



# Public Transport Update

## South Dublin County Council

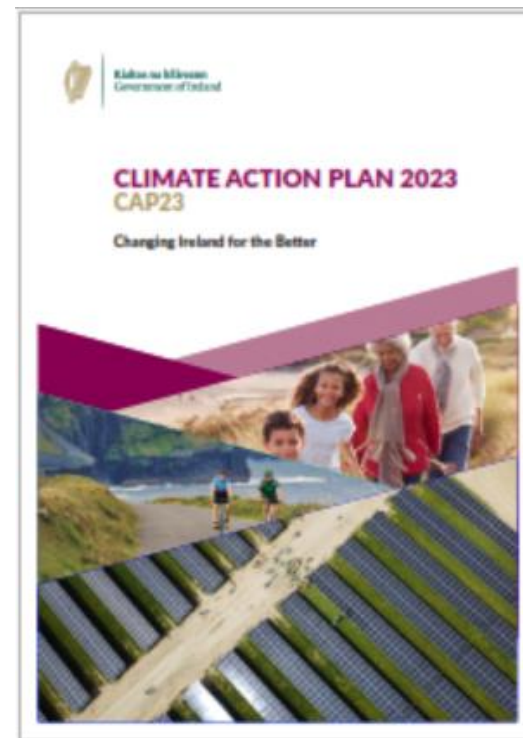
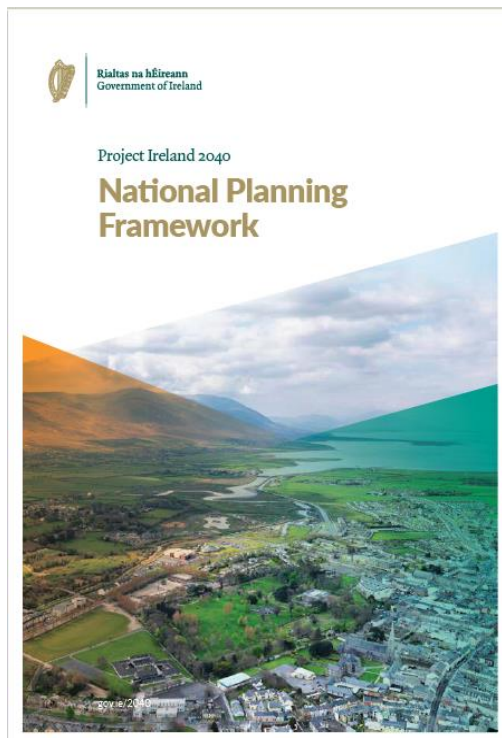
October 2023

# What We Do

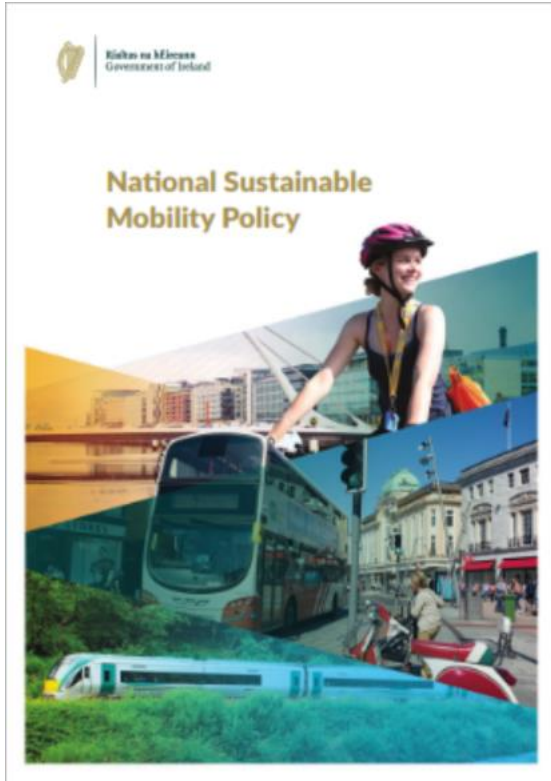
---

- Delivery of public transport services nationally – rail, bus & light rail
- Regulation of commercial bus routes nationally
- National taxi regulation
- National public transport information and ticketing
- Transport planning in Greater Dublin Area and cities
- Management of government’s investment in infrastructure (bus, light rail, active travel – heavy rail in GDA & cities)

# National Strategies



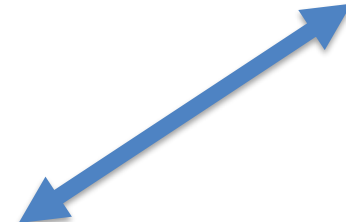
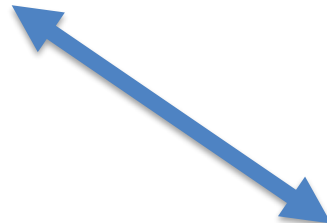
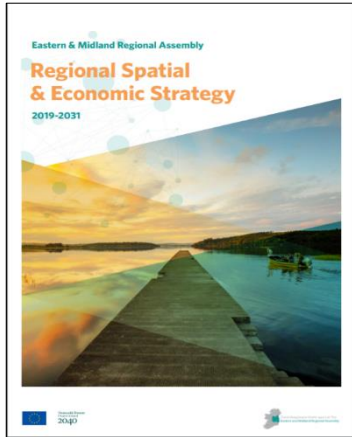
# National Transport Strategies



