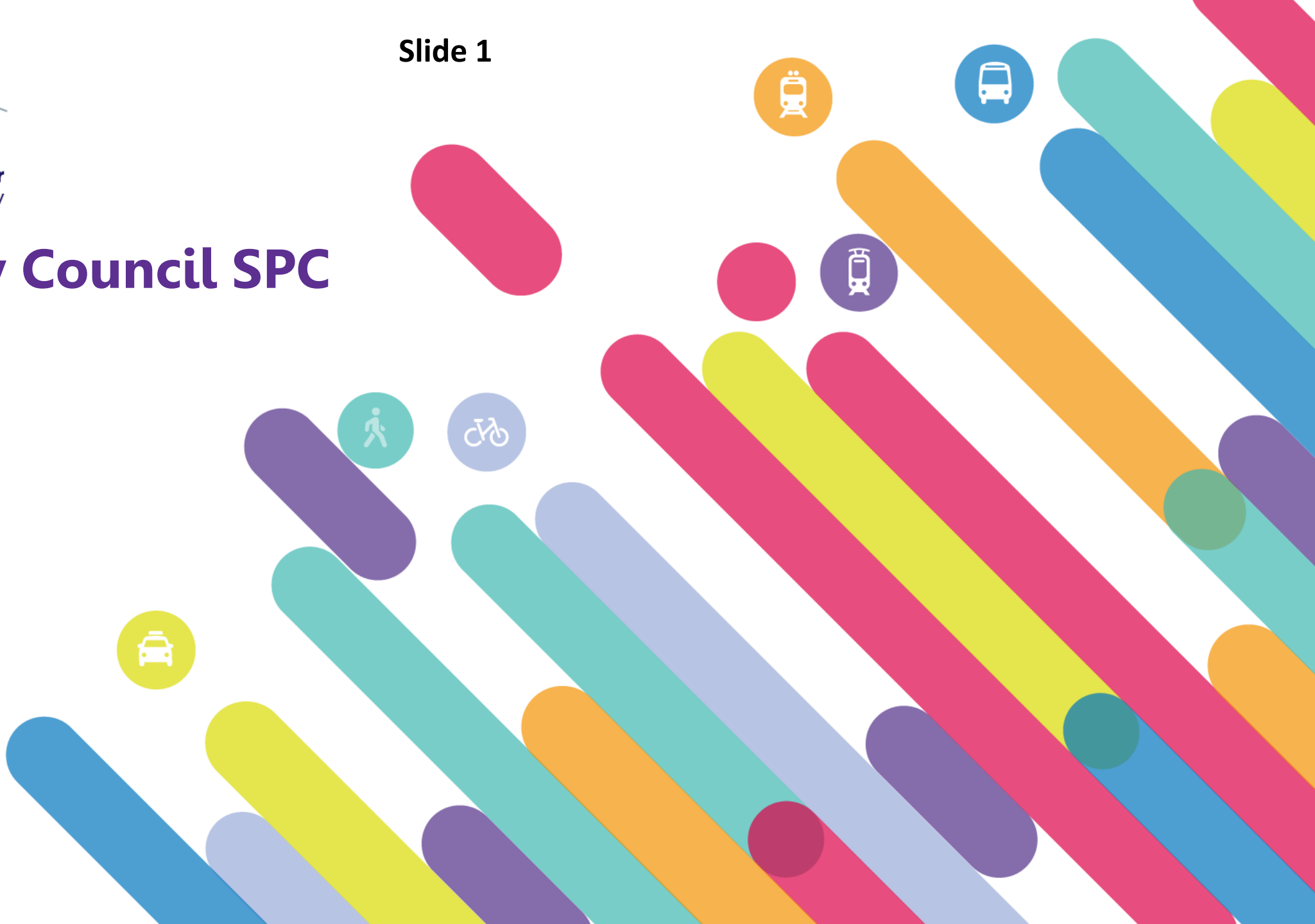


Dublin City Council SPC Meeting

December 2024



Overview:

Our mission is to:

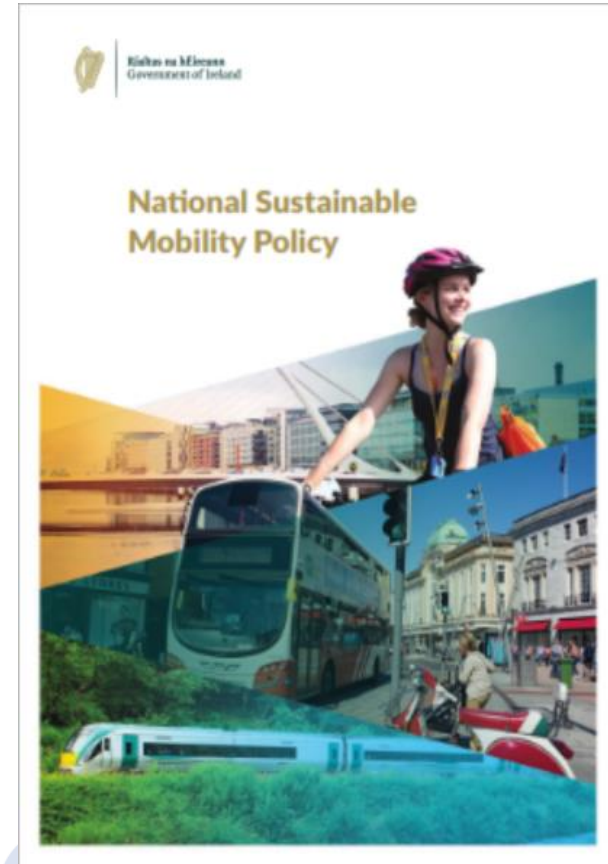
provide high quality, accessible, sustainable transport connecting communities across Ireland, in both urban and rural areas.

Our job is to develop and support public transport services, build public transport infrastructure and promote sustainable travel.



National & Regional Strategies

- National Planning Framework.
- National Development Plan 2021 – 2030.
- Climate Action Plans.
- National Sustainable Mobility Policy.



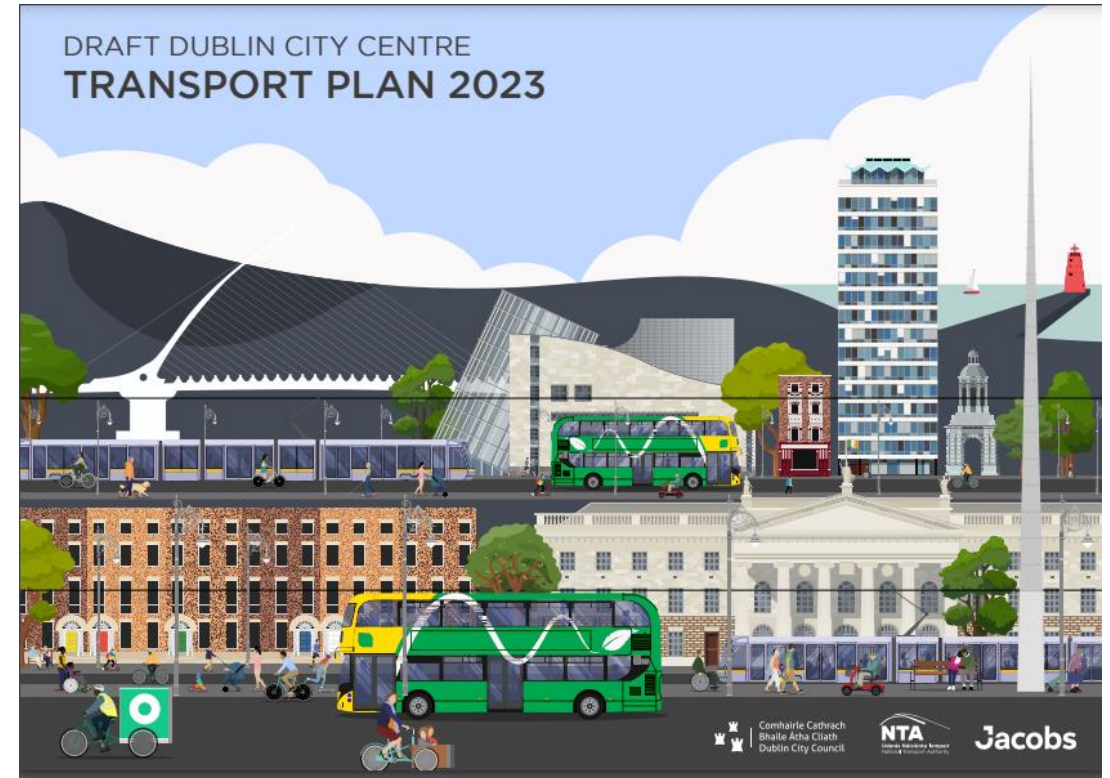
Transport Strategy

- Transport Strategy for the Greater Dublin Area 2022 – 2042.
- Outlines the key objectives across all modes to meet the growing demand for travel sustainably.
- Climate Action Plan now central in consideration
 - Avoid – Shift – Improve principles.



