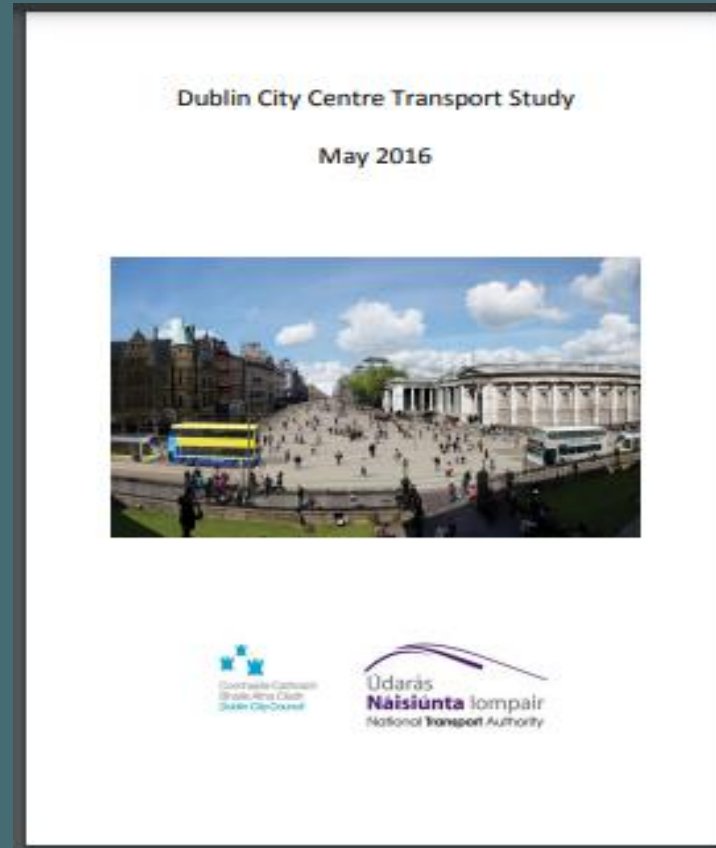


DRAFT DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Transportation SPC Briefing September 2023 Brendan O'Brien Hugh Creegan NTA



City Centre Transport Study 2016



2015: Dublin City Council and the NTA published a draft City Centre Study which set out a series of proposals and objectives for City Centre Transport until 2023

2016: A final report was published following an extensive consultation process

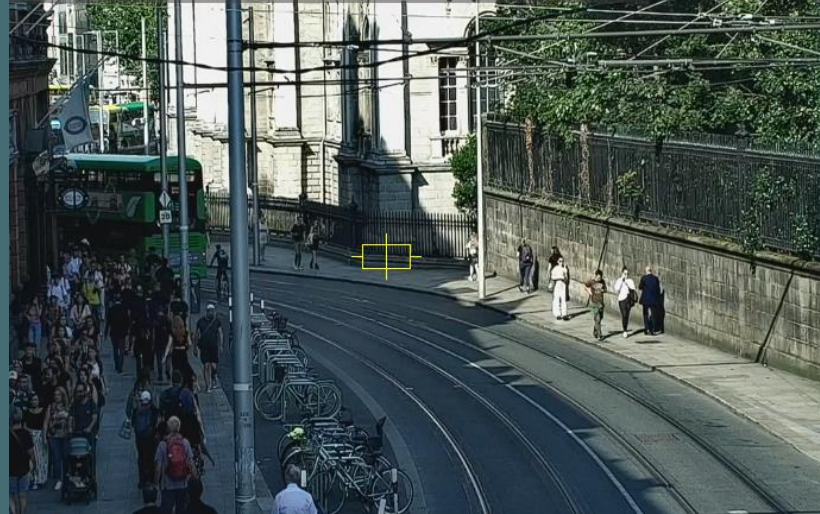
City Centre Transport changes 2016 - 2023

Successful introduction of Luas Cross City

- Dawson Street traffic calmed
- Public Transport only section from Duke Street to Westmoreland Street



Nassau St / Grafton St / Suffolk St



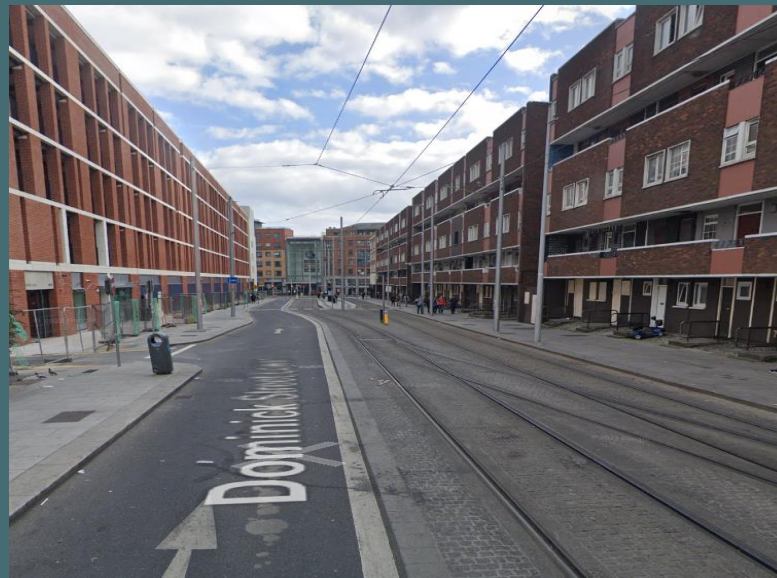
City Centre Transport changes 2016 - 2023

