

South Dublin County Council Briefing

December 2024



Overview:

NTA is Ireland's National Transport Authority.

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

We are an independent statutory agency, working in partnership with the Department of Transport.

Our mission is to:

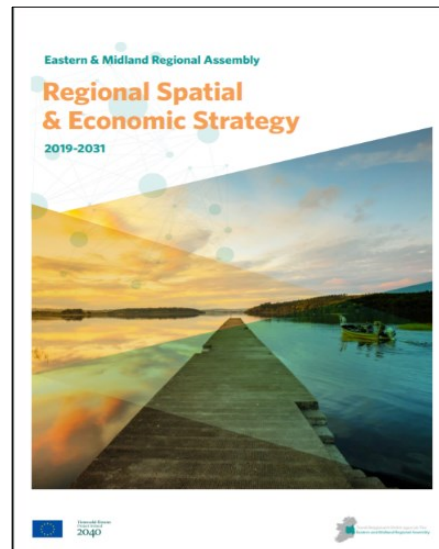
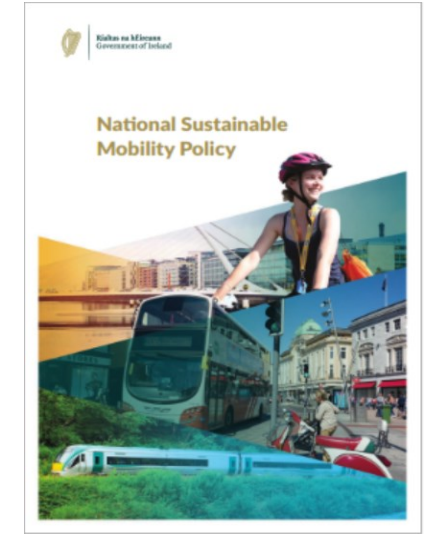
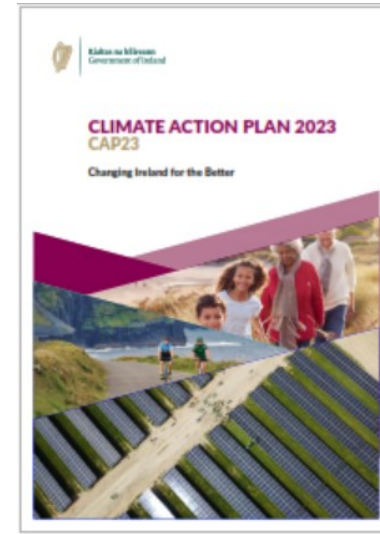
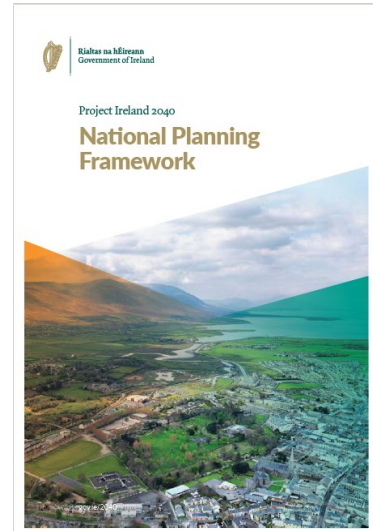
provide high quality, accessible, sustainable transport connecting communities across Ireland, in both urban and rural areas.

Overview:

- Regulation of commercial bus routes nationally
- National taxi regulation
- National public transport information and ticketing
- Transport planning in Greater Dublin Area (GDA) and cities
- Vehicle Clamping Appeals
- EU Passenger Rights



