Bord Pleanála in September 2022



Luas Finglas

- Approximately 4 kms long from Broombridge to Charlestown Centre
- Four stops proposed
 - St. Helena's
 - Finglas Village
 - St. Margaret's Road
 - Charlestown
- Preliminary Business Case under development for Government decision
- Railway Order (planning application) to be submitted to An Bord Pleanala by year end or early next year



Heavy Rail Update



DART+ Update

- DART+ West (City Centre to Maynooth) – Railway Order application submitted to An Bord Pleanala in July 2022
- DART+ South-West (City Centre to Celbridge) - Railway Order application submitted to An Bord Pleanala in March 2023
- DART+ Coastal North (City Centre to Drogheda) – Second round of public consultation to commence in a few weeks. Railway order application to be submitted later this year
- DART+ Fleet: 185 battery-electric and electric DART carriages ordered and manufacturing design stage nearing conclusion.

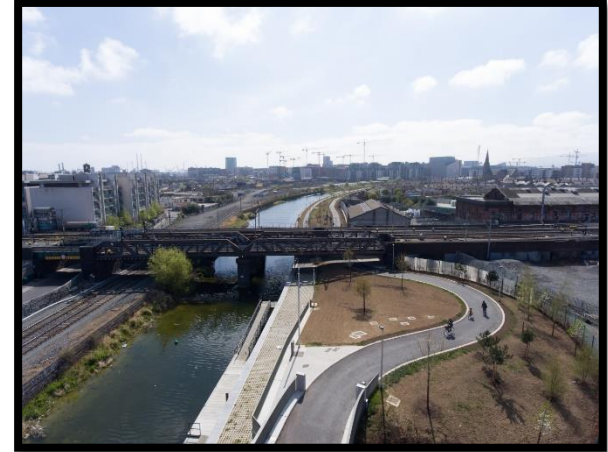


Active Travel Update



Active Travel Dublin City Council

- NTA Funding:
 - 2022 DCC Expenditure = **€43.1m**
 - 2023 Allocation to DCC = **€60m**
- Number of Schemes in the 2023 Programme: 121
- Significant Projects:
 - Clontarf to City Centre Project;
 - Royal Canal Greenway (Newcomen to Fingal boundary);
 - Dodder Greenway at Herbert Park;
 - South Grand Canal Junction Improvement Works;
 - Various protected cycle facilities (Citywide) and Pedestrian and Cyclist Junction Improvements.