City Centre Transport Plan

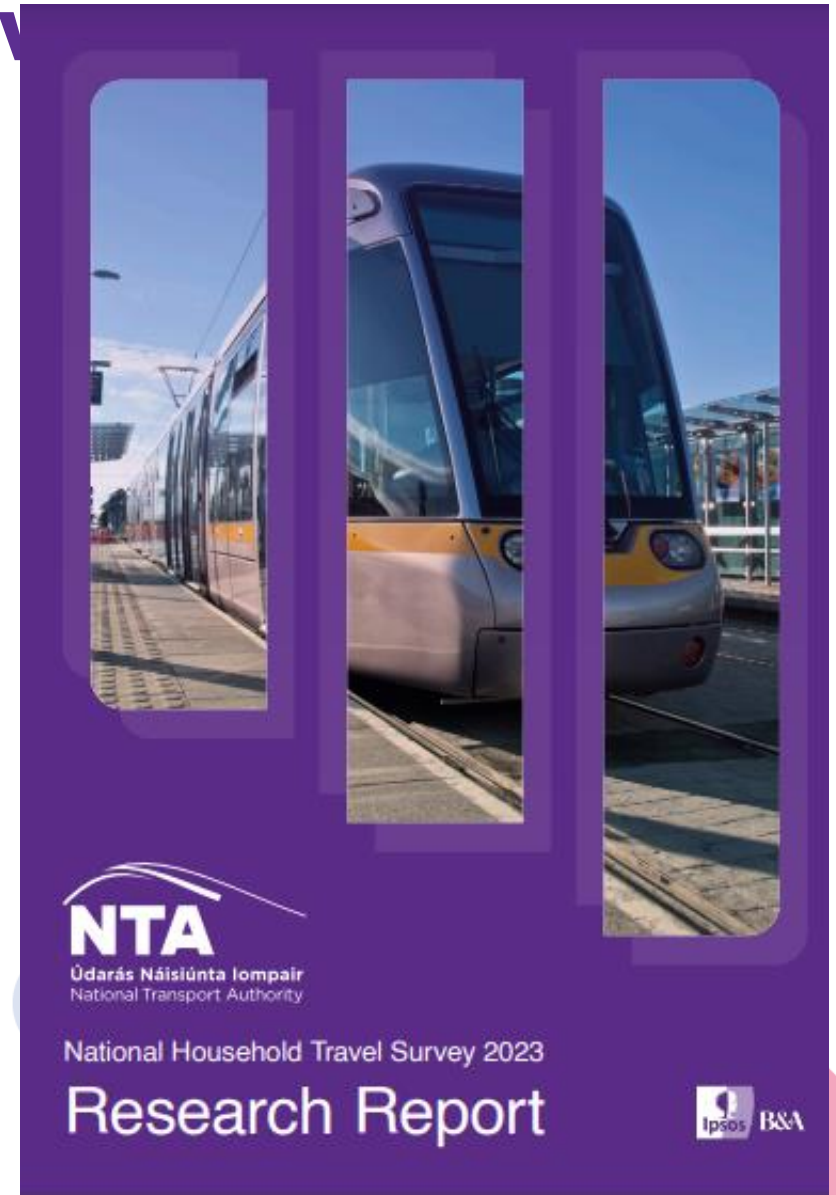
- First phase of Dublin City Centre Transport Plan implemented in August.
- Morning peak (8am – 9am) 25% reduction in travel time for buses on north quays.
- Evening peak (5pm-6pm) 32% reduction on south quays.
- 28% reduction all day.
- Judicial Review proceedings underway of decision on first phase.



Annual National Household Survey

Dublin City and Suburbs

- Car 54%.
- Walk 30%.
- Bus/Coach 5%.
- Cycle 5%.
- Train/DART/Luas 2%.
- Truck/Van 1%.
- Other 2%.