National & Regional Strategies



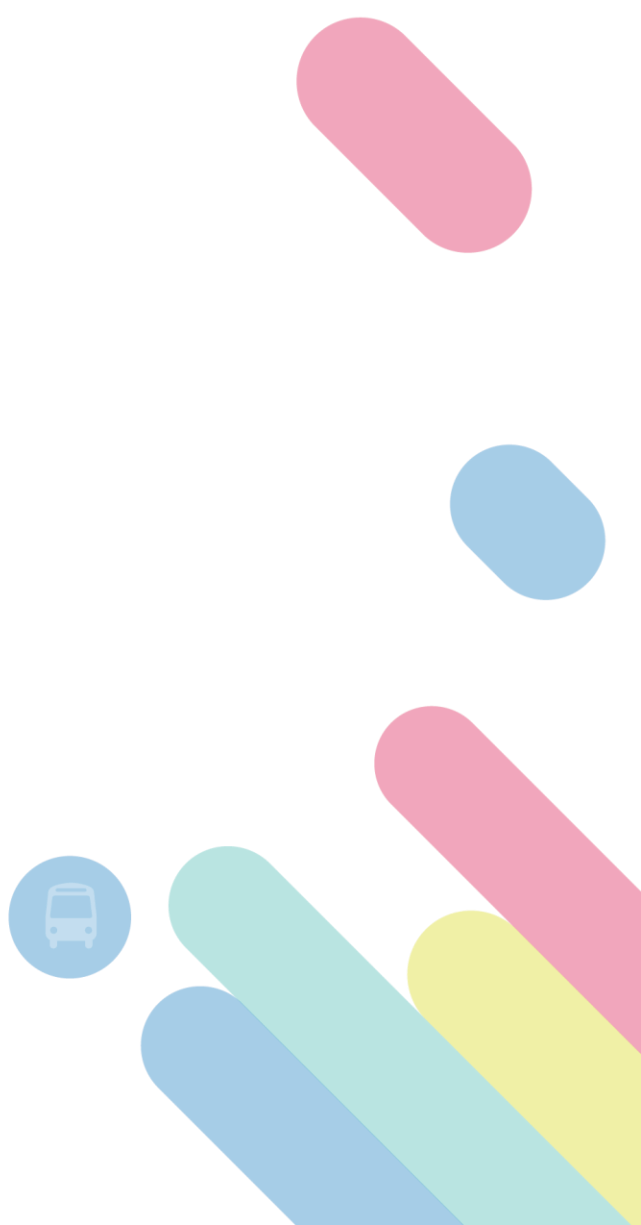
Greater Dublin Area Transport Strategy

2022

▶▶ 2042



Capital Investment

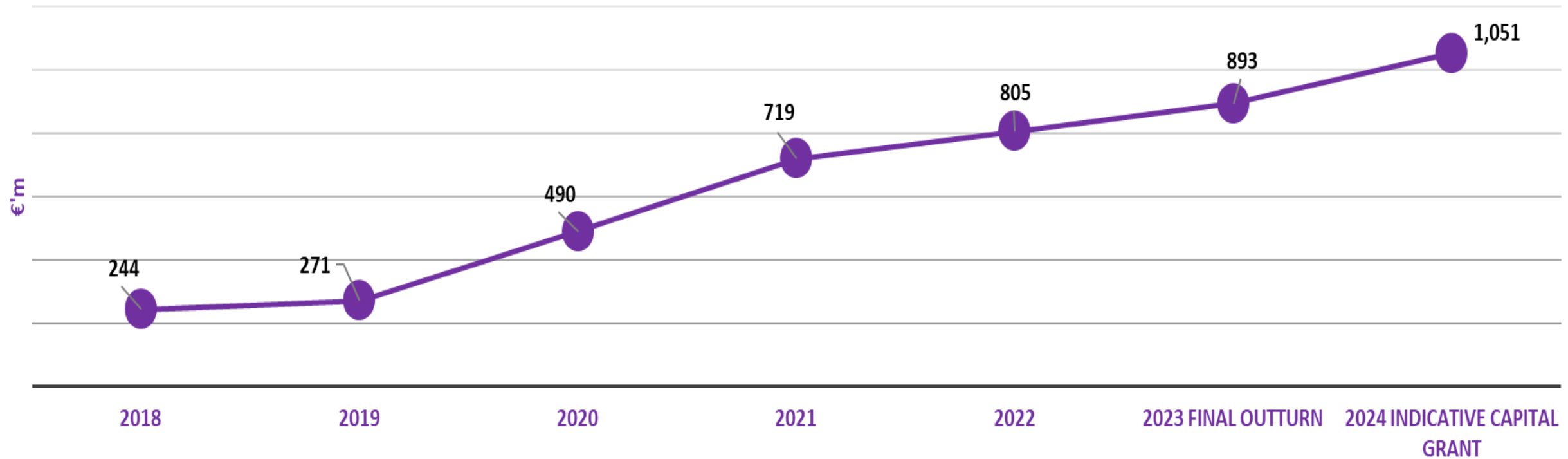


Delivering Transport Investment Projects

Parent Department	Department of Transport								
Approving Authority	National Transport Authority								
Mode	Heavy Rail	Light Rail / Metro			Bus			Active Travel	
Sponsoring Agency	Iarnród Éireann Irish Rail		Transport Infrastructure Ireland			National Transport Authority		Local Authorities	
Major Projects	DART+		MetroLink			BusConnects – Dublin, Cork Galway, Limerick			Urban Greenways, segregated cycle routes, junction upgrades
	National Train Control Centre	Cork Area Commuter Rail	Luas Finglas	Asset renewals	Cork LRT	Town Services	Bus Fleet & Electrification	Park & Ride	