Bus Services Update



**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES



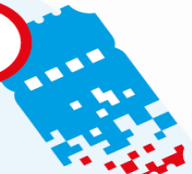








Project Ireland 2040
Building Ireland's Future

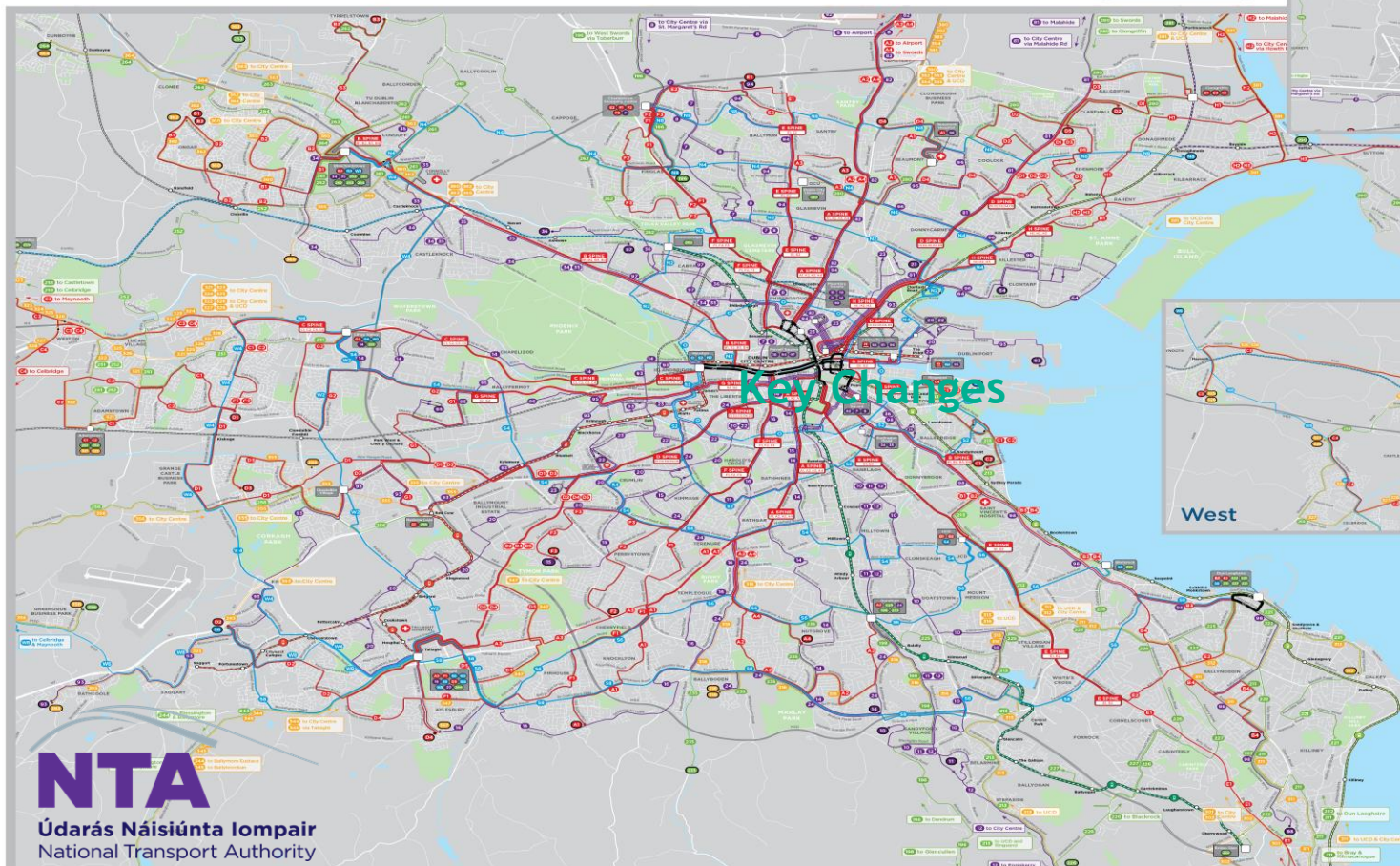
NTA
Údarás Náisiúnta Iompair
National Transport Authority

BusConnects



-  **1** Building a network of **new sustainable transport corridors**
-  **2** Completely **redesigning the network of bus routes**
-  **3** New state-of-the-art **ticketing system**
-  **4** Implementing **Cashless payment system**
-  **5** **Revamping the fare system**
-  **6** **New bus livery**
-  **7** **New bus stops** with better signage and information
-  **8** **New Park & Ride** sites in key locations
-  **9** Transitioning to a **zero emissions bus fleet**

Revised Bus Network 2019: Big Picture Map



BusConnects Dublin Network

- Simpler Network – 8 main Spines
- More frequent services particularly off-peak and at weekends
- New 24 hour services – 10 in place
- Better coverage of the city – more orbital connections
- Delivered four phases out of 11
- Driver shortage constraint



Status Report

- Bus Corridors – first seven planning applications for corridors have been lodged with An Bord Pleanála – all 12 applications to be made by end Q2 2023
- Construction tender documents under development + updated Preliminary Business Case. Key issue is planning delays.
- NTA engaged with TII & local authorities on provision of bus lane on M4/N4 (Part 8 planning lodged) and N/M11 hard shoulders planning application in 2023