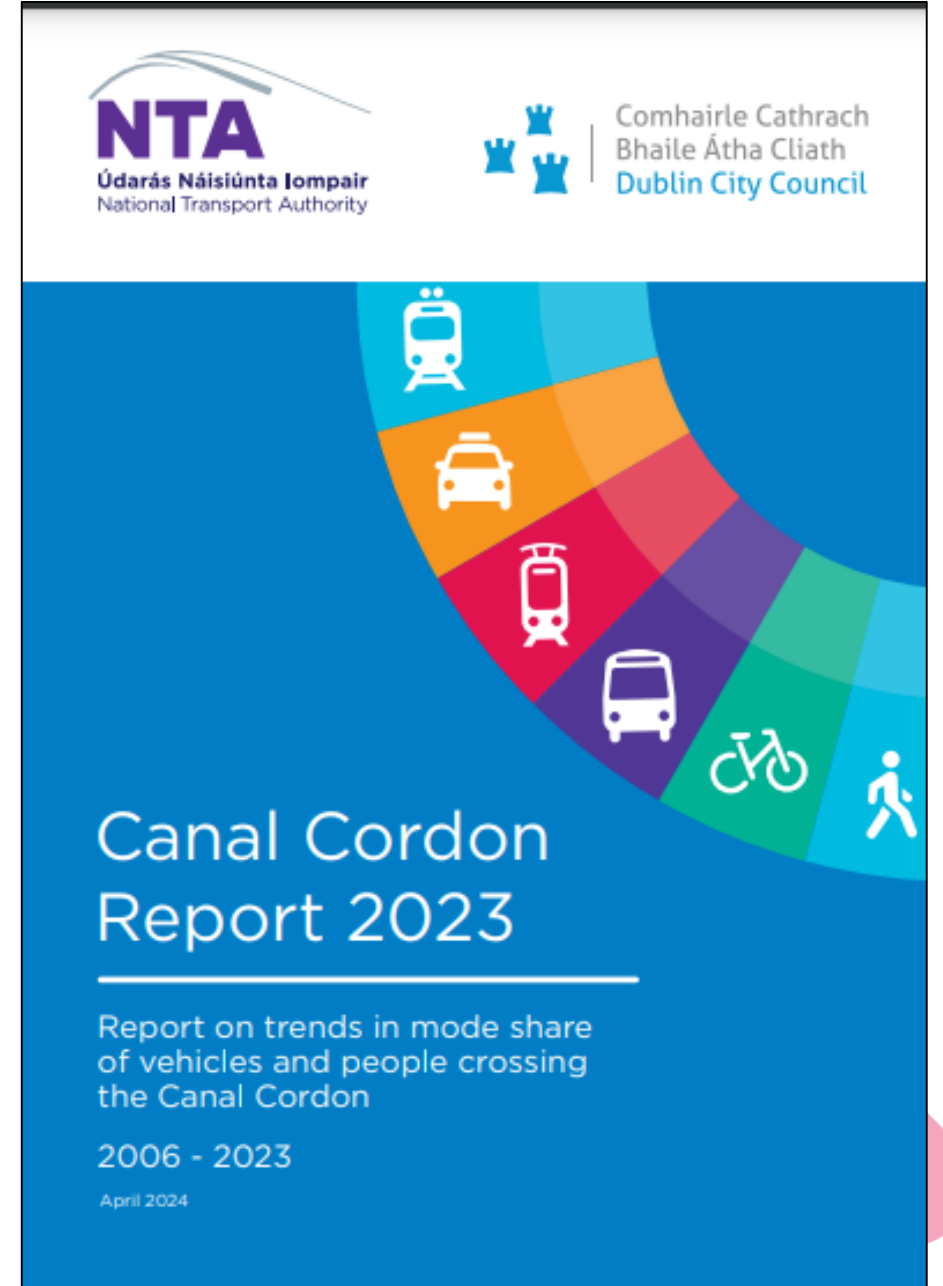


Annual Cordon Count

Dublin City Cordon (7am – 10am)

- Car 25%.
- Walk 9%.
- Bus/Coach 35%.
- Cycle 5%.
- Train/DART/Luas 23%.
- Truck/Van 0.5%.
- Other 2%.

Overall Public Transport = 58%.



Capital Investment



Transport Project Governance

Department of Transport

- Overall responsibility.