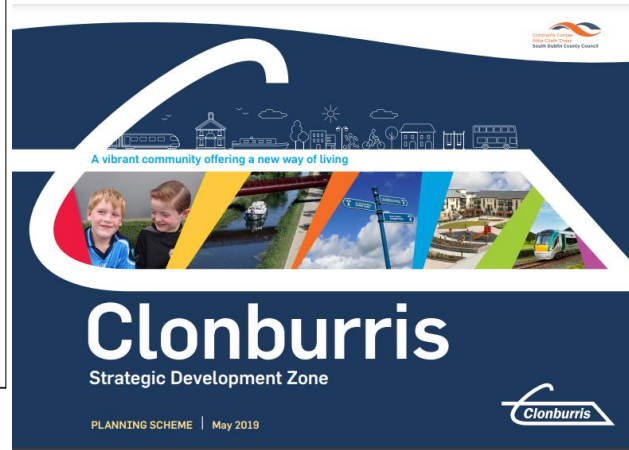
National strategies developed by the Department of Transport:

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

# Integrated Land Use & Transport Strategies



# Local Area Plans/SDZs





# 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:

|  |   |
|--|---|
| <b>An Enhanced Natural and Built Environment</b> | <b>Connected Communities and Better Quality of Life</b> |
| <b>A Strong Sustainable Economy</b>              | <b>An Inclusive Transport System</b>                    |



# 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:

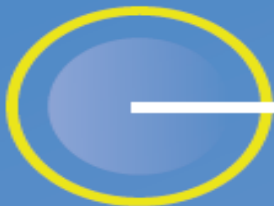
- Transit-oriented development
- Mixed use development
- School Planning and Design
- Urban Design and Placemaking



## 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

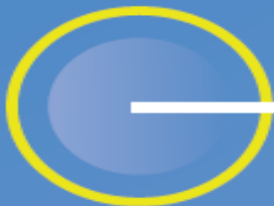
Measures include:

- 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:

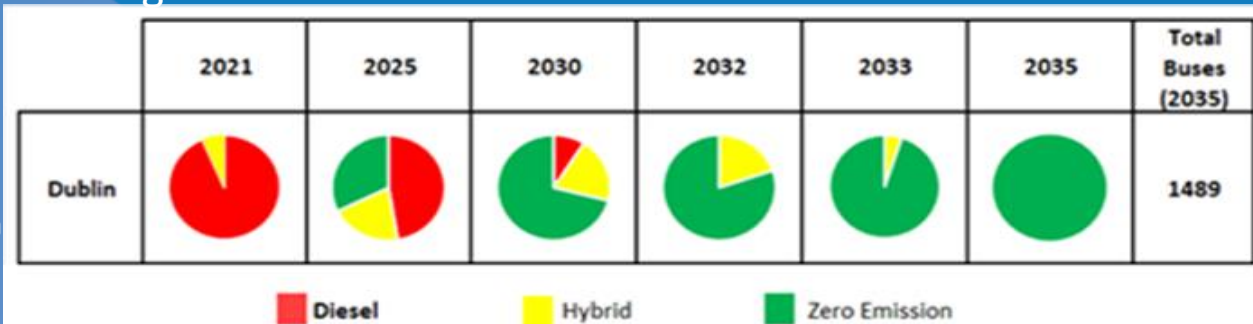
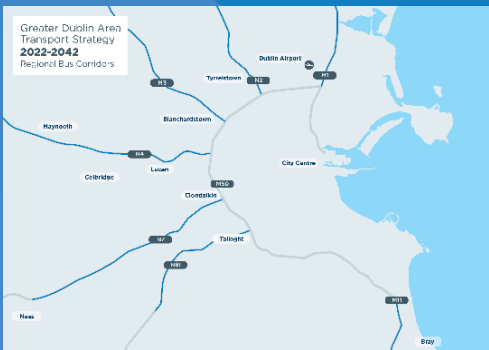
- Delivery of the GDA Cycle Network plan
- Bike Share Scheme expansion, electrification and interoperability
- Additional Cycle Parking and Cycle Parking Strategies
- Provision for E-Bikes and Electric Scooters



# Public Transport - Bus

Measures Include:

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



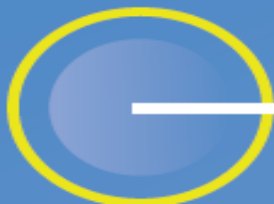
# Public Transport - Light Rail

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:

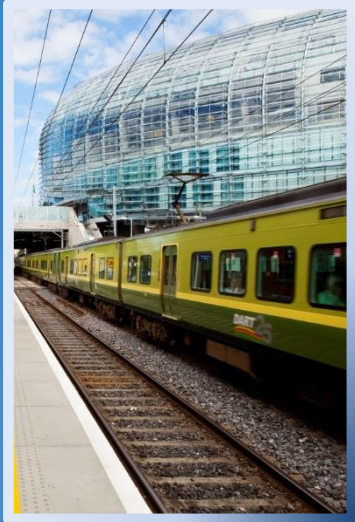
- Luas to Clongriffin/Balgriffin/Blanchardstown
- Luas extension to Tyrellstown/Clondalkin
- Luas to Tallaght / Kimmage to Tallaght / Knocklyon
- Luas to UCD / Sandyford