- Suffolk Street Traffic Free
- Broadstone Plaza

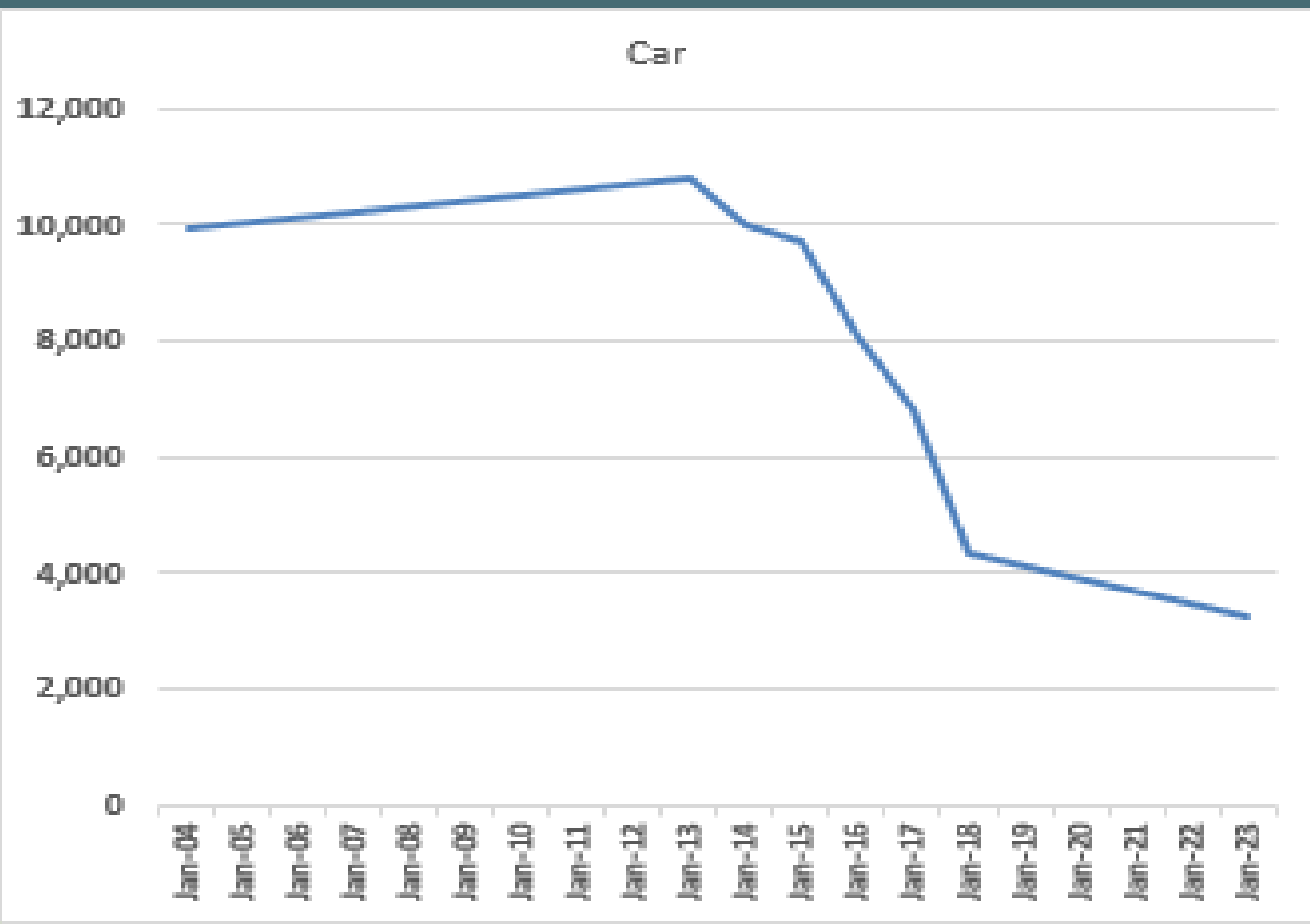


City Centre Transport changes 2016 - 2023

- Numerous traffic Changes required across the city
 - Stephen's Green North East/ Merrion St
 - Kildare Street
 - Grafton Street Lower two way PT
 - Kildare Street 2 way with PT lane
 - Double Bus Lane Introduced North Quays and Bus Signals
 - Bus Lane South Quays
 - Dominick Street one way



City Centre Transport changes 2016 - 2023



Bachelors Walk 2004 – 2023 Car numbers: 68% reduction

City Centre Transport Plan 2023

The Dublin City Development plan 2022- 2028 has the following Objective

It is an Objective of Dublin City Council:

SMT05

Review of the City Centre Transport Study

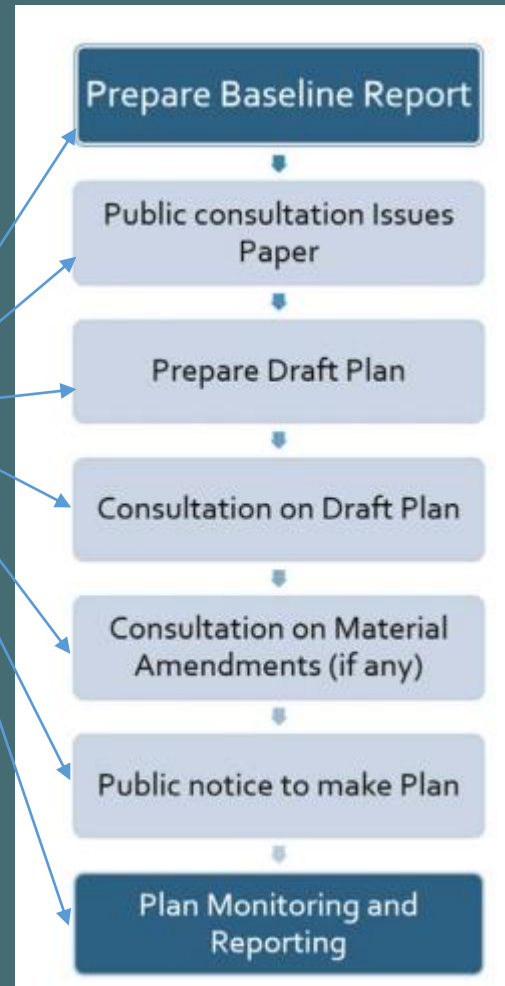
To review the City Centre Transport Study 2016 in collaboration with the NTA in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.

What is the Dublin City Development Plan 2022-2028

Section 10(1) of the Planning Act states that:

"A development plan shall set out an overall strategy for the proper planning and sustainable development of the area of the development plan and shall consist of a written statement and a plan or plans indicating the development objectives for the area in question."

Steps in the preparation of the Development Plan



Elected Members as Decision-Makers

The adoption, or 'making' of the Development Plan is the responsibility of the elected members (City Councillors) and is a reserved function under Section 12 of the Planning and Development Act.

The City Development Plan was adopted in November 2022

Dublin City Development Plan 2022-2028

It is an Objective of Dublin City Council:

SMT01

Transition to More Sustainable Travel Modes

To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).

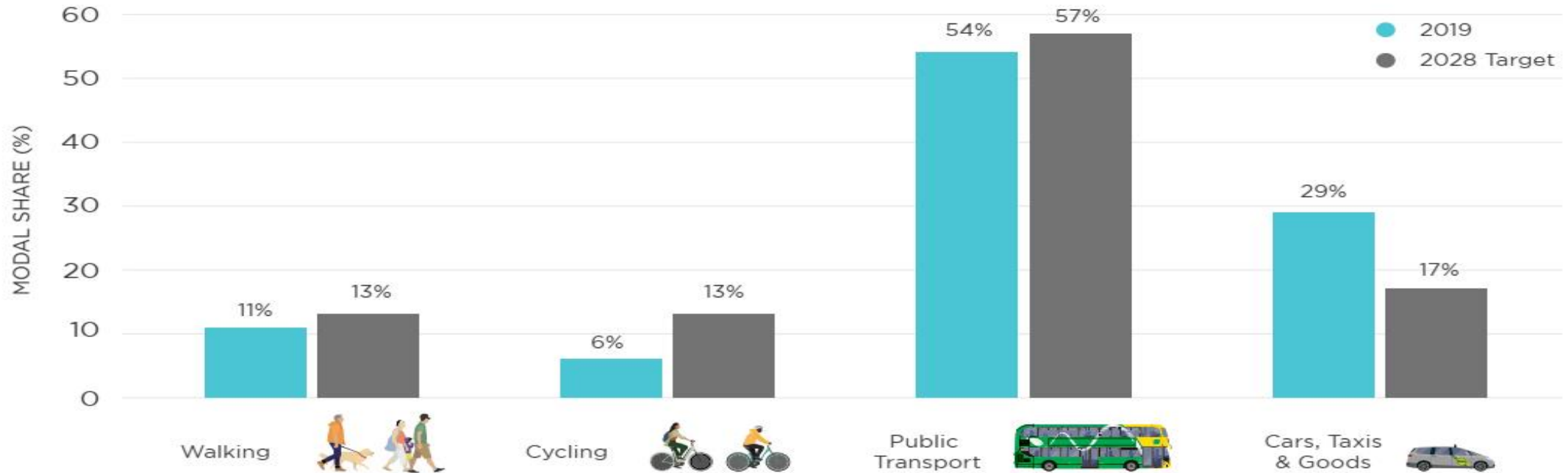


Figure 2.1 - 2028 Development Plan Target Outcome

Dublin City Development Plan 2022-2028

It is the Policy of Dublin City Council:

SMT1

Modal Shift and Compact Growth

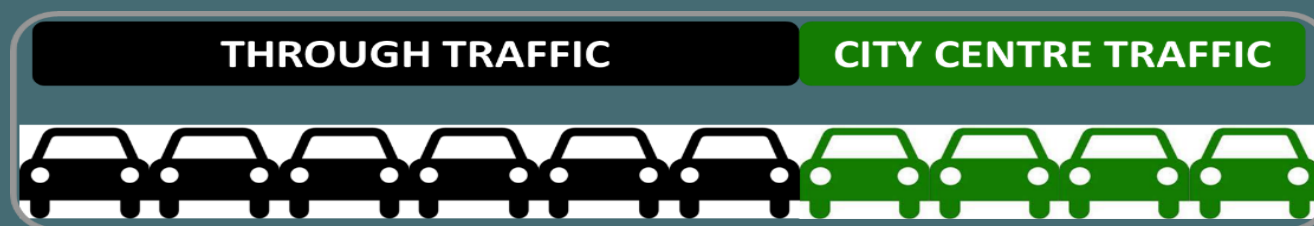
To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.

These Development Plan targets translate into the following objectives:

- **Reduce cars numbers in the city by 21,500 (Based on 2019 numbers)**
- **Increase PT, walking and cycling numbers by 47,000**

These targets will require significant change in the city centre, focusing on prioritizing Public Transport Walking and cycling

Currently roughly 6 of every 10 cars entering the core City Centre across the day are passing through to external destinations (7am – 7pm).