BusConnects Fares Simplification

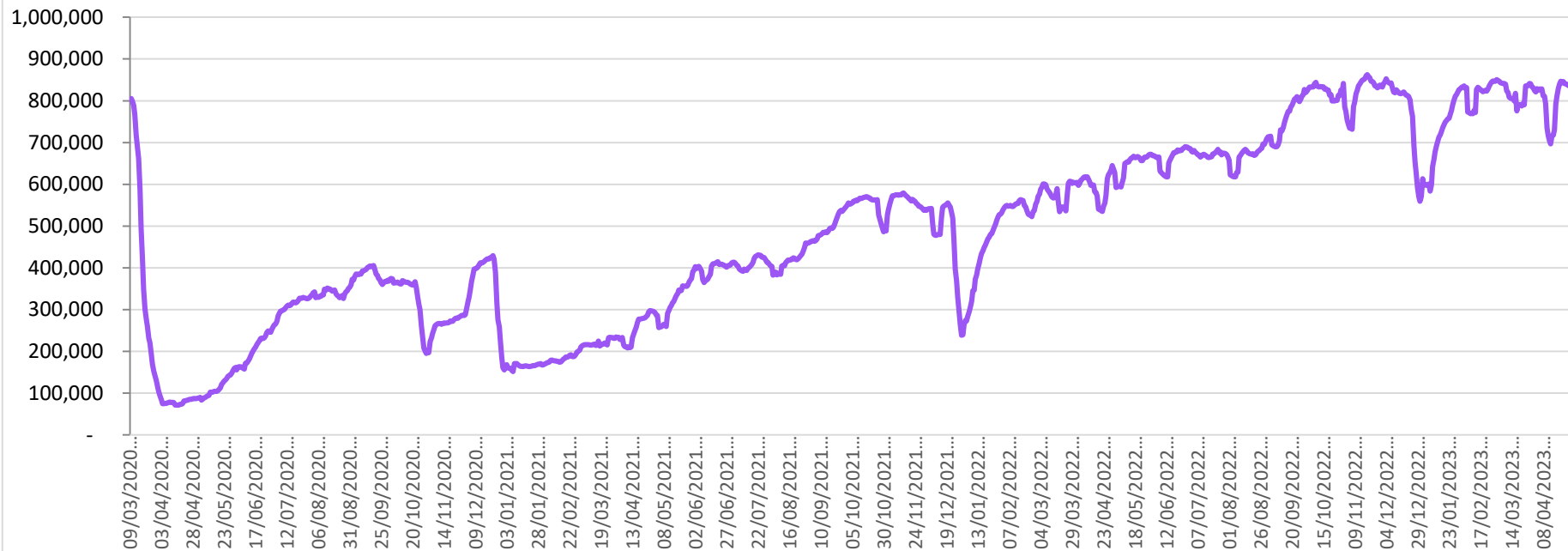
- TFI 90 Fare introduced on all bus, luas and most rail services in Greater Dublin Area
 - For one fare of €2 all users can travel on any bus, luas, rail services and start their last leg 90 mins after they started the first leg of their journey
- Same short Leap fare of €1.30 on bus/rail/luas covers approx 3km of journey
- Young Person's Adult Leap Card introduced in 2022 for persons under 24 – 50% reduction of adult fare for children, students and young adults
- Visitor Leap Card still in place

Public transport activity in 2023

- Peak travel on buses has largely returned to pre-Covid levels whilst weekend travel has increased by 27% on Saturday and 21% on Sundays;
- Bus Éireann is now +30% pre-Covid, bus trips in Dublin are up by ~10%. Luas has recovered to pre-Covid levels, rail at about 90% of pre-Covid levels;
- Operators are increasingly reporting capacity issues, we have limited scope to address these despite increased driver recruitment;
- Traffic congestion remains the main issue impacting punctuality;