# 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



## Greater Dublin Area Transport Strategy

**2022-2042**

### Proposed 2042 Combined Rail Network



Existing Luas



Proposed Luas



MetroLink



DART



Commuter Rail

Bray

DART to Wicklow



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

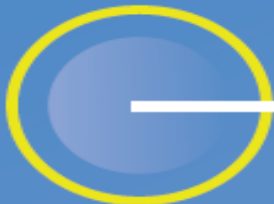
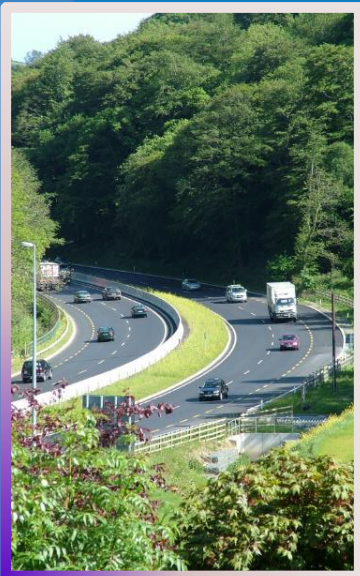
Various National Road schemes are included for implementation, incorporating bus priority where appropriate:

- 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

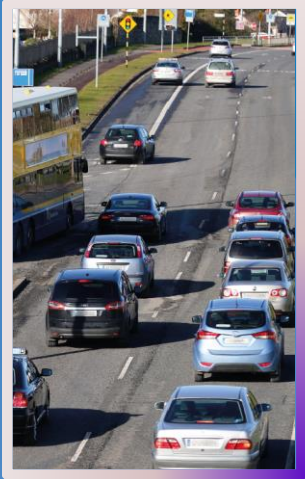
Roadspace reallocation is also a key objective



# 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 CO<sup>2</sup> 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



# Census 2022 - SDCC results

## Travel to Work, School, 3<sup>rd</sup> Level and Childcare

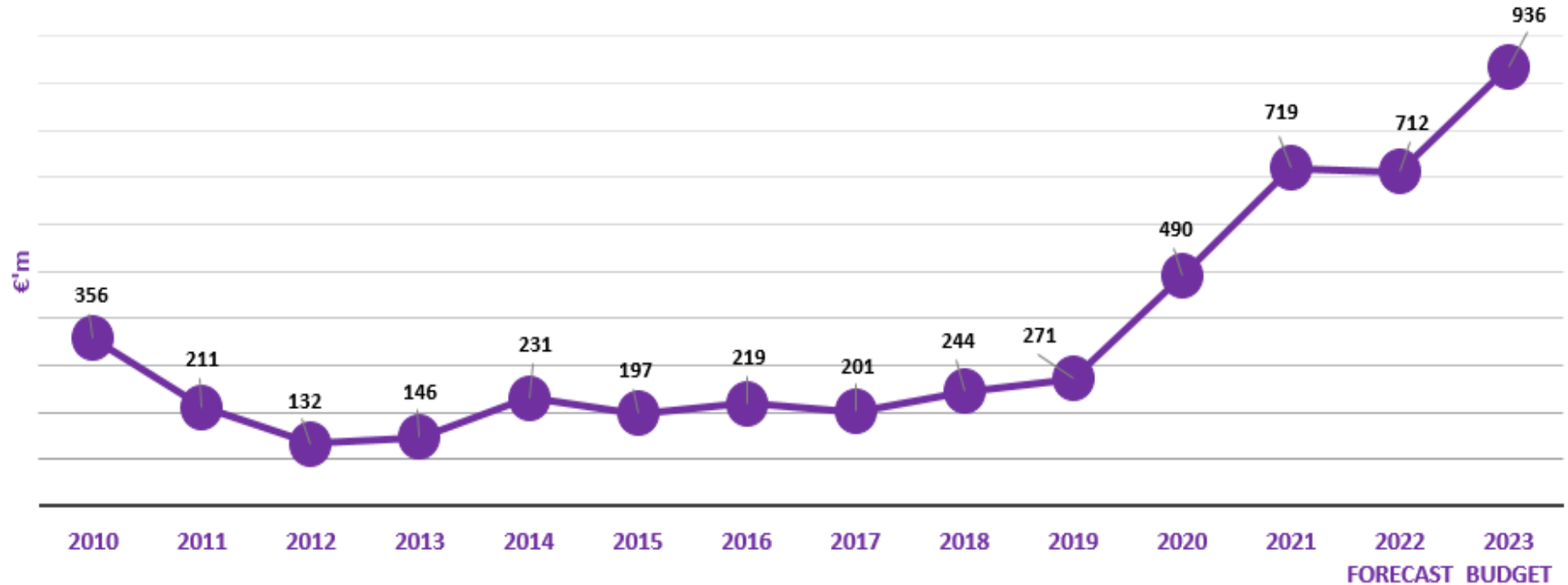
- Increase in numbers travelling on foot, by bike and public transport since 2016
- 6% decrease in car drivers since 2016
- 34% used active or public transport vs 33% drivers
- 13% of households in SDCC don't have a car
- 7% work from home vs 1% in 2016



# Capital Investment



# Sustainable Transport Capital Investment





# NDP Deliverability challenges

- Planning System capacity
- Construction Industry capacity
- Impact of high inflation
- Delivery structure