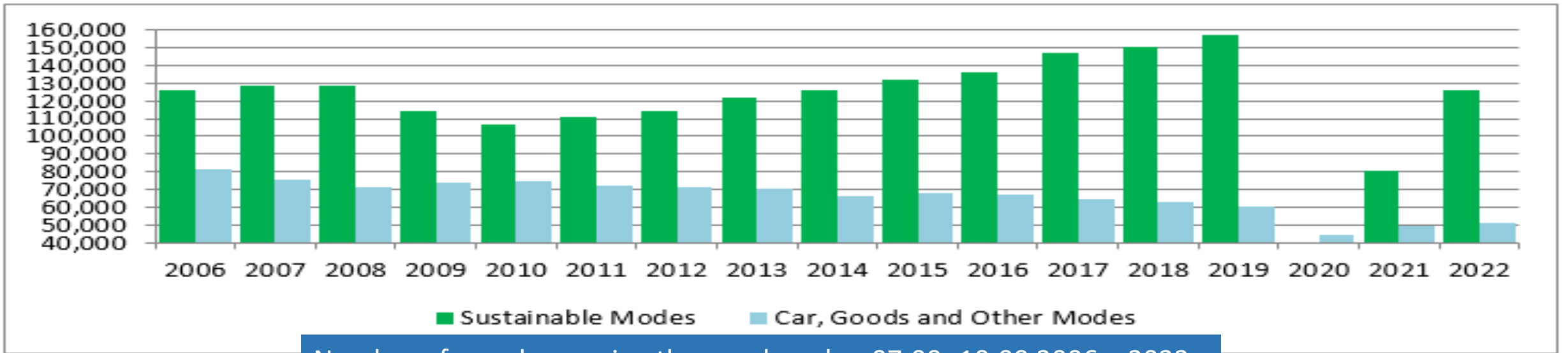
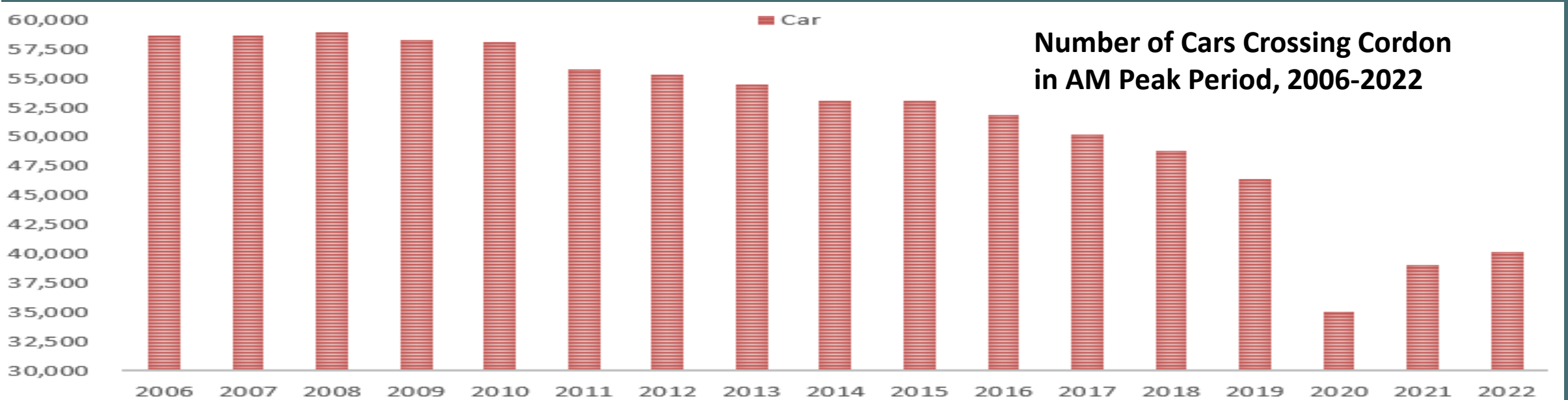
City Centre Plan 2023

The purpose of this plan is to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision of the city set out in the City Development Plan and adopted by the Elected Members.

It is the Policy of Dublin City Council:	
SMT3	Integrated Transport Network To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.

The Plan also facilitates the implementation of the NTA's Transport Strategy for the Greater Dublin Area 2022–2042 by providing a framework for accommodating significantly higher numbers of people travelling into the City Centre by rail, bus, cycling and walking.

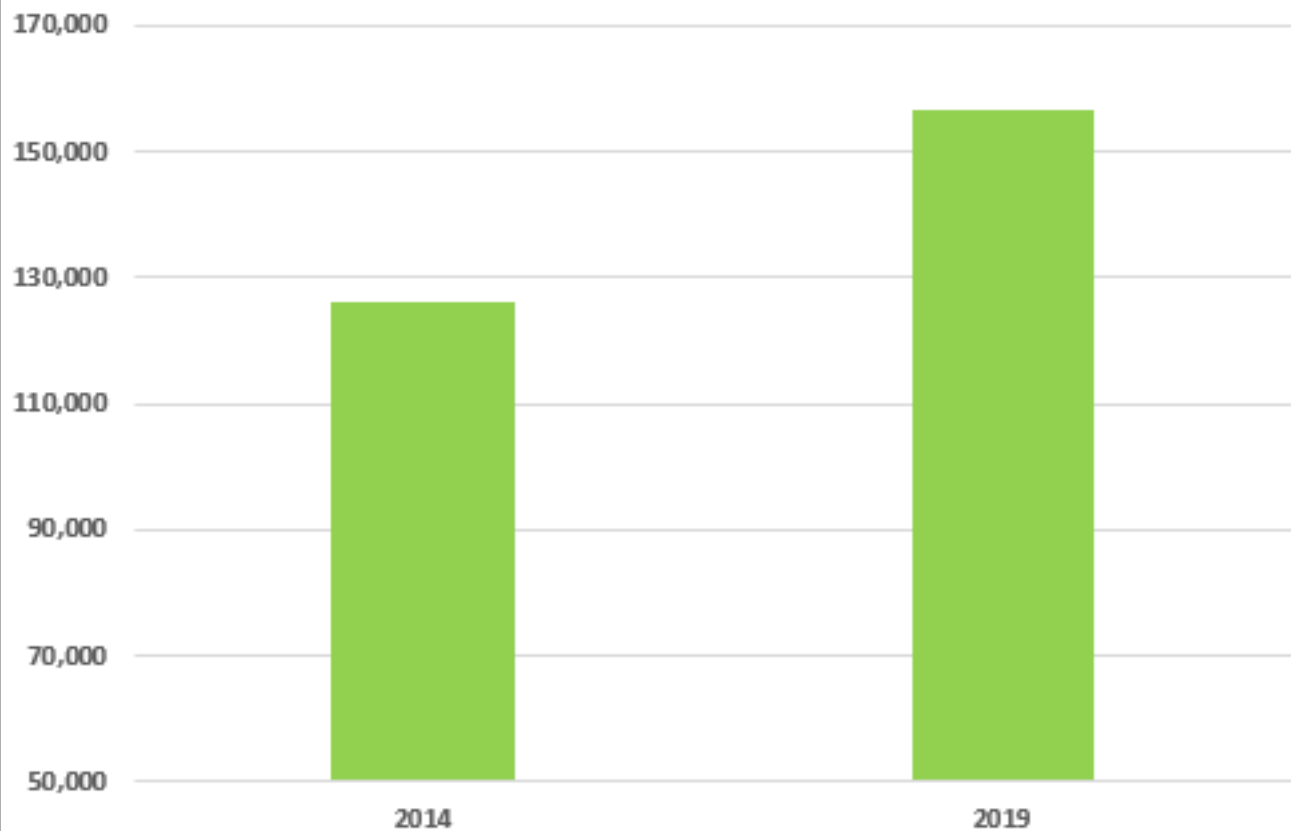
Dublin City Canal Cordon Count 2006-2022



