

TRAFFIC OVERVIEW

Brendan O'Brien

Executive Manager

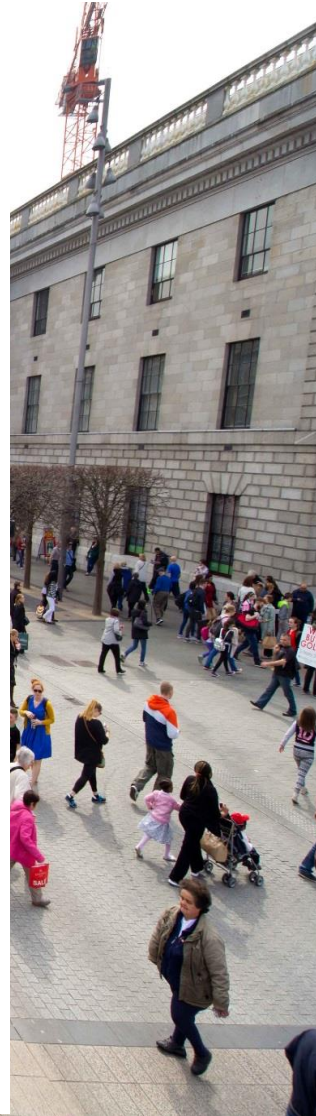


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Dublin City Council

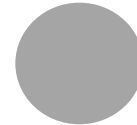
TRAFFIC DEPARTMENT

Dublin City Centre Transport Study

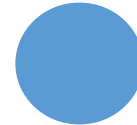
May 2016



Responsible for how people, vehicles and goods move around and within the city



The aim of the department is to ensure the safety of all mobility users within the city



Mitigate the impact of traffic on people's health and wellbeing and the environment



Our responsibilities involve all aspects from major projects to Neighborhood issues



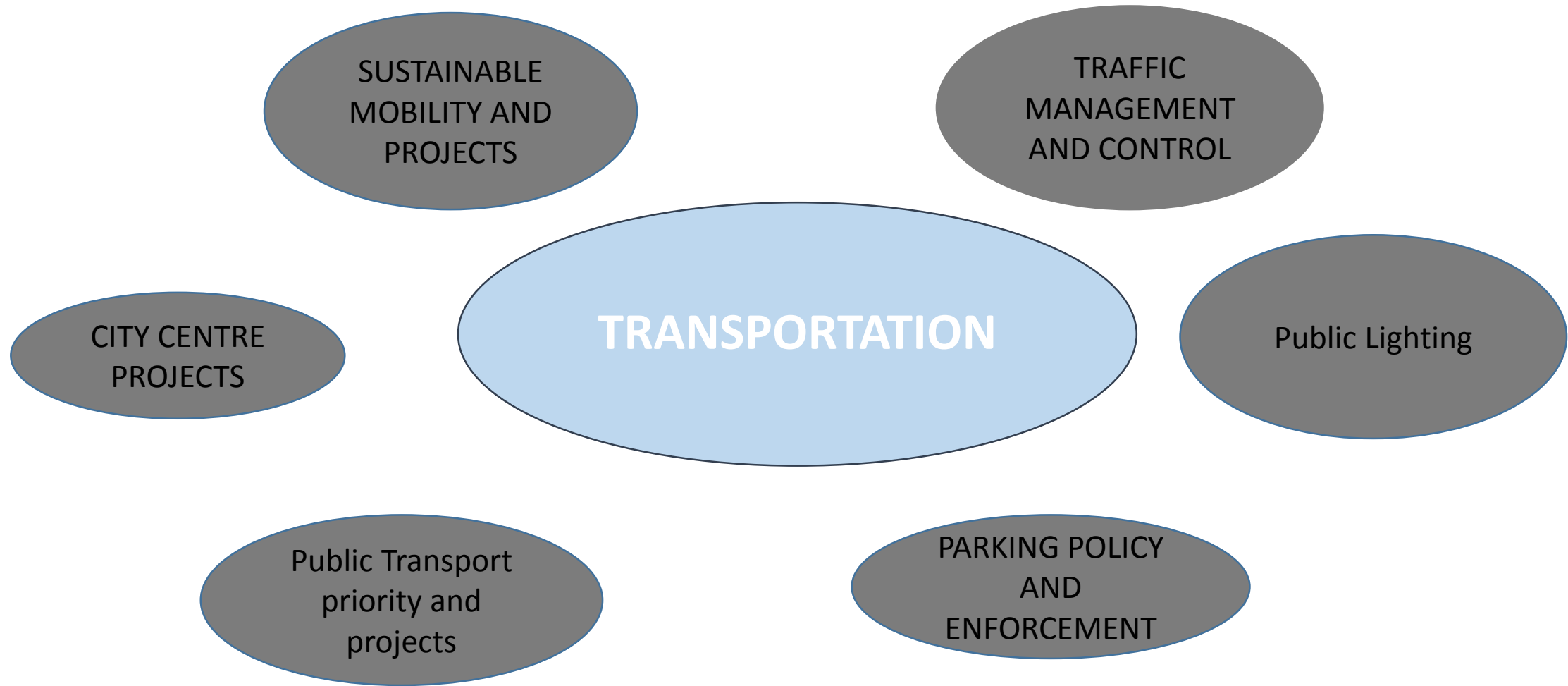
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2030 VISION FOR MOBILITY IN THE CITY