NTA

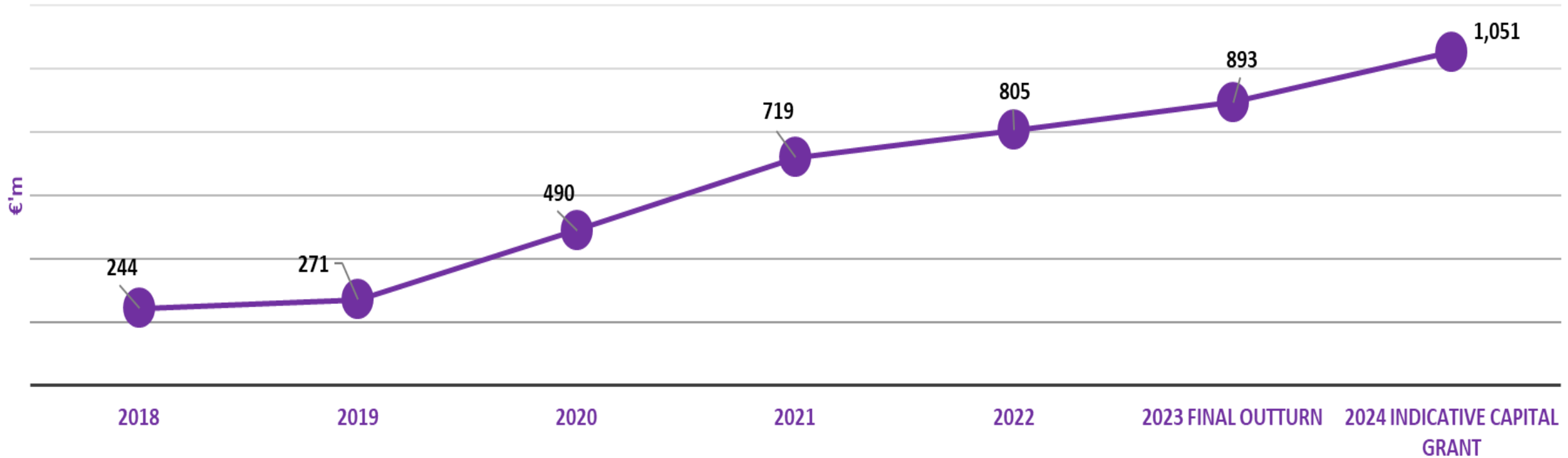
- Approving Authority for Rail/Light Rail and Active Travel.
- Approving Authority & Sponsoring Agency (Delivery Agency) for BusConnects in Dublin.

Dublin City Council

- Sponsoring Agency (Delivery Agency) for Active Travel/Mobility Hubs/Shared Mobility.
- Key partner & stakeholder in all transport projects delivery.