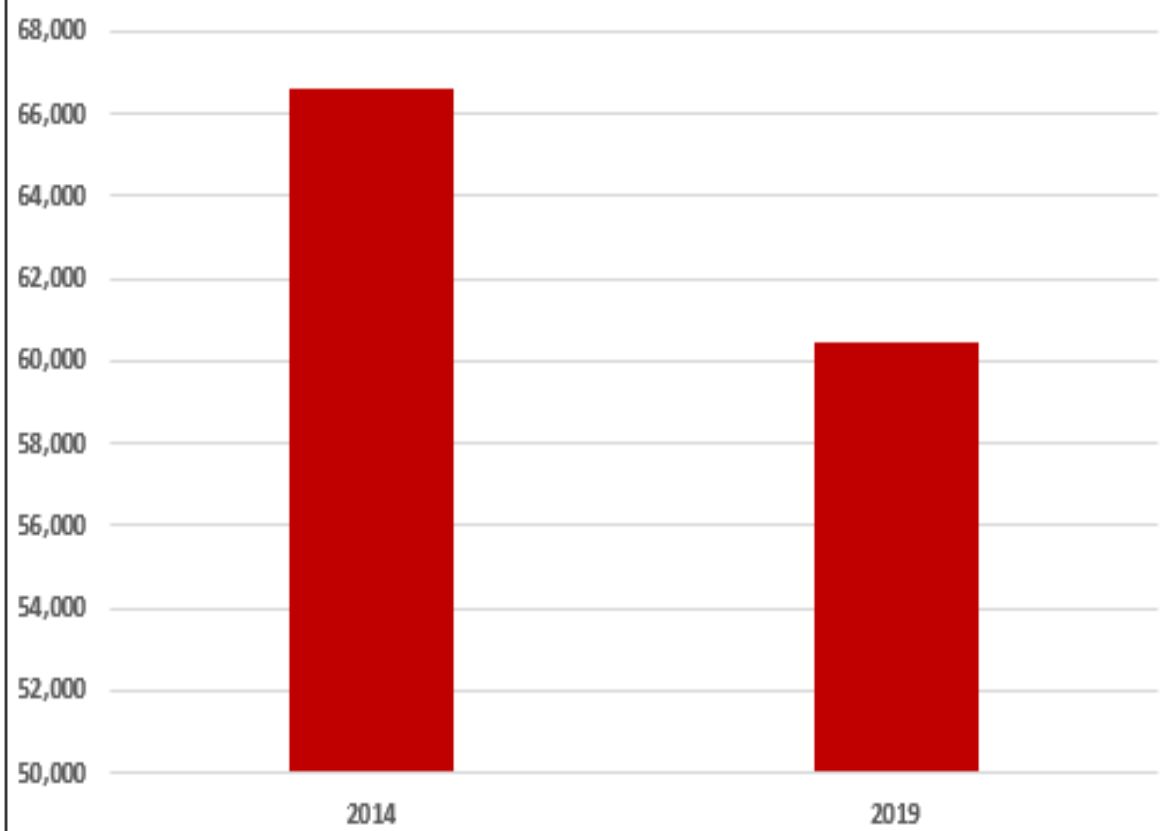
Number of people crossing the canal cordon 07:00- 10:00 2006 – 2022

Dublin City Canal Cordon Count 2006-2022

Sustainable Modes 2014 v 2019



Car, Goods and Other Modes 2014 v 2019

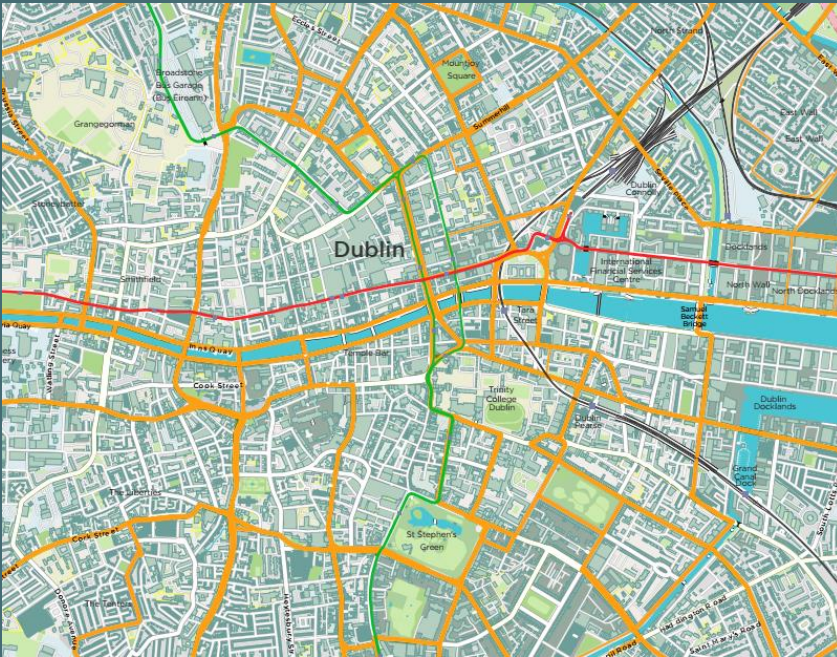


City Centre Public Transport Projects

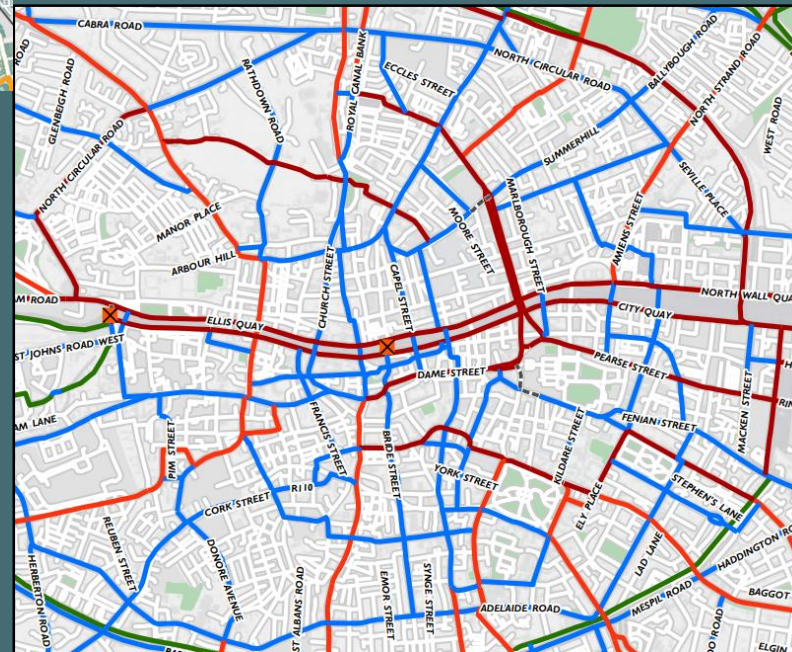
1. Bus Connects Network redesign in progress with new routings and requirements for new bus stopping locations.
2. Bus Connects Corridors (with ABP) --- anticipated start 2024/5
3. DART + project (with ABP)
4. Metro Link (with ABP)
5. Active Travel Network --- on going

City Centre Networks

The coming years will see the continued delivery of the new BusConnects network of bus services, coupled with the roll-out of Cycle Connects and various pedestrian focussed projects. In addition, there is also a need to accommodate, and provide for, both rail transport and connectivity to stations.



BusConnects Bus Network



Cycle Connects Network

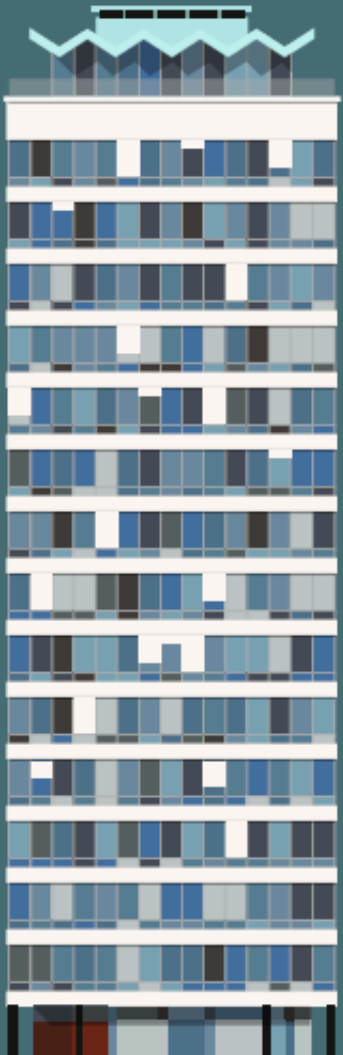


Rail Network (Heavy/Light/Metro)

Aims of the revised traffic arrangements

The major changes that are underway both in the public transport network and the cycling and walking network means that the general traffic network cannot be left as is but must be adjusted to:

- Allow the Public Transport network to grow and to provide for stable journey times across and through the city centre.
- Provide the opportunities for multi modal interchange by providing additional space for stops and waiting areas.
- Allow the construction of public transport projects (Metro Link).
- Make space to allow the growth of the cycling network.
- Make the walking network more connected and pleasant through the creation of new public realm areas, reduction in general traffic lanes and facilitate better crossing points.
- Ensure accessibility to and continued ability of businesses to operate.