# Metro & Light Rail



# Light Rail Planning

- Luas Lucan route options analysis will commence this year

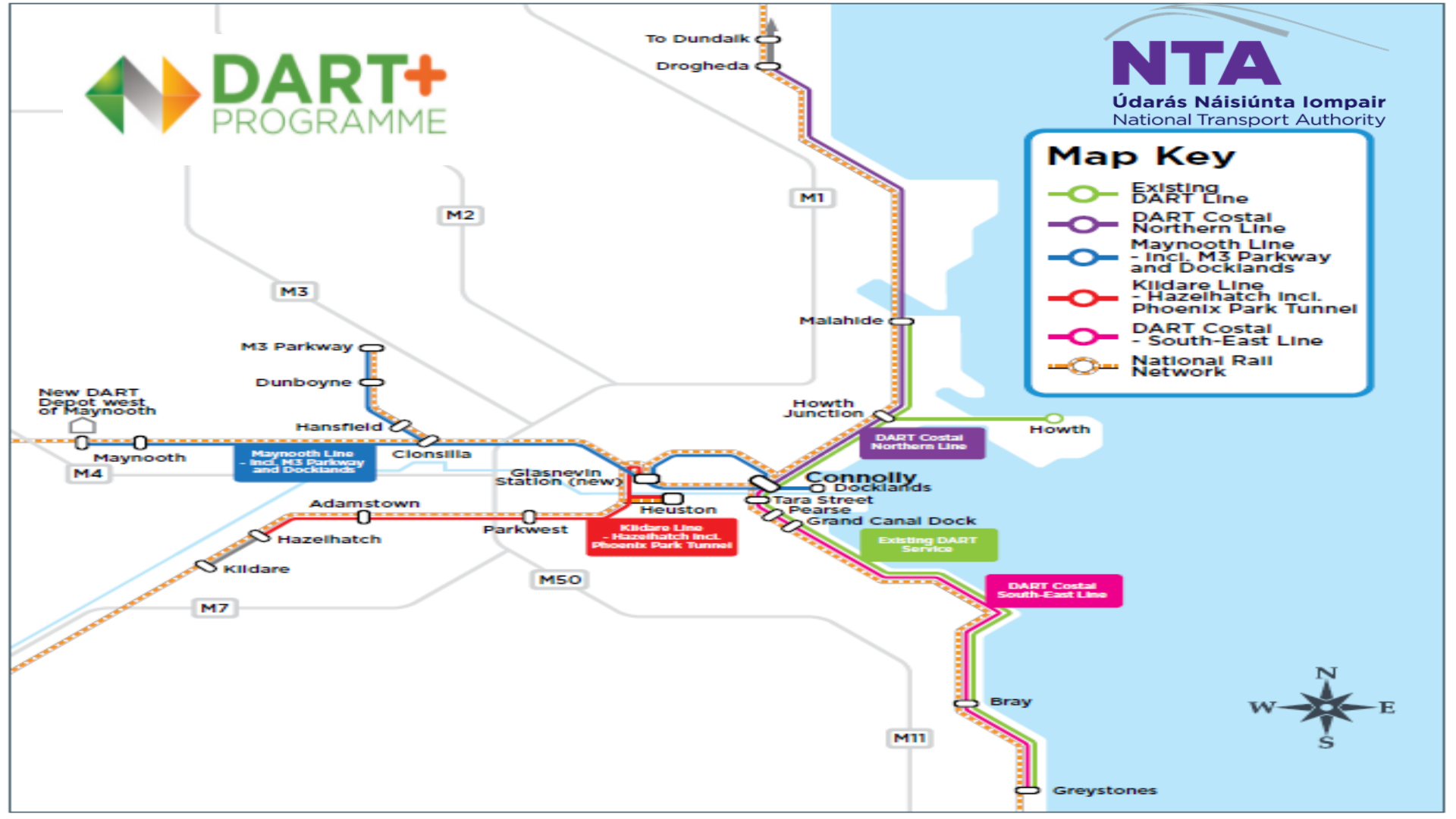


# Rail Update



**Map Key**

-  Existing DART Line
-  DART Costal Northern Line
-  Maynooth Line - Incl. M3 Parkway and Docklands
-  Kildare Line - Hazelhatch Incl. Phoenix Park Tunnel
-  DART Costal - South-East Line
-  National Rail Network



- DART+ West (City Centre to Maynooth) – Railway Order application submitted to An Bord Pleanála in July 2022. Oral Hearing commenced.
- DART+ South-West (City Centre to Celbridge) - Railway Order application submitted to An Bord Pleanála in March 2023
- DART+ Coastal North (City Centre to Drogheda) – Second round of public consultation completed. Railway order application to be submitted early next year
- DART+ Coastal South (City Centre to Greystones) design work continues
- DART+ Fleet: 185 battery-electric and electric DART carriages ordered and manufacturing design stage nearing conclusion.