- Connected with easy and safe mobility for all
- Non car use the preferred option for school, work and leisure trips
- Zero or Low carbon transport the only option for personal and commercial movement
- Meeting our air quality and climate change targets
- Facilitate nature based water retention systems.



TRAFFIC DIVISIONS



WE ARE WORKING ON...



An active mobility Plan

Contra Flow Cycling

More protected cycle tracks

Project delivery



A Sustainable Urban Mobility Plan for DCC

Traffic Management Measures

Pedestrian priority streets



Residential Parking Schemes

Use of Kerb space and cost

Deliveries in the city



Road Safety initiatives

Speed Limits

Roadworks control

Neighborhood schemes

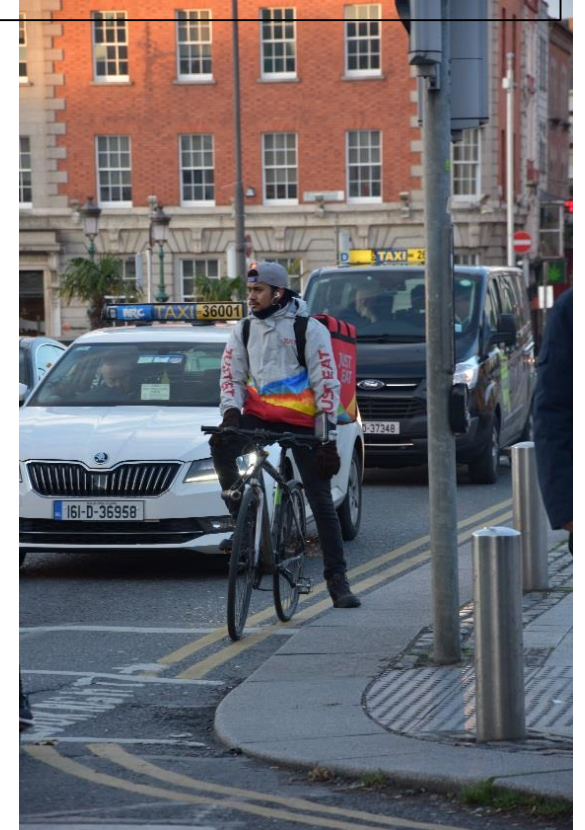


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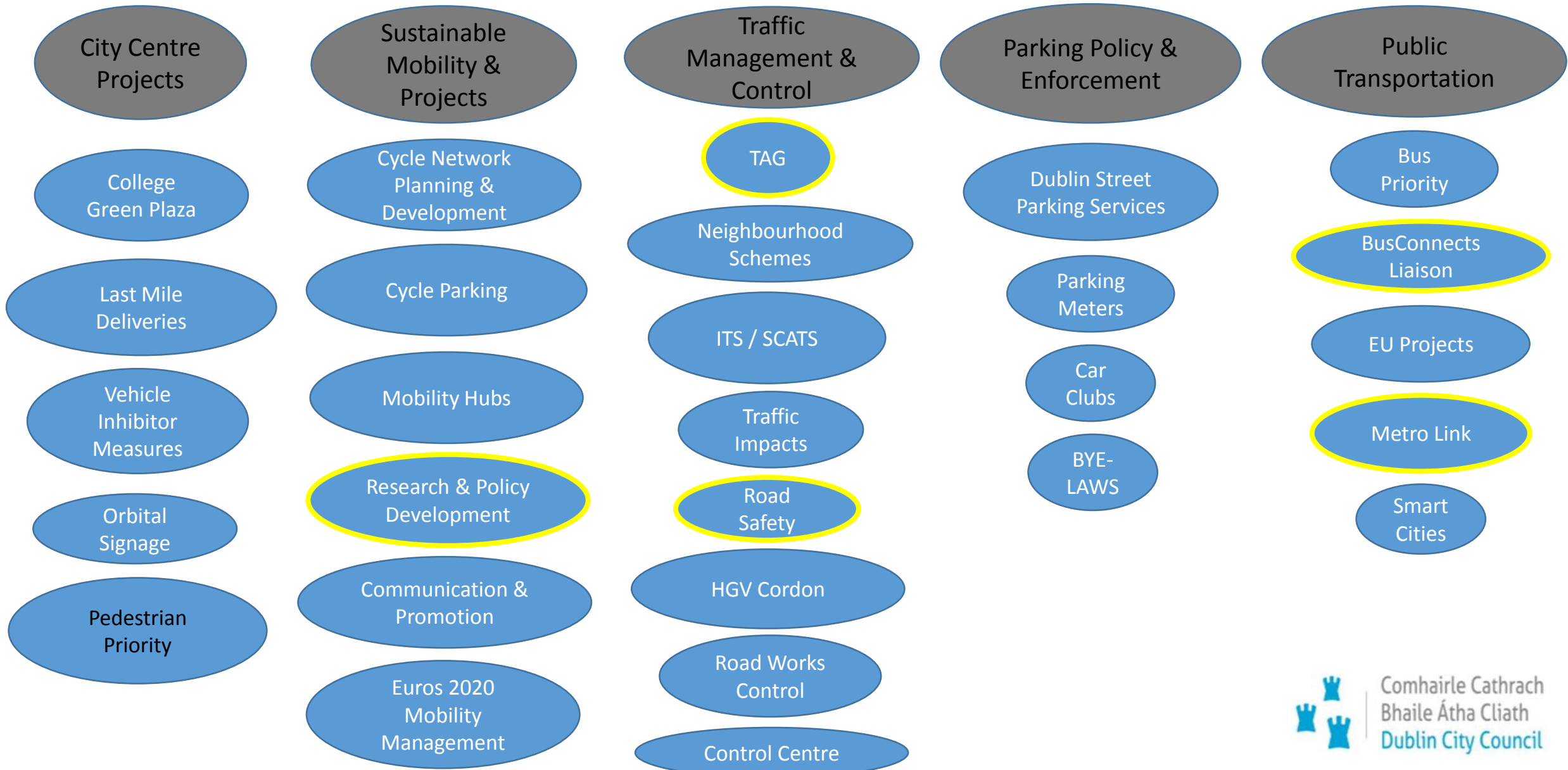
WE ARE WORKING ON...



WE HAVE COMPLETED...

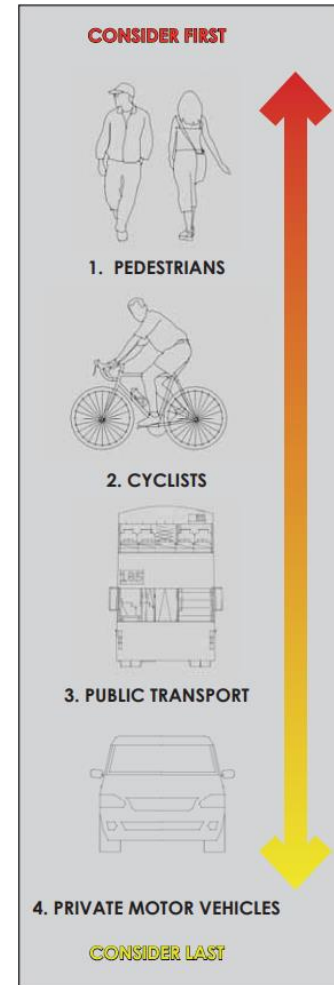


TRAFFIC DIVISIONS



TRAFFIC ADVISORY GROUP (TAG)