Proposed changes in the general traffic network

- 60% of traffic in the city centre is through traffic leading to :-
 - Delays for public transport on the network in the city centre
 - Congestion and difficulties for servicing of the city
 - Constricting space for cyclists and making implementation of the cycle network far more difficult
- Implementation of a number of changes in 2024 and 2025 will have the aim of reducing this through traffic creating a low traffic environment in the City Centre

It is the Policy of Dublin City Council:

CCUV42

Public Realm – City Centre

To move to a low traffic environment generally and to increase the amount of traffic free spaces provided in the city centre over the lifetime of the Plan as well as create new high quality public realm areas where possible taking into account the objective to enhance access to and within the city centre by public transport, walking and cycling.

Proposed Traffic Management changes

The implementation of the Dublin City Transport Plan will begin with a series of traffic management changes.

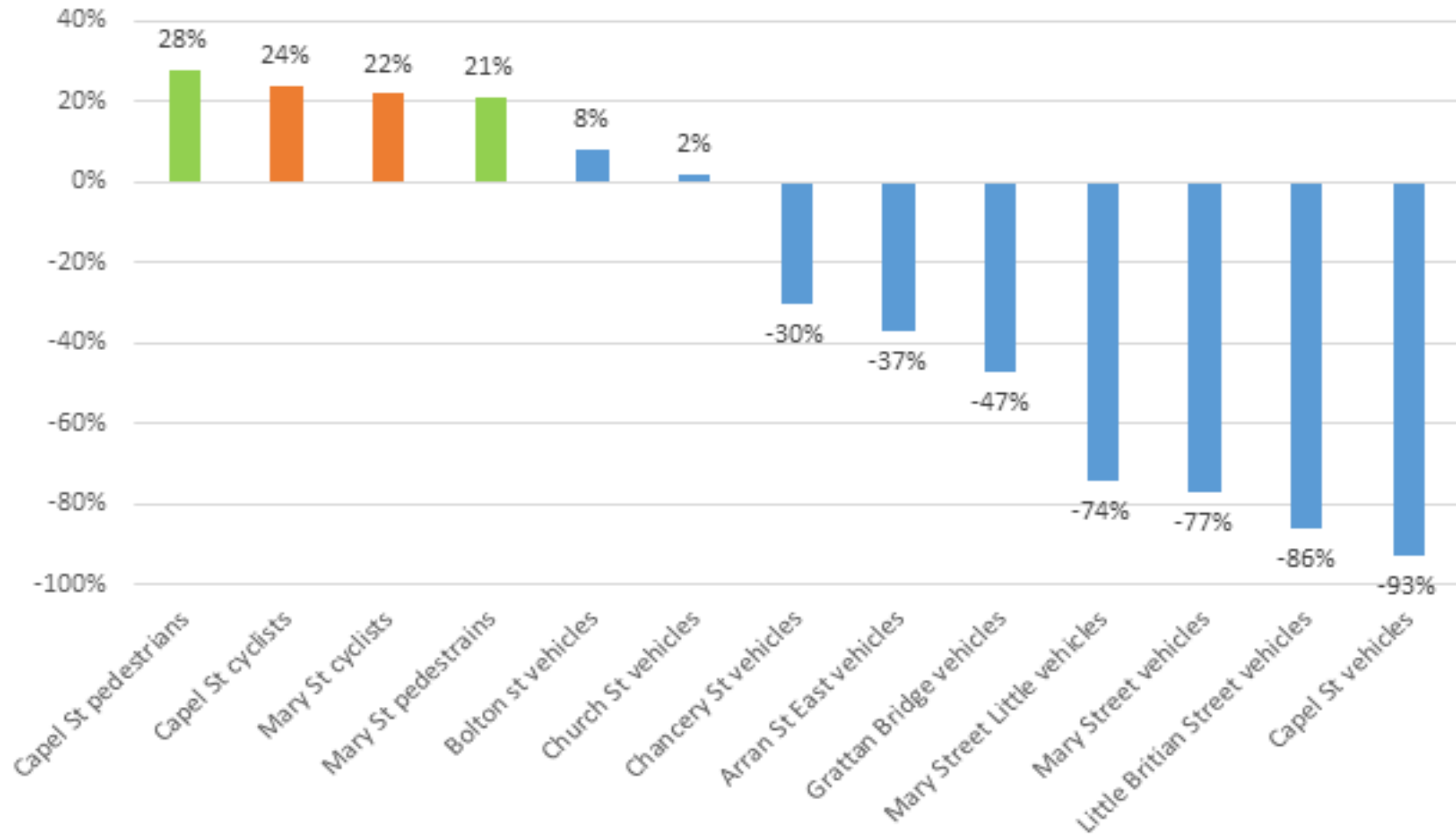
- ❑ **Bachelor's Walk Bus Gate:** Bus gate on Bachelor's Walk close to O'Connell Bridge for public transport, taxis, cyclists and pedestrians only.
- ❑ **Aston Quay Bus Gate:** Bus gate on Aston Quay close to O'Connell Bridge, for east-west movement to public transport, taxis, cyclists and pedestrians.
- ❑ **Westland Row – Left Turn PT only:** Bus only left turn Westland Row to Pearse Street.
- ❑ **Two Way Pearse Street Westland Row to Sandwith Street:** New right turn at Westland Row to two way Pearse Street – allows high sided vehicles a safe route under the railway bridge.
- ❑ **Pearse Street / Tara Street:** The implementation of the changes at Westland Row / Pearse Street will reduce traffic on Pearse Street and Tara Street allowing reduction in traffic lanes providing scope for increased pedestrian space and safe cycling provision.

Proposed Traffic Management changes

- ❑ **Beresford Place / Custom House Quay:** The implementation of the traffic management changes proposed on the Quays and Pearse Street will allow for significant changes around this area.
- ❑ **College Green / Dame Street:** Implementation of proposals to make College Green and Dame Street traffic free (except for access and deliveries).
- ❑ **Parliament Street:** Parliament Street to be made traffic free, once Bus Network changes are complete, Cycle link to Capel Street.
- ❑ **Other Local Interventions:** The above earlier phases of changes open up potential other more localised traffic changes, giving rise to extra space for sustainable modes and public realm enhancements. These include locations such as Lincoln Place (subject to bus turning movement confirmation), Christchurch Place and others.