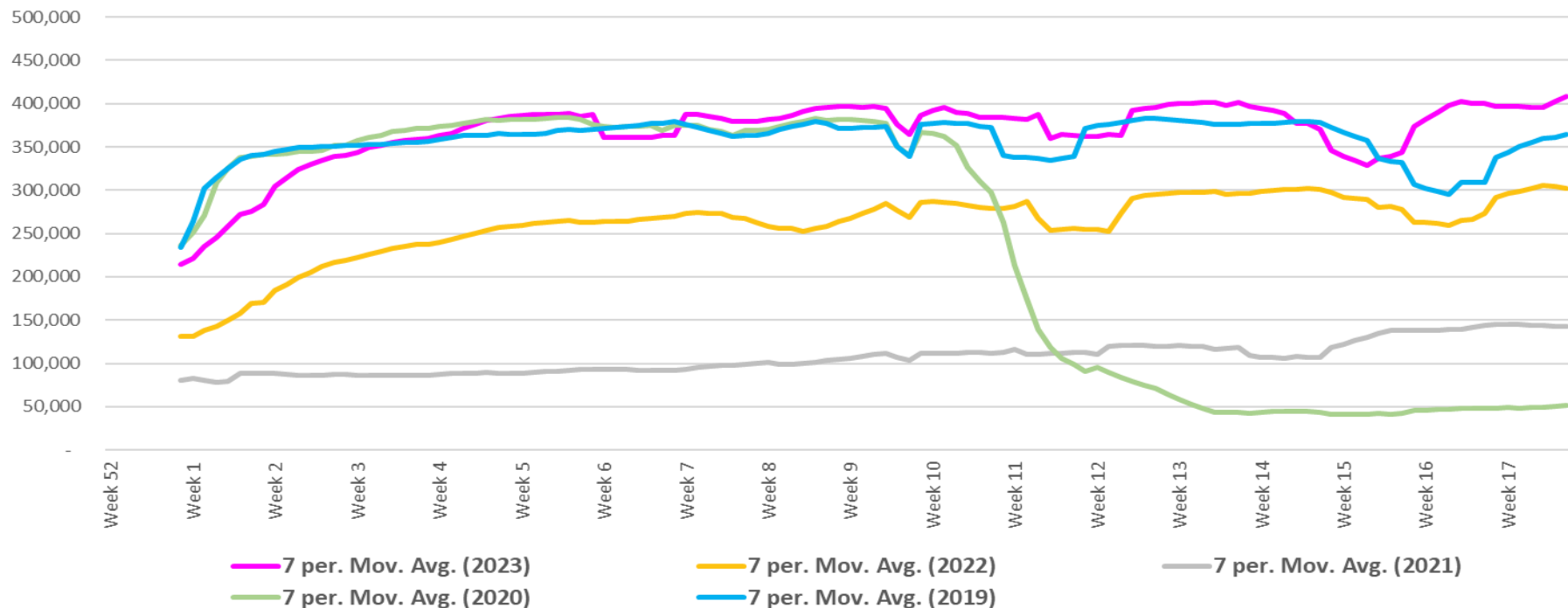
Overall PSO demand remains strong

Overall PSO 7 day rolling average



Dublin bus passenger growth is at record level

Dublin Bus - All Passengers



Technology supporting public transport



New National Journey Planner & Realtime App



Introducing the new TFI Live App

Download the TFI Live App for free today!

The new TFI Live App, combines the functionality of the Real Time Ireland and Journey Planner Apps, which are no longer supported from 22nd February 2023.

TFI Live

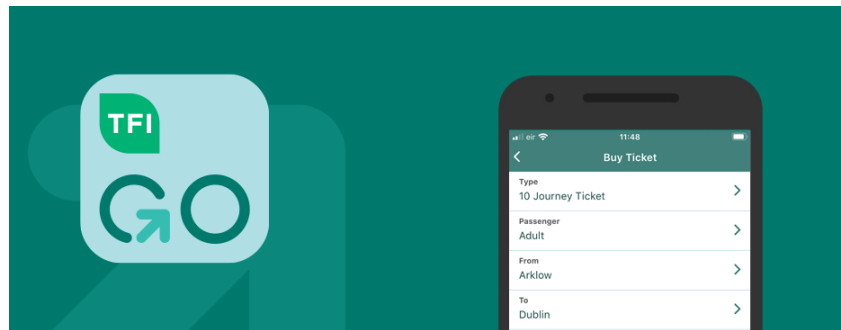
transportforireland.ie

TFI TRANSPORT FOR IRELAND

Key features of the new TFI Live app include:

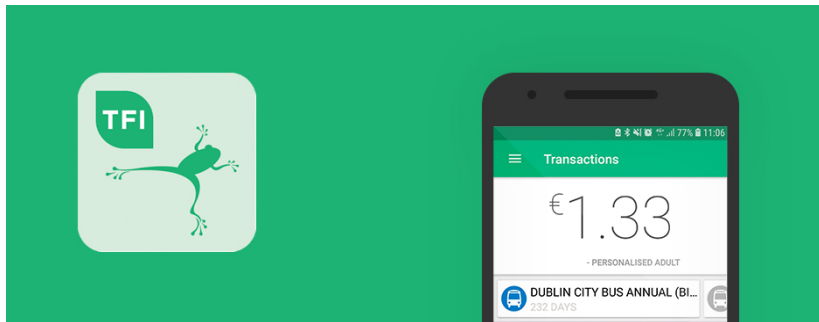
- Ability to view real time departure information for Bus Éireann, Dublin Bus, Go-Ahead Ireland, Luas and Iarnród Éireann;
- Option to select your origin and destination to find the best route for your journey;
- Search tool, for route specific timetables and maps;
- Save your favourite journeys, departures and timetables for quick access on the go.