- Prioritising Vulnerable Road Users
- Optimising sustainable Transport
- Fund Increase 5-Fold Since 2017 – Circa €1.2M Annually
- Examples
 - Pedestrian Crossings
 - Cycling Infrastructure
 - Public Transport Infrastructure
 - Residential Parking Schemes
 - Traffic Calming measures



ROAD SAFETY



D30 Campaign

INTEGRATING MAJOR PROJECTS

Bus Connects

- Network Redesign
- Bus Connects Corridors Cycle ways
- Traffic changes
- Neighbour hood Schemes
- TAG requests
- Safe routes to school and PT



Metro link

- Station Design
- Construction and traffic change
- Safe routes to Metro
- Access to stations
- Greening strategy
- Parking issues

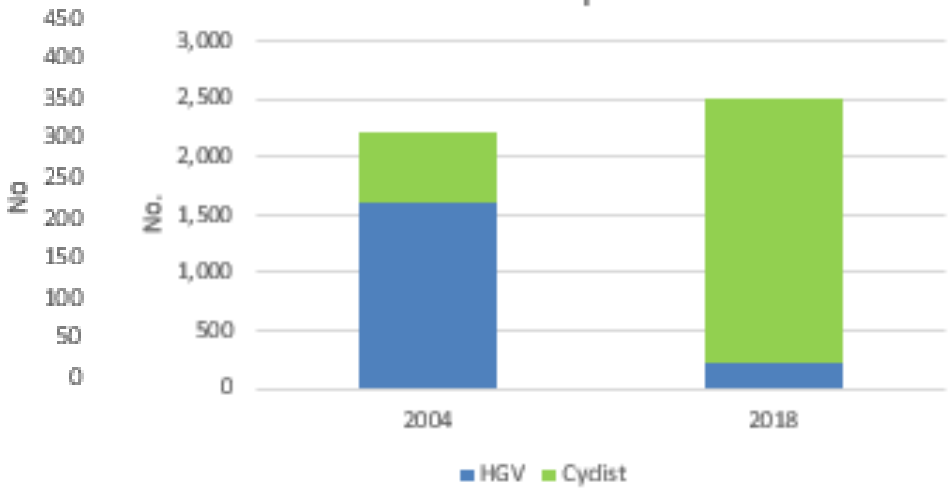


Need to ensure that the multiple mobility projects achieve a common goal



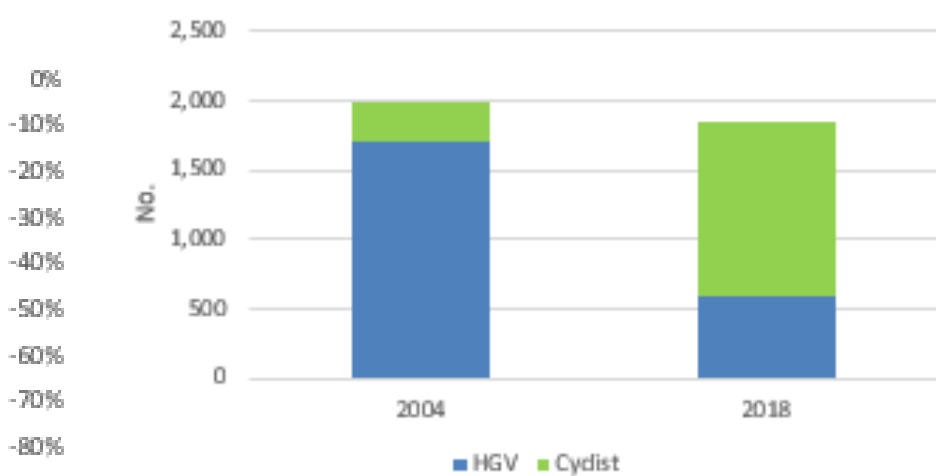
Cyclist and HGV numbers

North Quays (Bachelors Walk) 2004 v 2018
7am to 7pm



Mode	Percentage difference 2004 v 2018
HGV	-87%
Cyclists	+277%

South Quays (Victoria Quay) 7am to 7pm



Mode	Percentage difference 2004 v 2018
HGV	-65%
Cyclists	+336%

ty from 19th February 2007



DUBLIN CITY SUMP 2030

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Active Travel is an
Obvious Choice