Capel Street Example

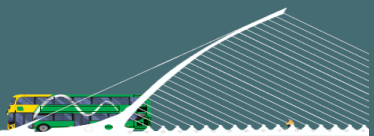
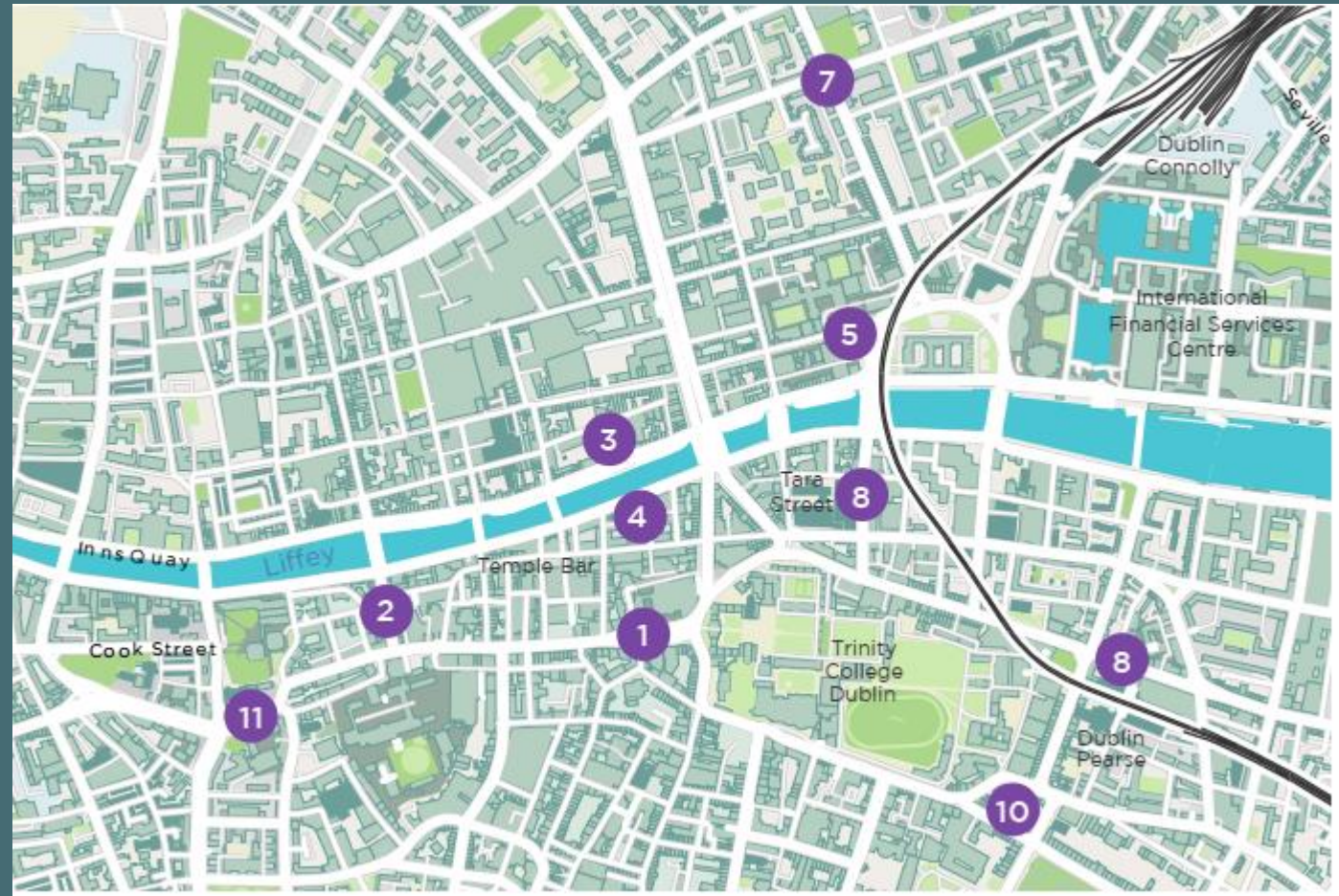
Capel St 12 month post implementation comparison
(Apr 22 to May 23)



- Implemented in May 2022, multiple changes around the area made initially, as problems developed.
- Changes once bedded down, allowed Mary Street to be added and will allow the proposal in Parliament Street to be implemented.
- Work now underway on streetscape enhancements for walking and cycling.

Developing the Solution - Opportunities for Dublin City

- As the Traffic volumes decrease, significant opportunities become available to reimagine parts of the city.
- The following represent a selection of conceptual projects which become possible as traffic volumes reduce.
- Several of these are proposed to be quickly implemented on an interim basis pending the more long term permanent implementation.