Capital Funding Profile

CAPITAL GRANT FUNDING PROFILE 2018-2024



Active Travel Investment



Active Travel – South Dublin County Council

- NTA Funding from 2020 to 2024 – **€80.1m**
 - 2020 Spend: € 8.6m
 - 2021 Spend: € 10.9m
 - 2022 Spend: € 15.5m
 - 2023 Spend: € 22.3m
 - 2024 Spend: € 22.8m
- Number of Schemes on the 2024 Programme: 34
- SDCC Active Travel Network Projects:
 - D24 Neighbourhood Cycle Network
 - Dodder Greenway final missing link in SDCC – Firhouse Road & Butterfield Ave
 - Wellington and Limekiln Active Travel Network
 - Lucan Urban Greenway and School Connections
 - Killinarden Park and Greenway Scheme



D24 Neighbourhood Cycle Network (Pathfinder)



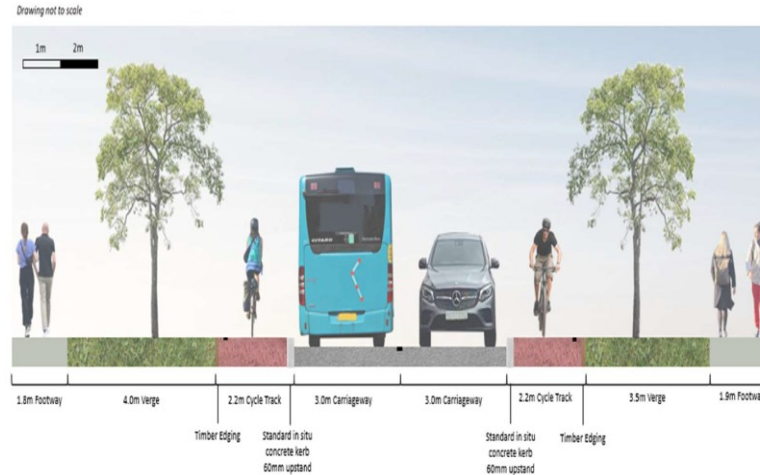
Dodder Greenway Section 5 –
Firhouse Road & Butterfield Ave