**BUS  
CONNECTS**

TRANSFORMING CITY BUS SERVICES



**Project Ireland 2040**  
Building Ireland's Future



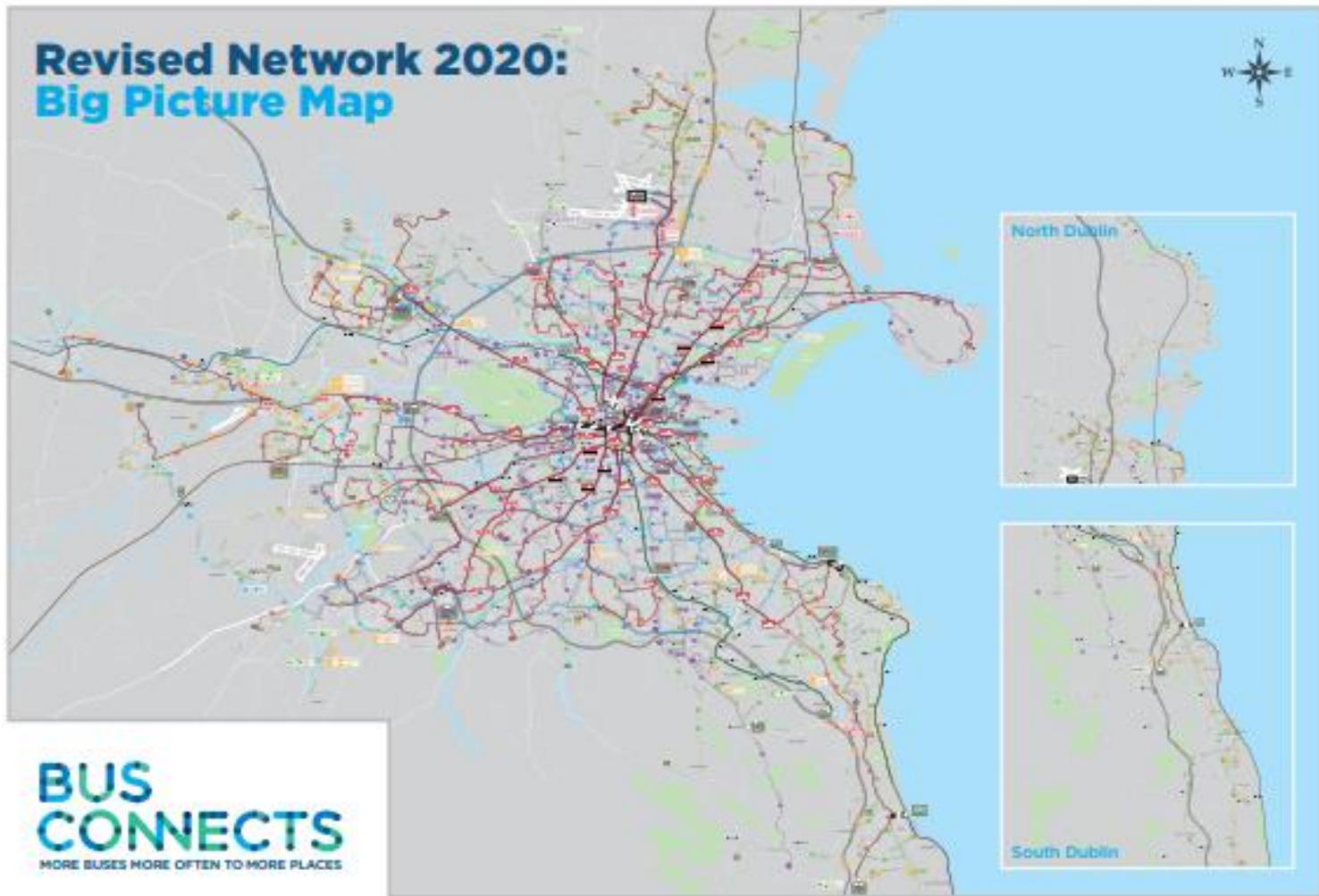
# BusConnects Dublin







# Revised Network 2020: Big Picture Map



**BUS  
CONNECTS**  
MORE BUSES MORE OFTEN TO MORE PLACES

# 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 five phases out of 11 by year end
- Driver shortage constraint



# Status Report

- Bus Corridors – All 12 planning applications for corridors have been lodged with An Bord Pleanála – to date five schemes notified by ABP to have no Oral Hearing.
- Construction tender documents under development + updated Preliminary Business Case
- NTA engaged with TII & local authorities on provision of bus priority on national road e.g. in hard shoulder on M4/N4 (Leixlip to Maynooth) - Part 8 planning received – will be constructed early next year



# Liffey Valley Shopping Centre Bus Plaza































*(Opened February 2023)*





# BusConnects Fares Simplification


- TFI 90 Fare introduced on all bus, luas and most rail services in Dublin Metropolitan Area
- 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
- Fares Strategy published for regional bus and rail fares outside Dublin metropolitan area

# Pathway to zero for urban PSO fleet

|           | 2021  | 2025  | 2030  | 2032  | 2033  | 2035  | Total Buses (2035) |
|-----------|---|---|---|---|---|---|--------------------|
| Dublin    |  |  |  |  |  |  | 1489               |
| Cork      |  |  |  |  |  |  | 129                |
| Limerick  |  |  |  |  |  |  | 35                 |
| Galway    |  |  |  |  |  |  | 40                 |
| Waterford |  |  |  |  |  |  | 21                 |

 Diesel

 Hybrid

 Zero Emission

# Lower Emission Vehicles

- 280 diesel electric plug-in hybrid double deck buses for urban services have been delivered and now in operation
- Orders have been placed for fully electric single deck and double deck bus fleet – tested in Athlone Town
- Design & construction works underway for charging infrastructure in depots



# Active Travel Update





# Active Travel - South Dublin County Council

- NTA Funding from 2019 to 2023 – €58.7m
  - 2019 Spend: € 1.7m
  - 2020 Spend: € 8.6m
  - 2021 Spend: € 10.9m
  - 2022 Spend: € 15.5m
  - 2023 Allocation: €22m
- Number of Schemes on the 2023 Programme: 44
- SDCC Active Travel Network Construction Projects:
  - Dodder Greenway Section 4 – Springfield Ave. and Lower Dodder Road (2023 budget €4m. Construction nearing completion)
  - D24 Neighbourhood Cycle Network – Pathfinder Project (2023 budget €2.5m. Phase 1 under construction, Phase 2 being procured)
  - D12 Bike Bus Route – Limekiln Lane (2023 budget €0.5m. Works nearing completion)
  - Castletymon District Centre Enhancement – NTA funding Active Travel Elements (2023 budget €1m. At construction.)