Mobile Ticketing App

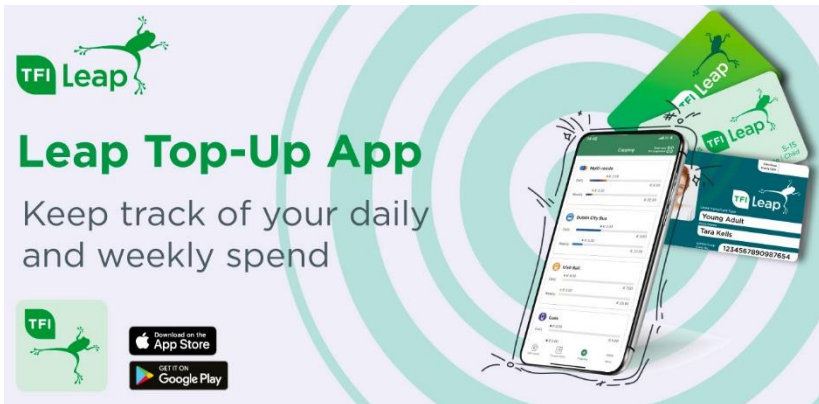


- TFI Go app allows you to buy tickets for public transport services in Ireland directly from your phone;
- Available on many bus services outside Dublin

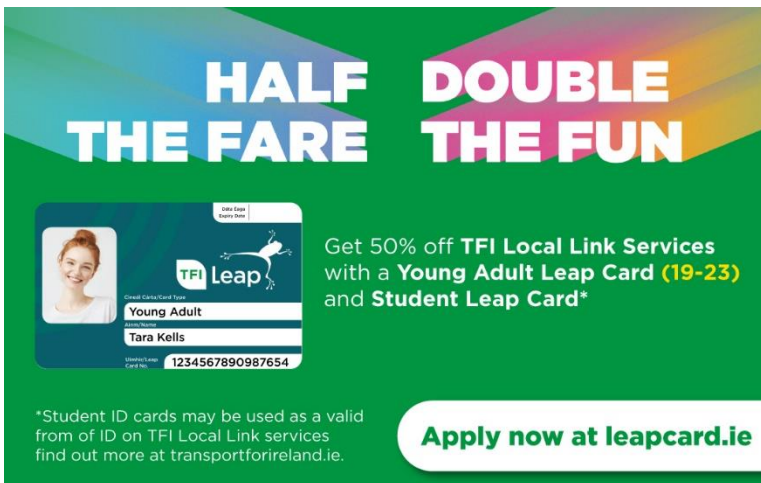
Leap Top-Up App



- TFI Leap Top-Up App is a free app for NFC (near-field communication) enabled Android phones and iPhone 7 or above;
- It allows you to instantly top-up your TFI Leap Card, check your balance, collect tickets and check how close you are to reaching your daily and weekly cap values.



Young Adult and Student Leap Card



HALF THE FARE **DOUBLE THE FUN**

Get 50% off **TFI Local Link Services** with a **Young Adult Leap Card (19-23)** and **Student Leap Card***

Small Card/Small Text

Leap Card

Young Adult

Tara Kells

Card No. **1234567890987654**

*Student ID cards may be used as a valid form of ID on TFI Local Link services find out more at transportforireland.ie.

Apply now at leapcard.ie

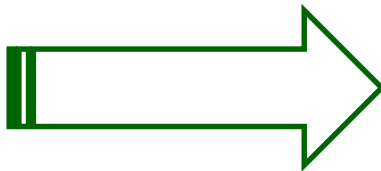
- A range of transport operators now give discounts of 50% to Young Adult (19-23) and Student Leap Card holders. You need to have a Young Adult (19-23) or Student Leap Card to avail of the discount;
- All subsidised services are covered including the regular Local Link services and a number of licensed commercial services.