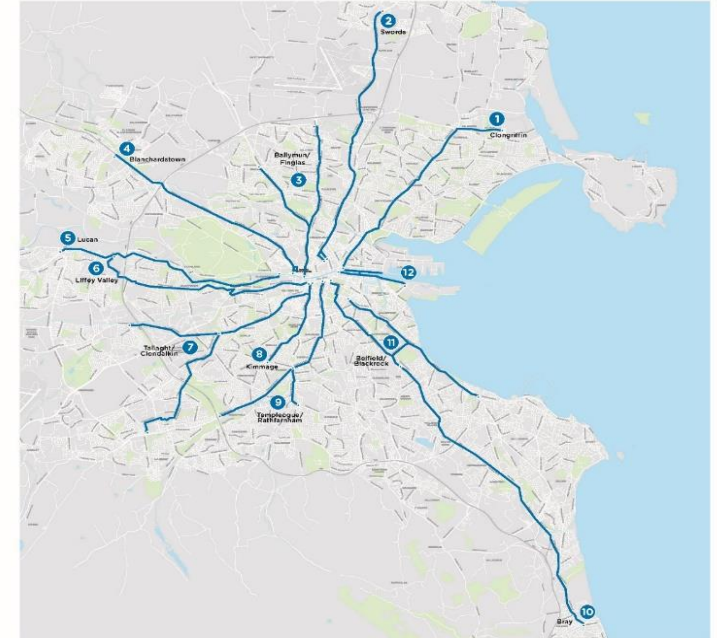
Capital Funding Profile Slide 10

CAPITAL GRANT FUNDING PROFILE 2018-2024



BusConnects Dublin Infrastructure

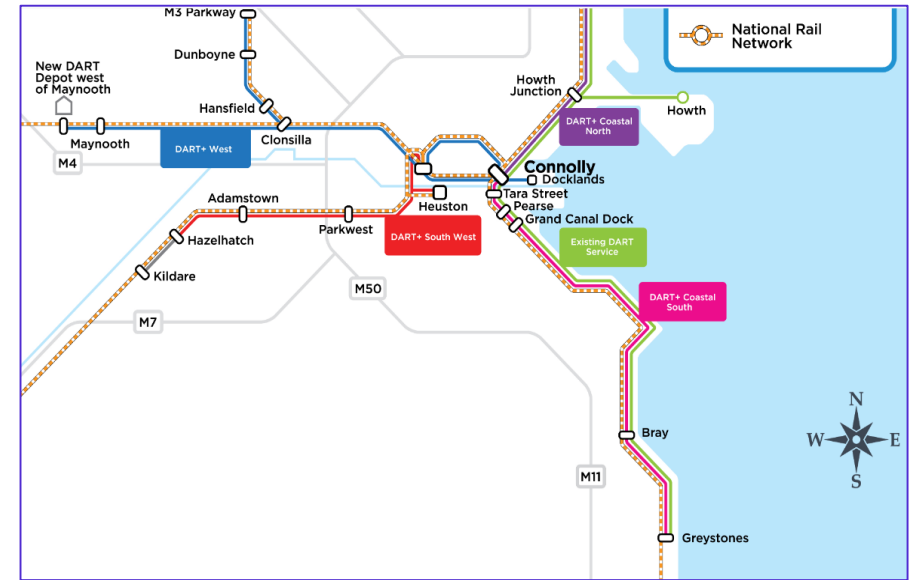
- Planning approval granted by An Bord Pleanála for 9 of the 12 BusConnects Core Bus Corridors.
- Remaining 3 corridors are still with An Bord Pleanála for determination.
- Judicial reviews on 4 schemes.
- First two schemes are currently being tendered for construction with construction to commence in Q2 of next year on:
 - Liffey Valley to City Centre; and
 - Ballymun/Finglas to City Centre.



Construction on other schemes will follow the conclusion of the planning process and resolution of judicial reviews, where applicable.

1 DART+ Programme

- DART+ West (City Centre to Maynooth) – Railway Order granted except for Maynooth depot – two judicial reviews.
- DART+ South-West (City Centre to Celbridge) - Railway Order application submitted to An Bord Pleanála in March 2023 - approved last week.
- DART+ Coastal North (City Centre to Drogheda) – Railway order application has been submitted this year.