Dodder Greenway Springfield Road



Limekiln Lane Greenhills

# Active Travel - South Dublin County Council

- Significant Upcoming Projects:



**Grand Canal to Lucan  
Urban Greenway**



**Dodder Greenway Section 5 –  
Firhouse Rd & Butterfield Ave**



**Wellington Lane**

# Bus Services Update



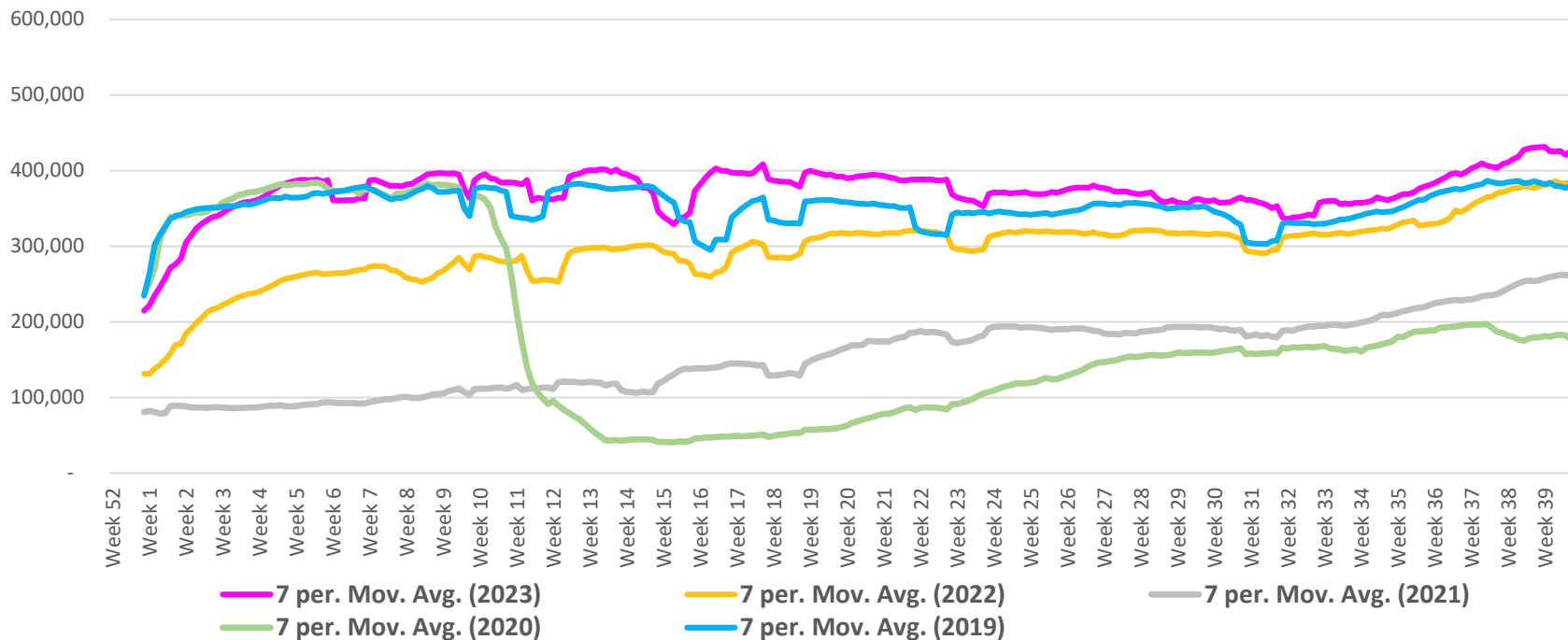
# Public transport activity in 2023

---

- CSO Transport Bulletin Sept 2023 based on NTA data reported:
  - The number of bus journeys in the week beginning 28 August 2023 (week 35) in Dublin continued to exceed pre-pandemic figures, with an increase of 9% when compared with the same week in 2019.
  - The number of bus journeys outside of Dublin for same week in 2023 exceeded 2019 figures by 20%;
- 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;