Active Travel –Significant Upcoming Projects



Grand Canal to Lucan Urban Greenway

Phase 1 Grange Castle to N4 -
Construction due to commence in Q4 2024



Templeville Road Phase 2

Tender to commence shortly



Wellington Lane Active Travel Scheme

Includes trial schemes on Rossmore Rd (complete) and Whitehall Rd

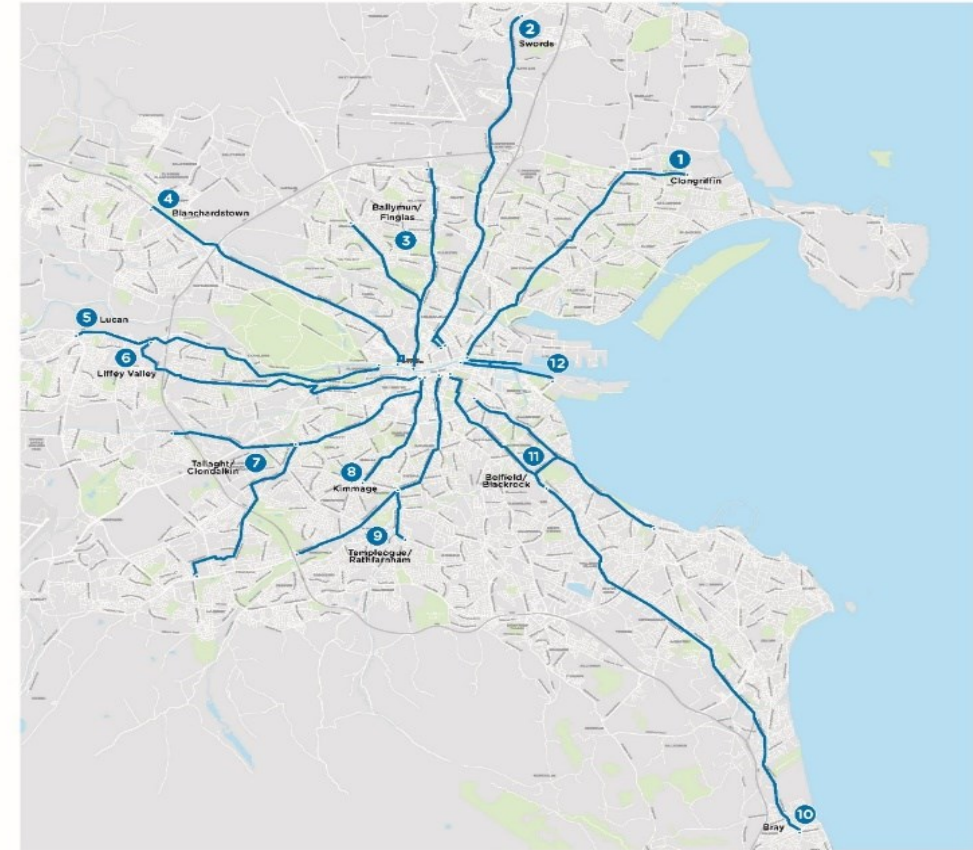


Public Transport Capital Programme

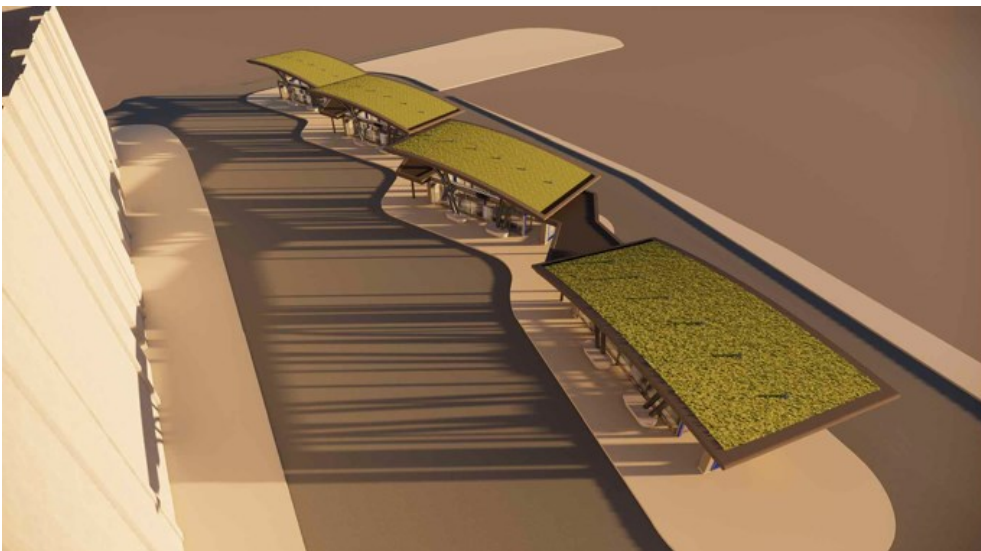


BusConnects Dublin Infrastructure

- Planning approval granted by An Bord Pleanála for 9 of the 12 BusConnects Core Bus Corridors – most recent is **Tallaght/Clondalkin to City Centre Scheme**
- Remaining 3 corridors are still with An Bord Pleanála for determination
- Six judicial reviews on 4 schemes
- First two schemes are currently being tendered with construction to commence mid next year: (i) Liffey Valley to City Centre and (ii) Ballymun/Finglas to City Centre
- Construction on other schemes will follow the conclusion of the planning process and resolution of judicial reviews, where applicable

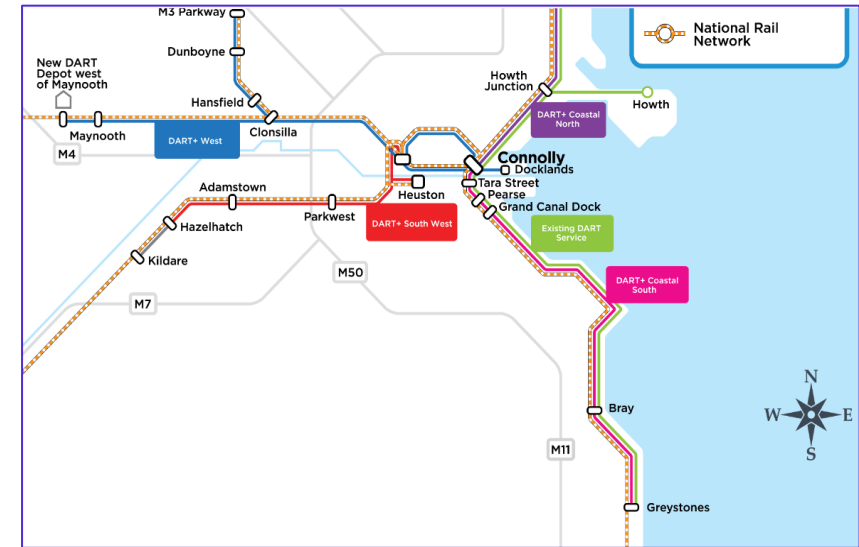


Bus Hub at Belgard Square West



DART+ Programme

- DART+ South-West (City Centre to Celbridge) - Railway Order application submitted to An Bord Pleanála in March 2023 approved last month.
- DART+ Fleet: 185 battery-electric and electric DART carriages ordered and manufacturing design stage nearing conclusion. First fleet has been delivered for testing in 2025 and operation in 2026