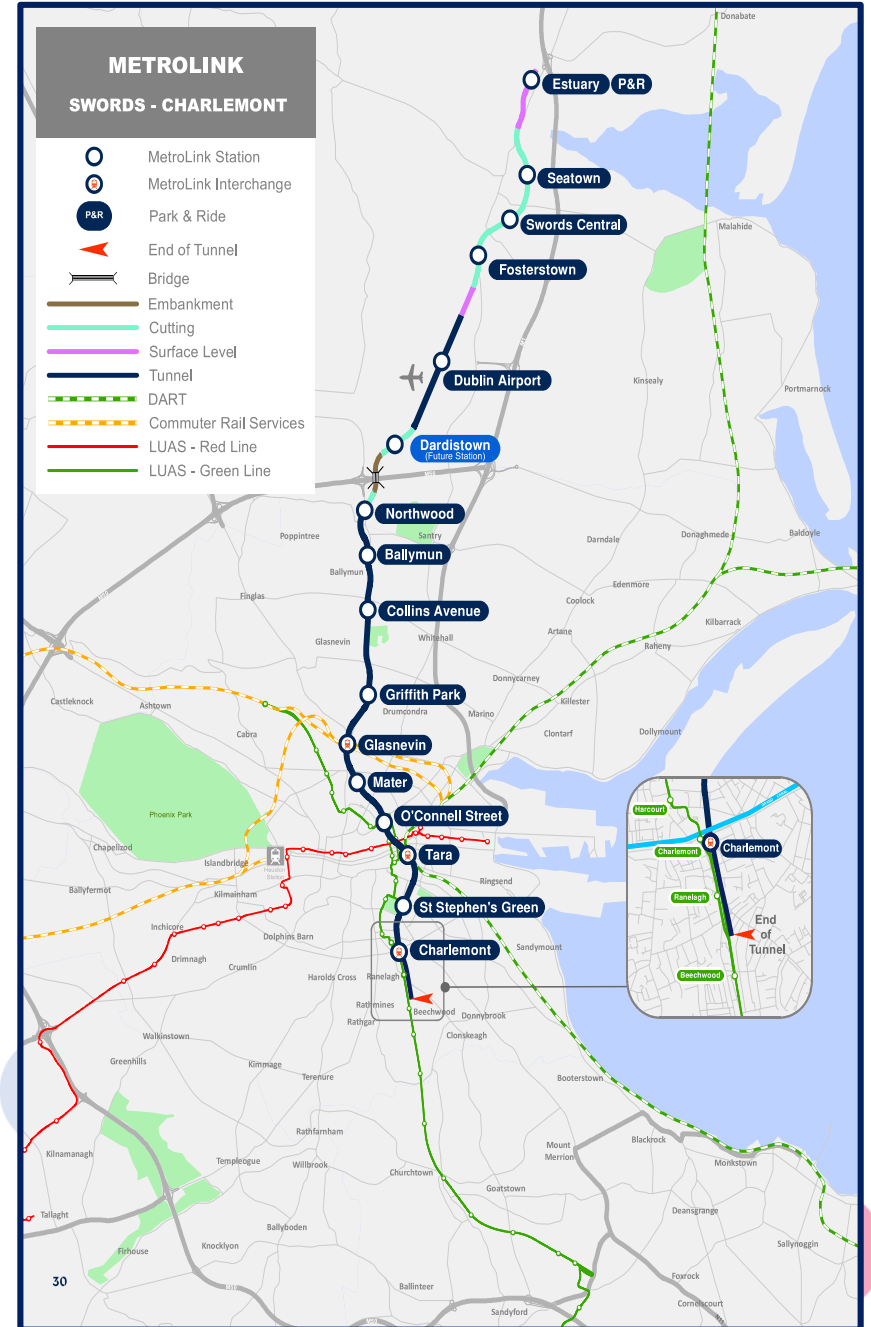
2 DART+ Programme

- DART+ Fleet: 185 battery-electric and electric DART carriages ordered and manufacturing design stage has been completed. First vehicle has been delivered for testing in 2025 and operation in 2026.
- DART+ Coastal South (City Centre to Greystones) design work continues.



Metrolink & Luas

- Metrolink Railway Order still with An Bord Pleanála for decision.
- Client Partner & Project Director appointed.
- Luas Finglas extension to the Green Line lodged with An Bord Pleanála last month.



Electrification of Fleet

- 25% of Dublin fleet zero or low emission.
- Over 100 fully electric buses now in operation in Dublin.
- 118 additional electric buses to enter service next year.
- Further depot electrification underway.
- Target all fleet to be zero emission by 2032.



Bus Depots

- Jamestown Road depot in Finglas handed over to Dublin Bus for bus parking.
- Purchase agreed for depot site in Ballycoolen – designs being developed.
- Further sites being examined.



NTA Funding to Dublin City Council

- NTA Funding from 2020 to 2024 – **€225.4m**
 - 2020 Spend: € 24.5m.
 - 2021 Spend: € 26.7m.
 - 2022 Spend: € 43.6m.
 - 2023 Spend: € 70.0m.
 - 2024 Allocation: € 60.75m.
- The number of projects being funded by the NTA under the 2024 Programme is **68** .



Newly opened Clontarf to City Centre Scheme



1 TFI Bus & Rail Services Provision

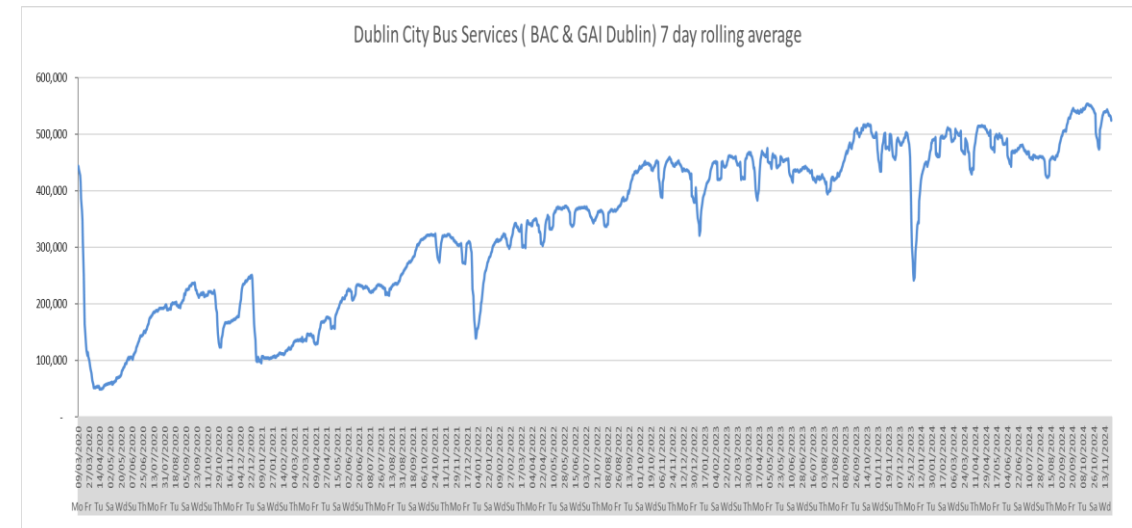
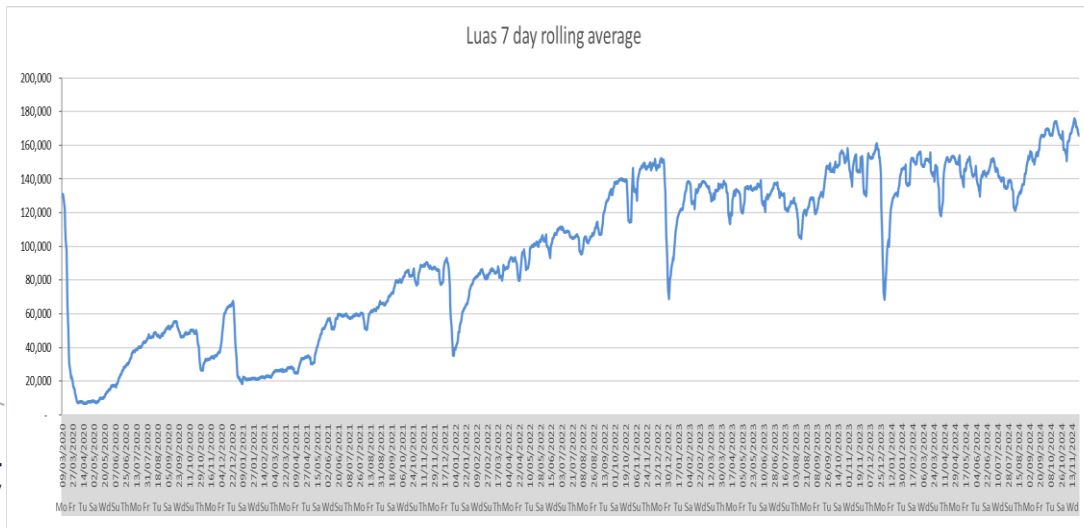
40 years of DART Luas