Next Generation Smart Ticketing

Card based



Prepaid



Account based



All about **choice**

Next Generation Ticketing



Mobile First

Personalised Fares, chosen for you

Customer's Choice of Payment Method

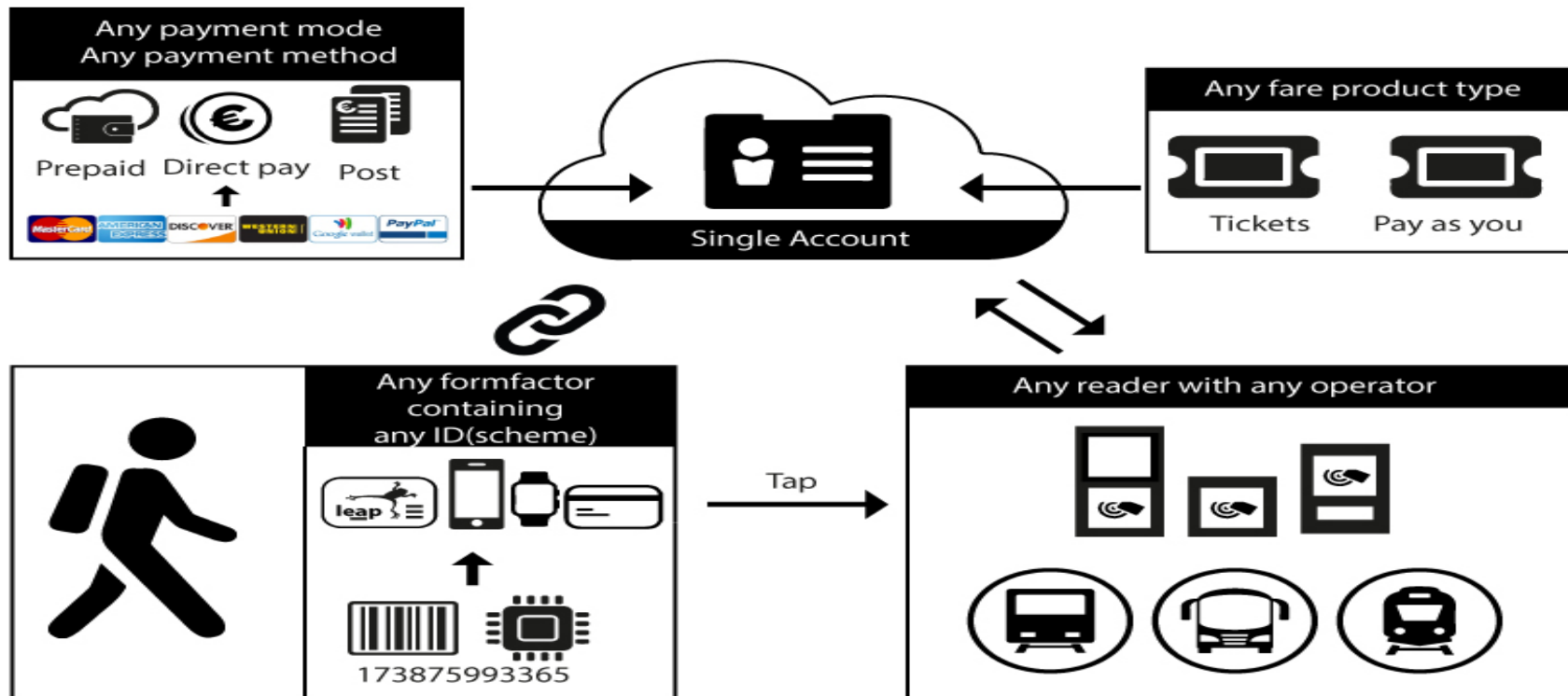
Customer's Choice of Media

Single Sign On

Easy Access to Public Transport, easier choices

Choose Anonymous or Personalised

Next Generation Smart Ticketing



Future Total Mobility Solution

Travel Across the Country on a Single Token

NGT can be the platform to support multiple modes both public & private for a single or multiple connected trips and offer value and convenience to the traveler i.e. Mobility as a Service (MaaS)



Congestion & Transport Emissions

- Car congestion continues to rise & transport emissions are increasing
- More than ever we need to deliver sustainable transport in this decade