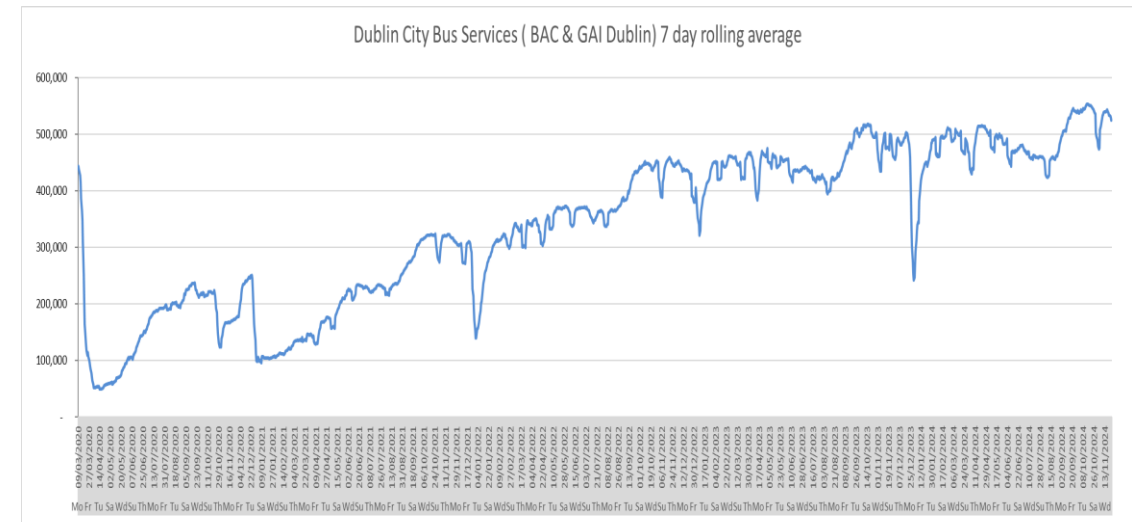
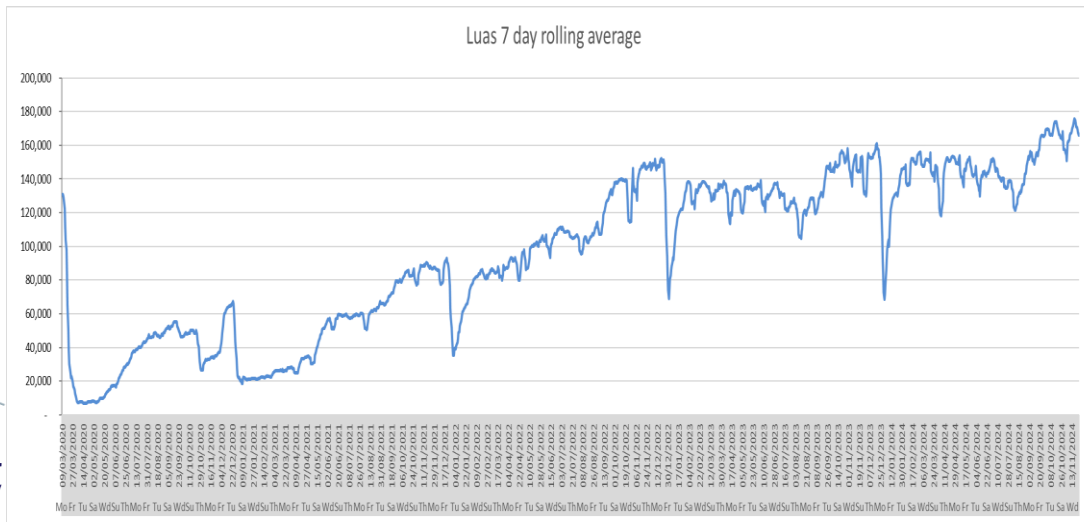


TFI Bus & Rail Services Provision



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



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;
- W61 and W62 now joined together to form the W6 service that was planned

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 & bus services
- Continued support for the Travel Assistance Scheme



Small Public Service Vehicle Driver Licences

- 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

- 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



Questions