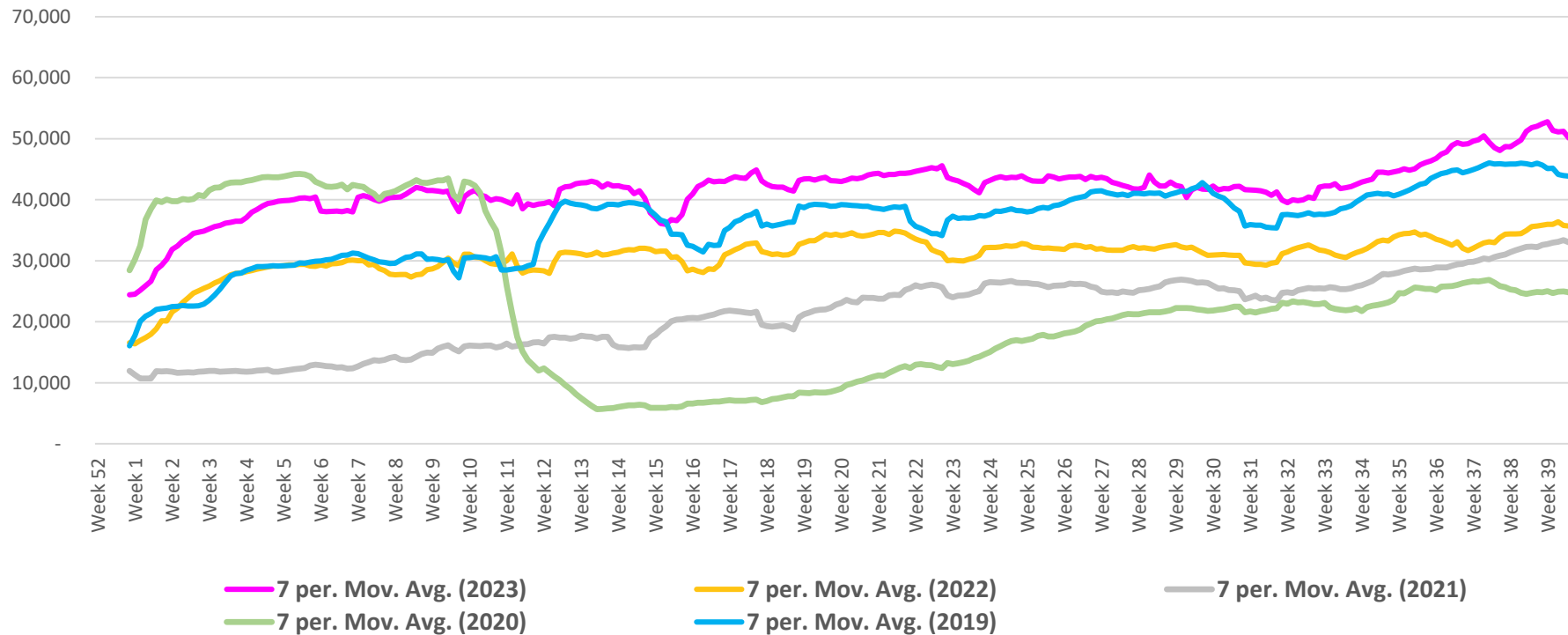
# Strong passenger recovery post-Covid

## Dublin Bus - All Passengers



# Bus passenger growth is at record level

## GoAhead - 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

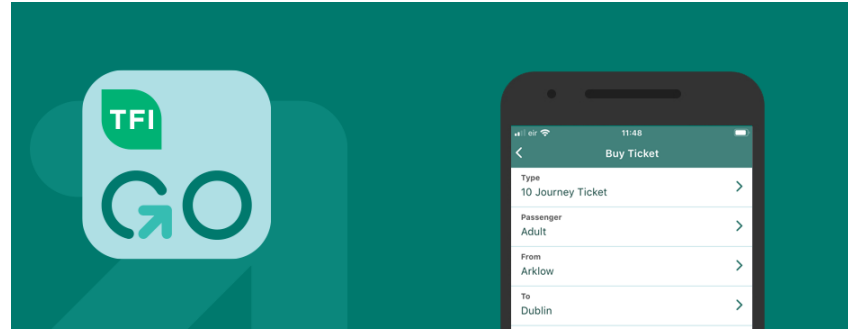
The advertisement features a large smartphone graphic on the left displaying the app's download information, including the TFI Live logo, a QR code, and the App Store and Google Play logos. To the right of the phone, a woman in a yellow shirt is sitting on the floor, looking at her phone. The background is a solid light blue.

## 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.

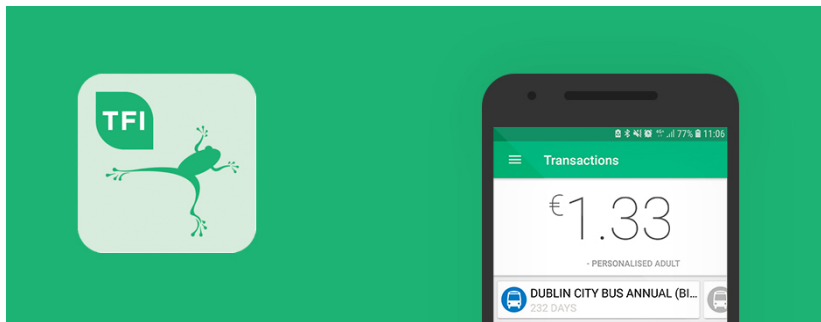


# Mobile Ticketing App

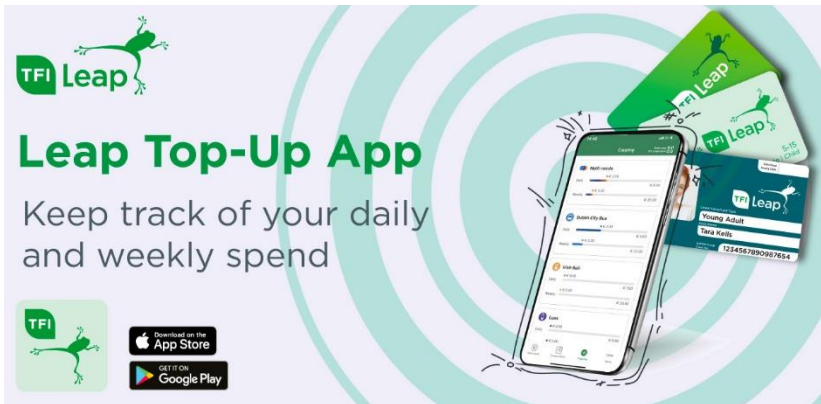


- TFI Go app allows you to buy tickets for public transport services in Ireland directly from your phone;
- Available on many bus services outside Dublin