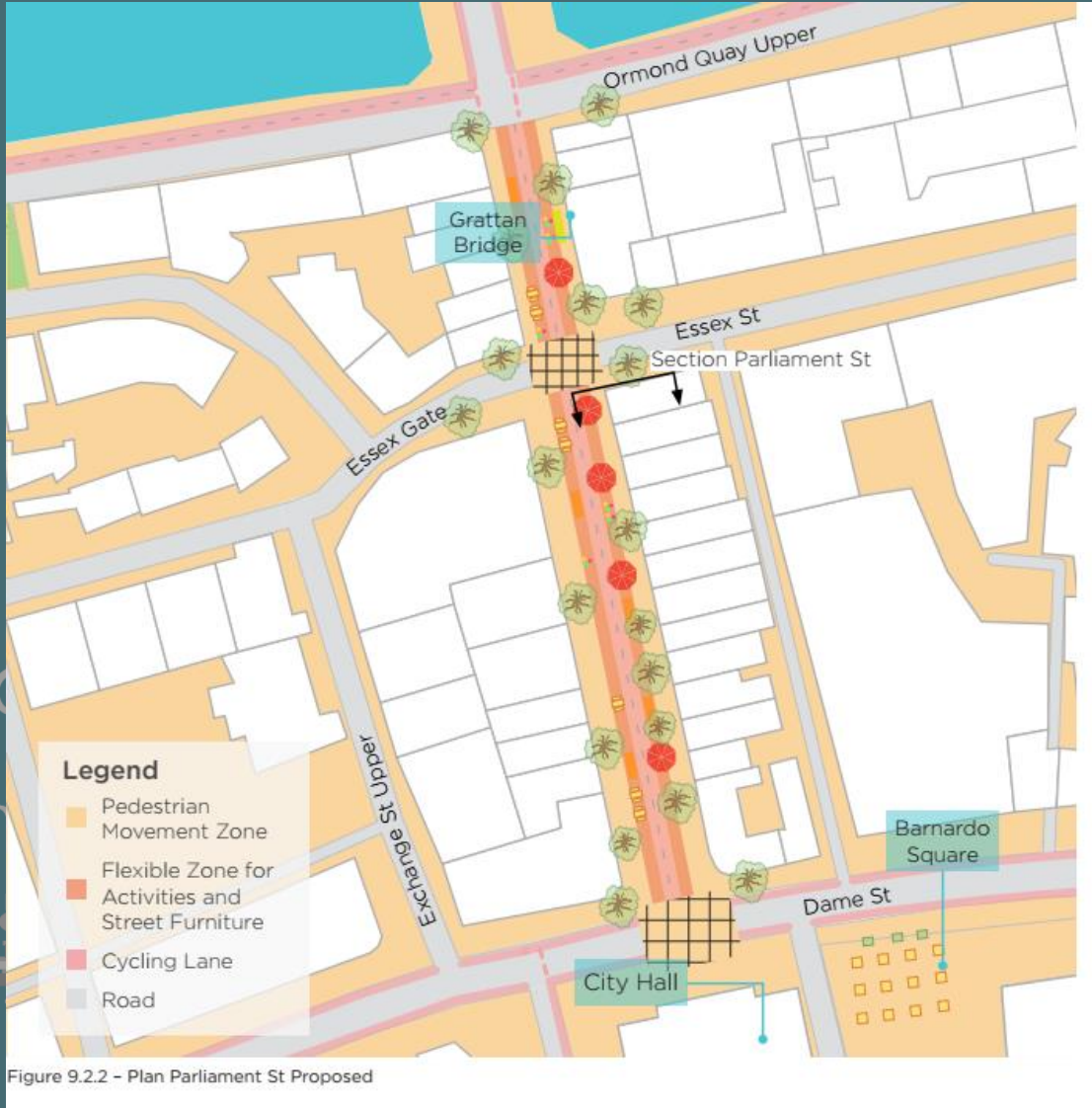


Opportunities for Dublin City - College Green / Dame Street



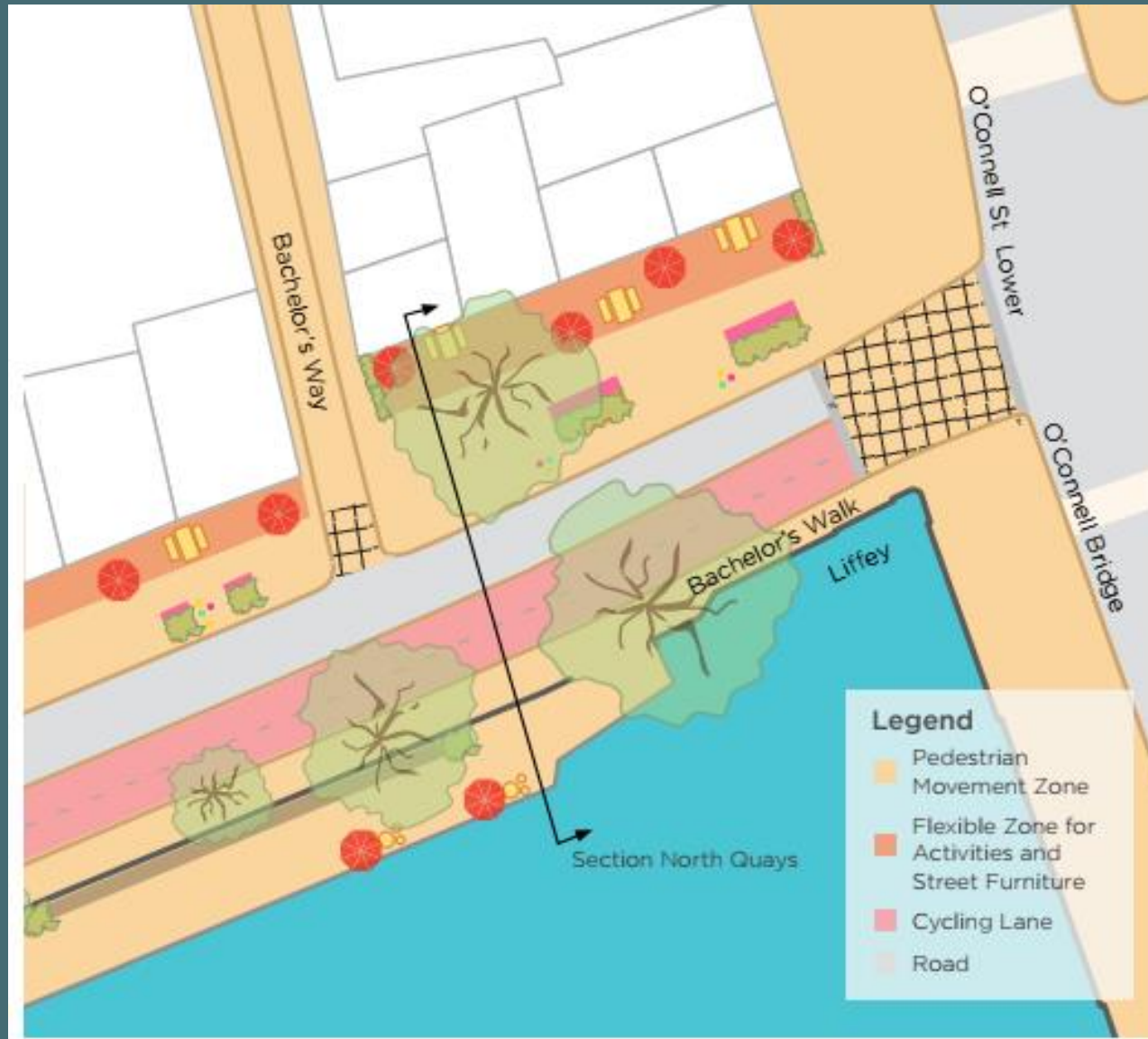
Traffic Free in 2024/5 once Network Redesign has moved buses from the area.

Opportunities for Dublin City - Parliament Street

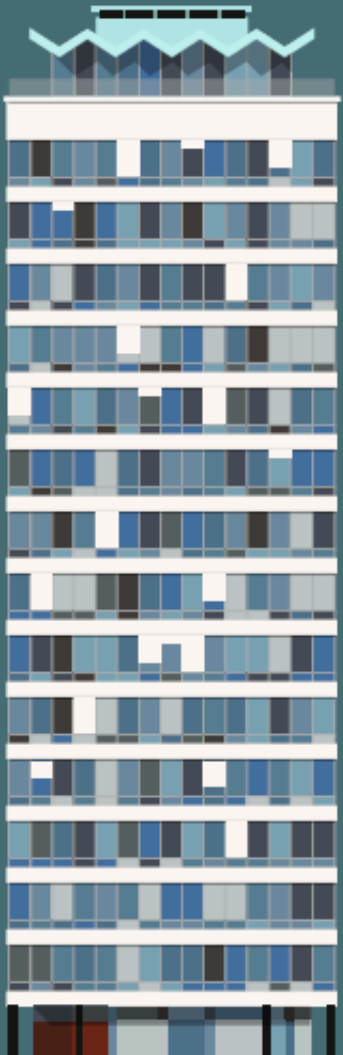


Existing situation

Opportunities for Dublin City - The Quays



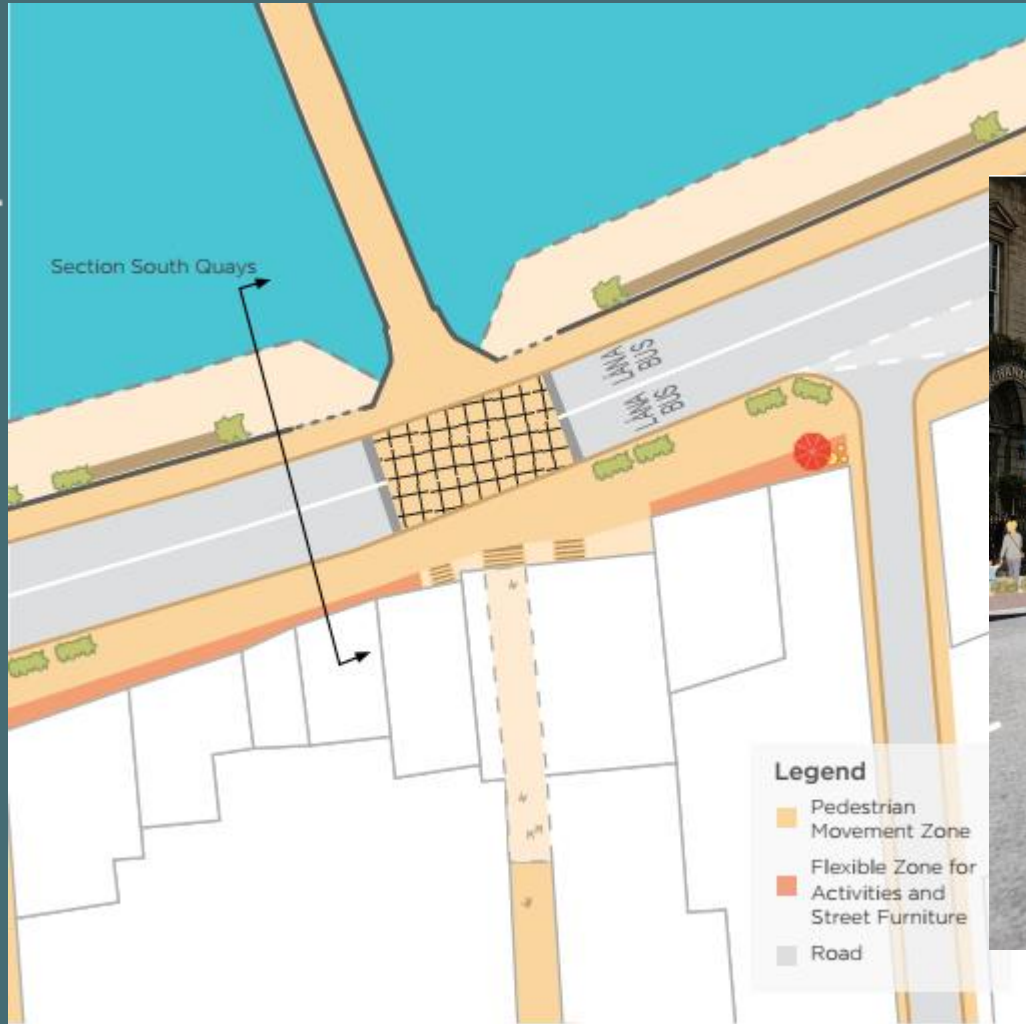
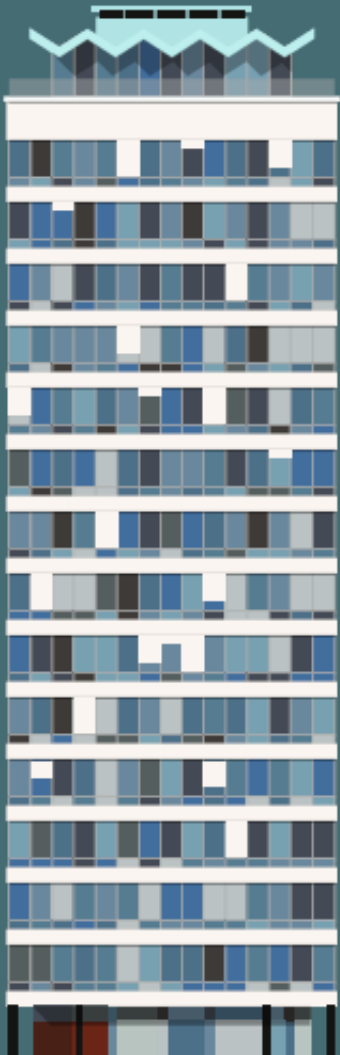
- The reduction in vehicular traffic will facilitate a significant reallocation of space, notably for pedestrian and cycle movement.
- The extra space will also allow reconsideration of bus routing and stopping arrangements which are currently constrained by traffic management arrangements.