Dublin is the first Irish City to commit to meet WHO Air Quality Guidelines by 2030

Our Goals

- Look at the bigger picture and strategically plan for and influence sustainable development of the city.
- Review all possible mobility ideas and provide a framework for coordinated city wide implementation.
- That we have a strategy which ensures that projects complement each other.
- The plan should include and benefit for all citizens



DUBLIN CITY SUMP 2030

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Active Travel is an
Obvious Choice

Over the lifetime of the plan (2021 – 2030)

- That people will see city-wide mobility solutions that are integrated and easy to use.
- Establish appropriate KPIs to measure and evaluate progress on an annual basis.
- Benchmarking our performance against other European Cities
- Evaluate future proposals to see how they complement Dublin City's Sustainable Mobility Strategy.

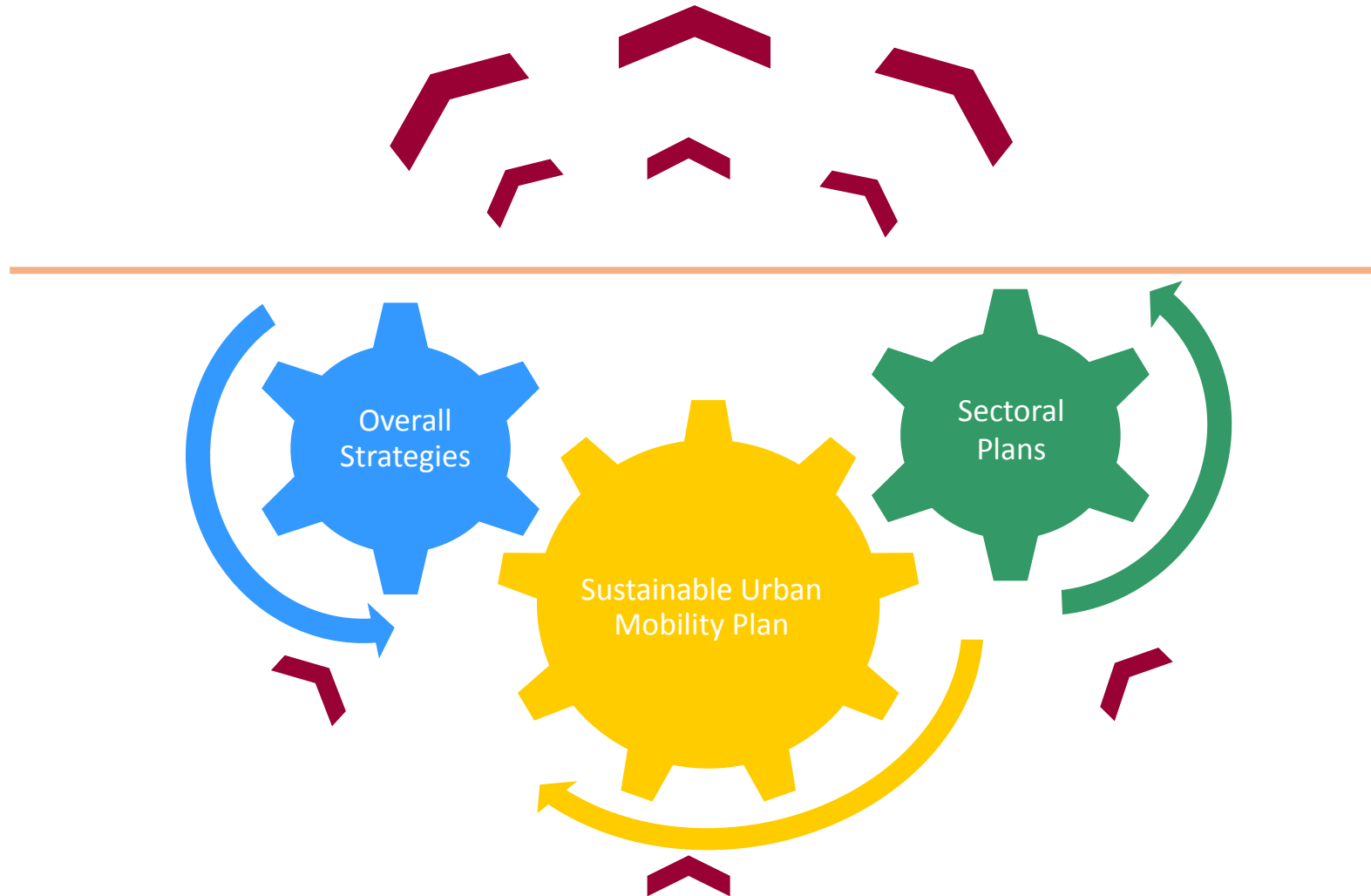


DUBLIN CITY SUMP 2030 - **CONCEPT**

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Sustainable Urban Mobility Plan - 25 Measure Areas



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DCC SUMP



City
Development
Plan



NTA strategy
2035



SUMP will both inform and be informed by the Development plan