20 years of



2 TFI Bus & Rail Services Provision

- 100,000 more passengers being carried on Dublin’s bus services daily compared to pre-Covid representing a 25% increase since March 2020.
- 40,000 more passengers being carried on Luas services daily compared to pre-Covid representing a 23% increase since March 2020.
- Fare reductions introduced by Government retained.
- New directly awarded contracts in place with Dublin Bus up to 2029.



3 TFI Bus & Rail Services Provision

BusConnects new network

- Delivery of BusConnects network 50% complete.
- Delivery delayed primarily due to lack of drivers and mechanics.
- Passenger boardings 2019 – 2023 on completed phases 26% higher compared to 0.3% increase on non-BusConnects routes.
- Southern Orbital routes have seen a 74% increase in patronage.
- Phase 6a – E-spine routes deferred from December to January next year.



4 TFI Bus & Rail Services Provision

Operator Performance - Bus

- Lost Kilometres (% services not operated) – Dublin Bus 3.3% ; GoAhead 1.2%.
- Punctuality on low frequency routes – 70% both operators.
- Punctuality on high frequency routes – Dublin Bus 1.8 mins; GoAhead 1.3mins.

Operator Performance - Luas

- Lost Kilometres – 2.2%.
- Punctuality on high frequency routes – 0.5mins.

Operator Performance – Train (within 5 mins)

- Punctuality on DART am peak – 87%.
- Punctuality on DART pm peak – 71%.
- Punctuality on DART off peak – 86%



Improving Transport Accessibility

- Transport Users Advisory Group established by NTA
- Accessibility work continues on:
 - rail stations platform access, bridges & lifts.
 - bus stations and bus stops.
 - Audio & visual signage.
 - Websites & Apps.
 - Fleet.
- Reduction of booking time for rail and bus services.
- Continued support for the Travel Assistance Scheme.



Small Public Service Vehicle Driver Licences

Slide 13

- Covid resulted in a 7.3% reduction in active Small Public Service Vehicle (SPSV) driver licences nationally.
- Taxis in Dublin now surpasses pre-Covid figures by 8.2%.
- New SPSV driver licences granted by An Garda Síochána up by 14% compared to previous 12 months (nationally).
- Fare increase on 1st December, targeted to encourage taxi drivers to work at peak night-time hours.



Transport Technology supporting customers

Slide 24

- Contract for Next Generation Ticketing has been awarded to Indra in August 2024.
- Currently in Planning and High-Level Design.
- Plan is to have Greater Dublin Area served with new contactless payment options over the next 3 years on bus, tram and train.

Moving from Leap card-based to Account-based payments.