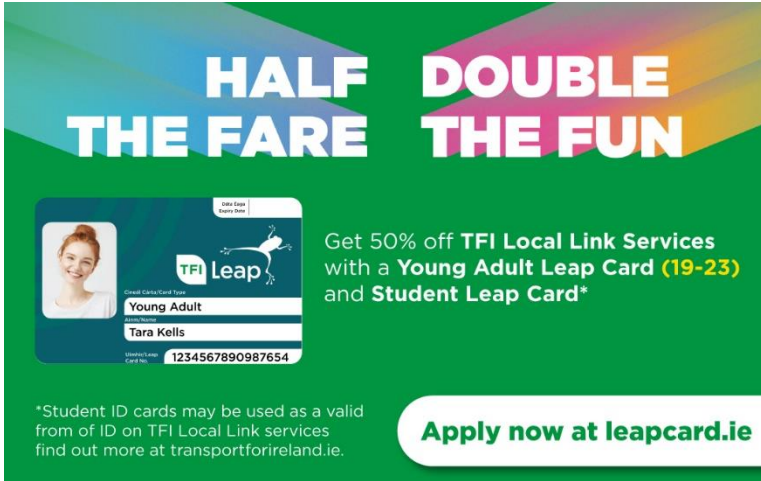
# Leap Top-Up App




- 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\***

\*Student ID cards may be used as a valid form of ID on TFI Local Link services find out more at [transportforireland.ie](http://transportforireland.ie).

**Apply now at [leapcard.ie](http://leapcard.ie)**

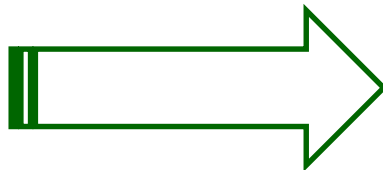
- A range of transport operators now give discounts of 50% to Young Adult (19-23) and Student Leap Card holders. You need to have a Young Adult (19-23) or Student Leap Card to avail of the discount;
- All subsidised services are covered including the regular Local Link services and a number of licensed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

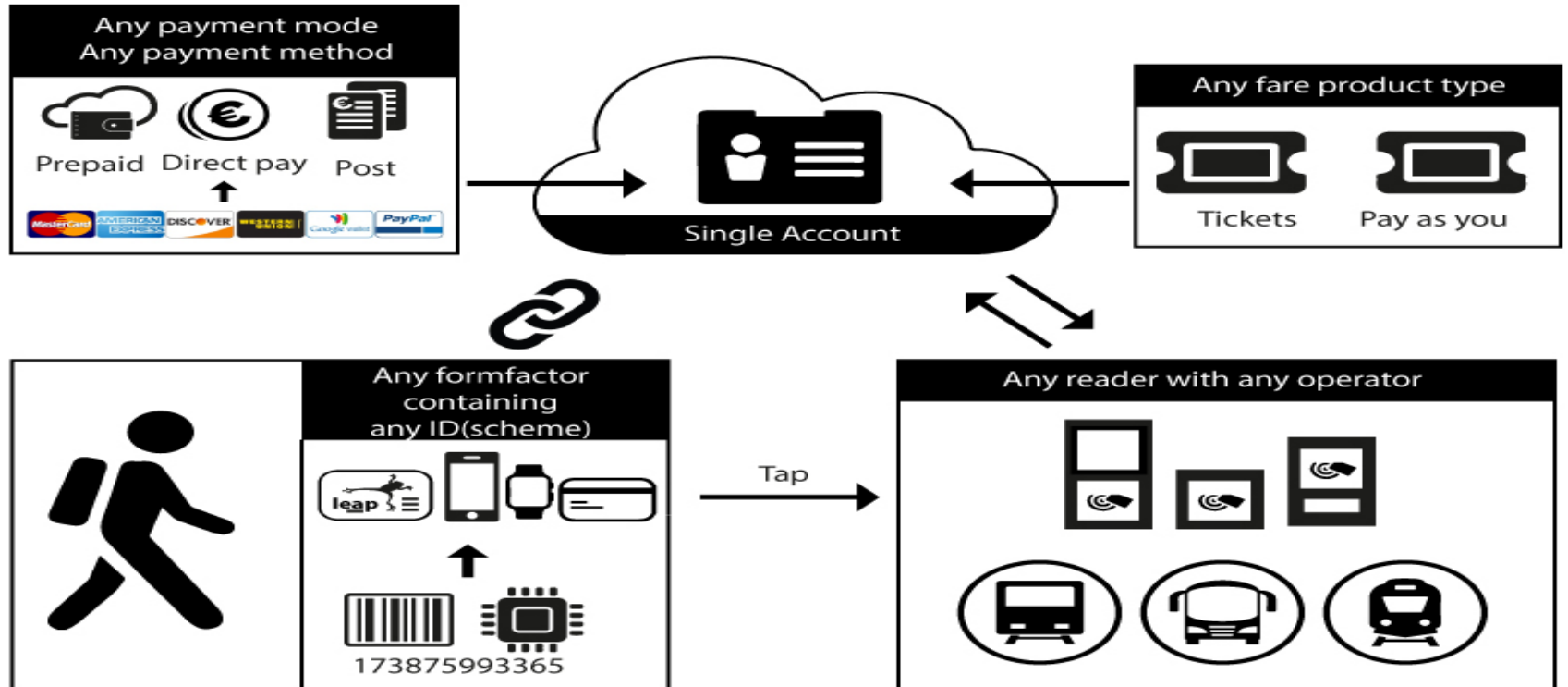
Customer's Choice of Media

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 integrated with land use with the support of our partners in local authorities