and the NTA Strategy

Eight Guiding Principles



Plan for Sustainable Mobility in the entire 'Functional City'



Cooperate across institutional boundaries



Involve citizens and stakeholder



Assess current and future performance



Define a long-term vision and a clear implementation plan



Develop all transport modes in an integrated manner



Arrange for monitoring and evaluation



Assure quality



DUBLIN CITY SUMP 2030 – KEY TOPICS

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Active Travel is an
Obvious Choice

- Walking
- **Deliveries**
- Travel information
- Traffic safety
- Traffic Management
- **Taxes and Fares**
- Site-Based Travel Plans
- **Road space Reallocation**
- Public transport Enhancements
- Personalised travel planning
- **Parking**
- New Public transport systems
- New models of car use
- Marketing and rewarding
- Land use planning
- **Integration of modes**
- Inclusive urban design
- **E-ticketing**
- Environmental zones
- Electric Battery and fuel cell vehicles
- **Cycling Infrastructure**
- Congestion charges
- Cleaner Vehicles
- Autonomous Vehicles
- Bike Sharing Schemes
- **Access Restrictions**



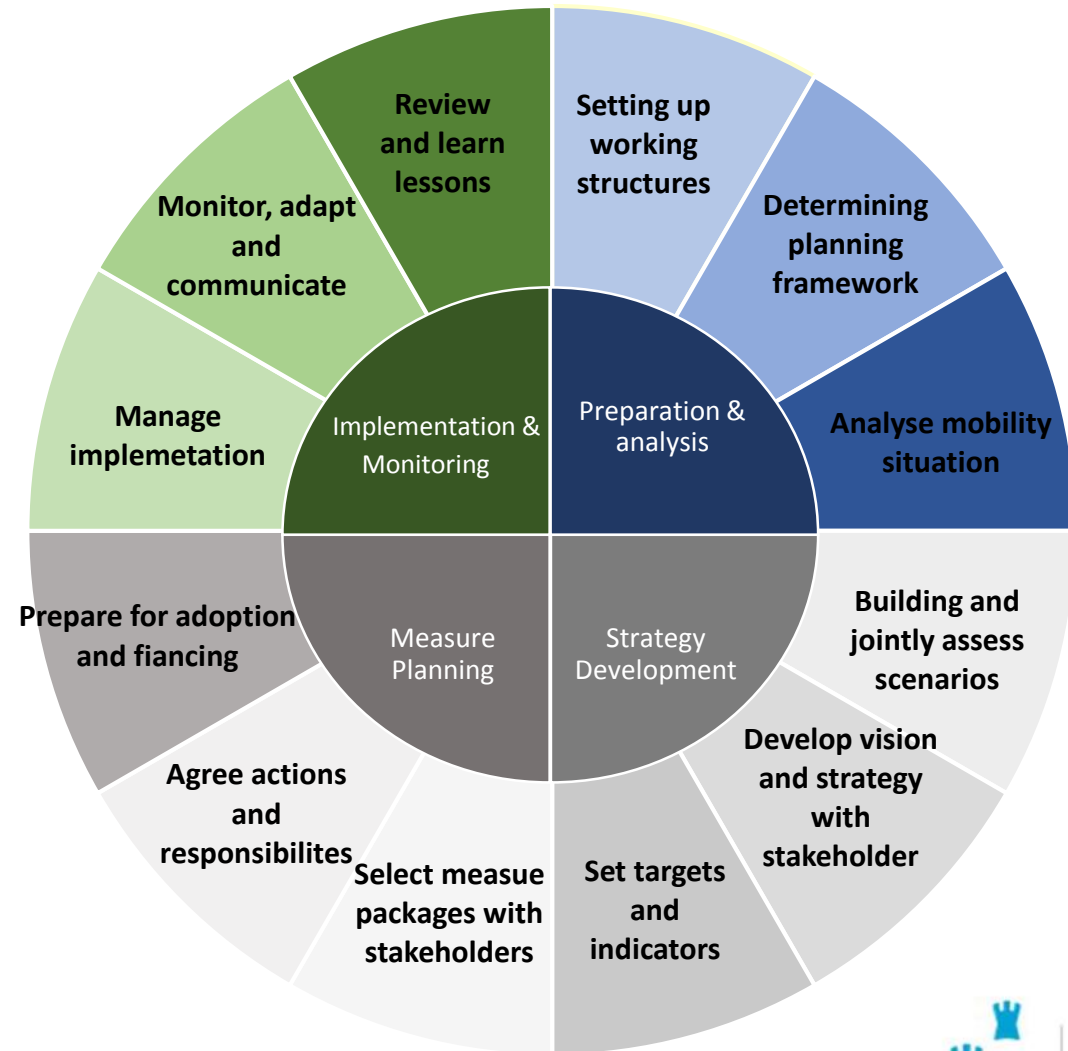
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DUBLIN CITY SUMP 2030 – **FOUR STAGES**

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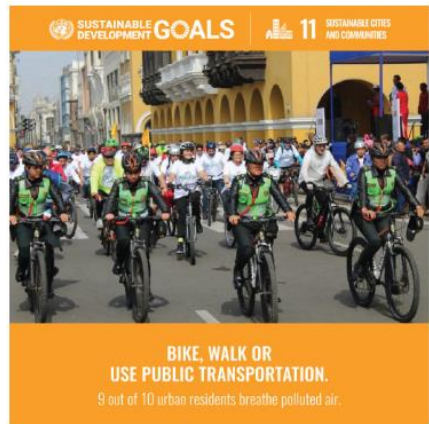
1. Preparation & Analysis
2. Strategy Development
3. Measure Planning
4. Implementation & Monitoring



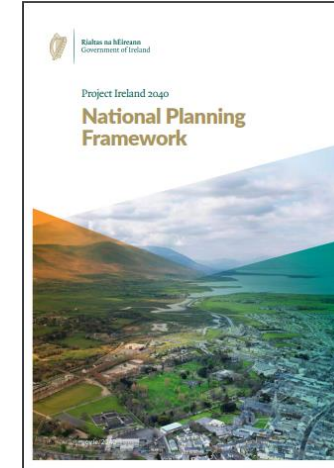
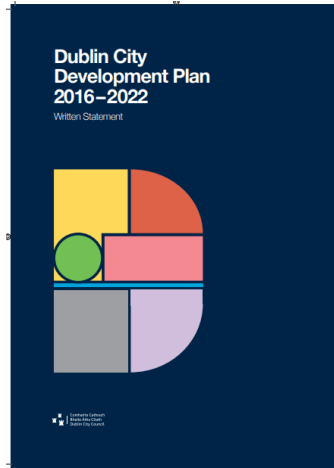
DUBLIN CITY SUMP 2030 – PLANNING FRAMEWORK

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Goal 11: Sustainable Cities and Communities



DUBLIN CITY SUMP 2030 – ROAD MAP

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Active Travel is an
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■ Communication and Engagement

- Briefings to LACs and SPCs
- Briefings to DCC departments
- Outreach for citizen participation



■ Next Steps

- Workshops with LAC/SPCs/Staff/Community Forums to
 - Understand what are our main problems
 - Opportunities
 - Your Views
 - Your Ideas
- Prepare issues paper for wider public consultation