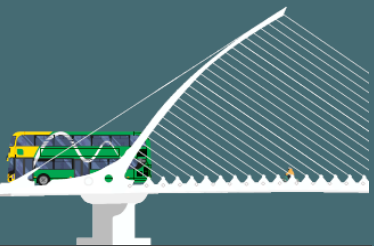
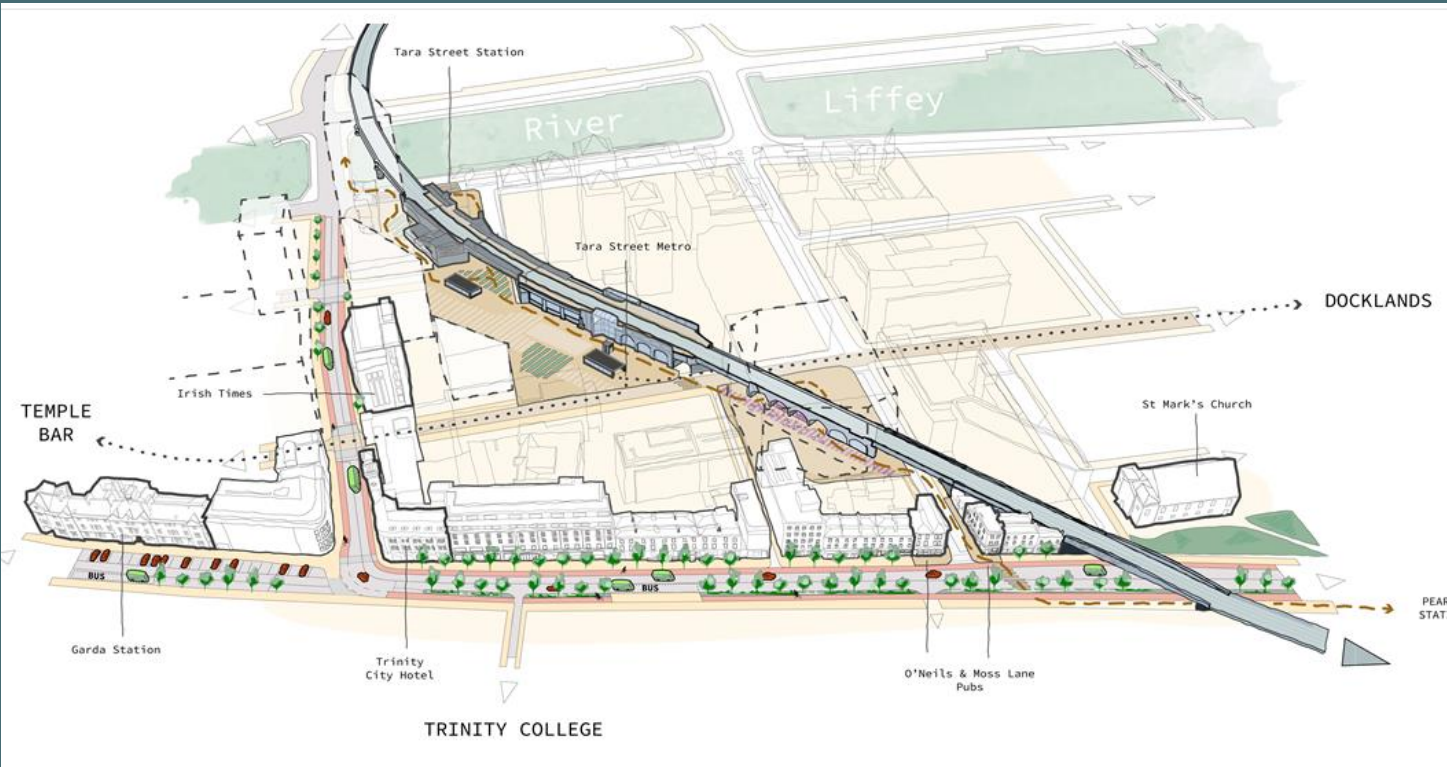
Opportunities for Dublin City - The Quays



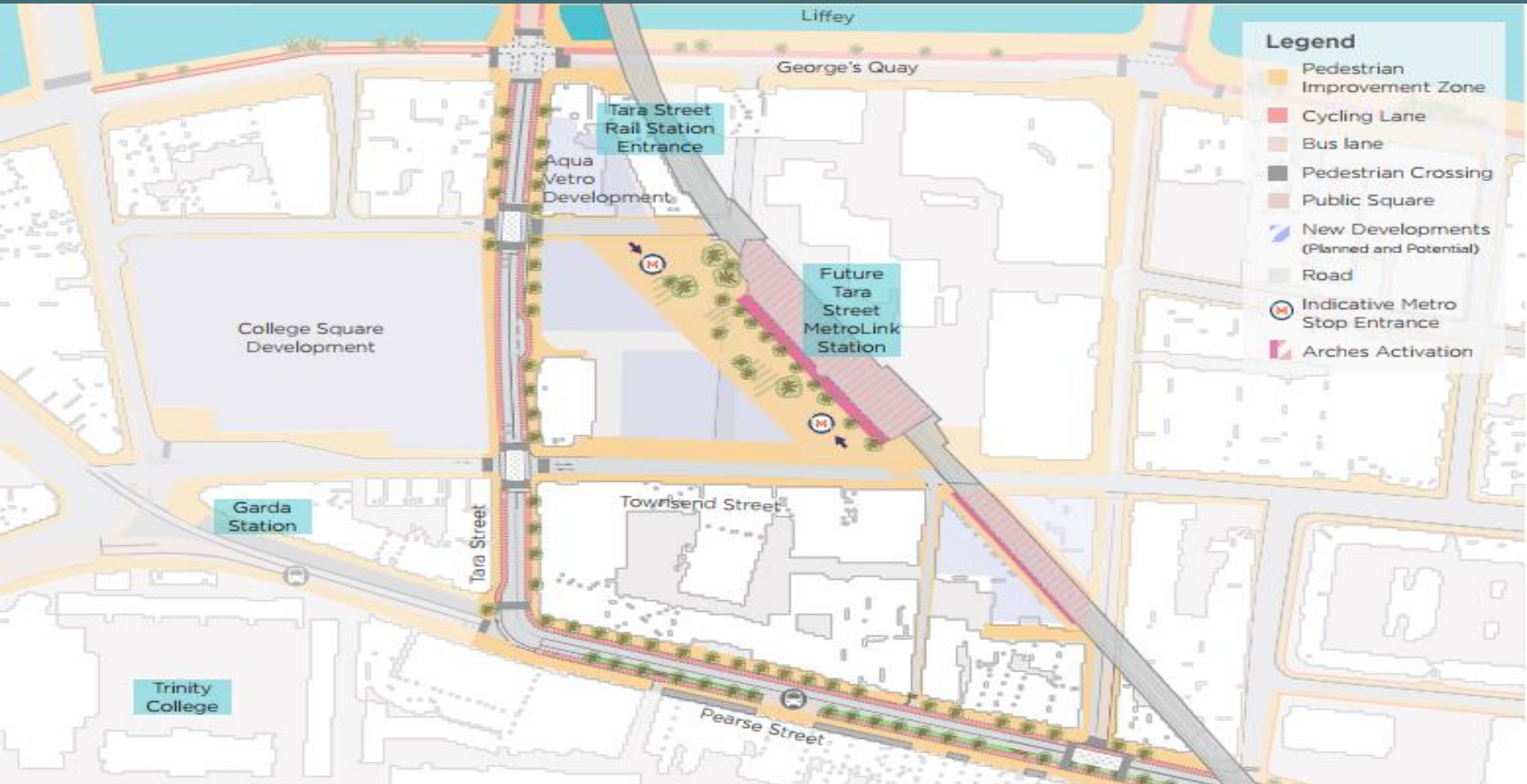
Opportunities for Dublin City - The Quays



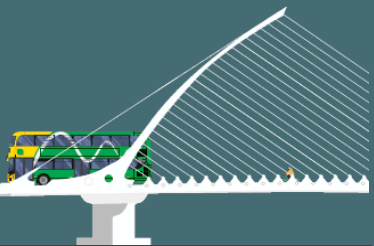
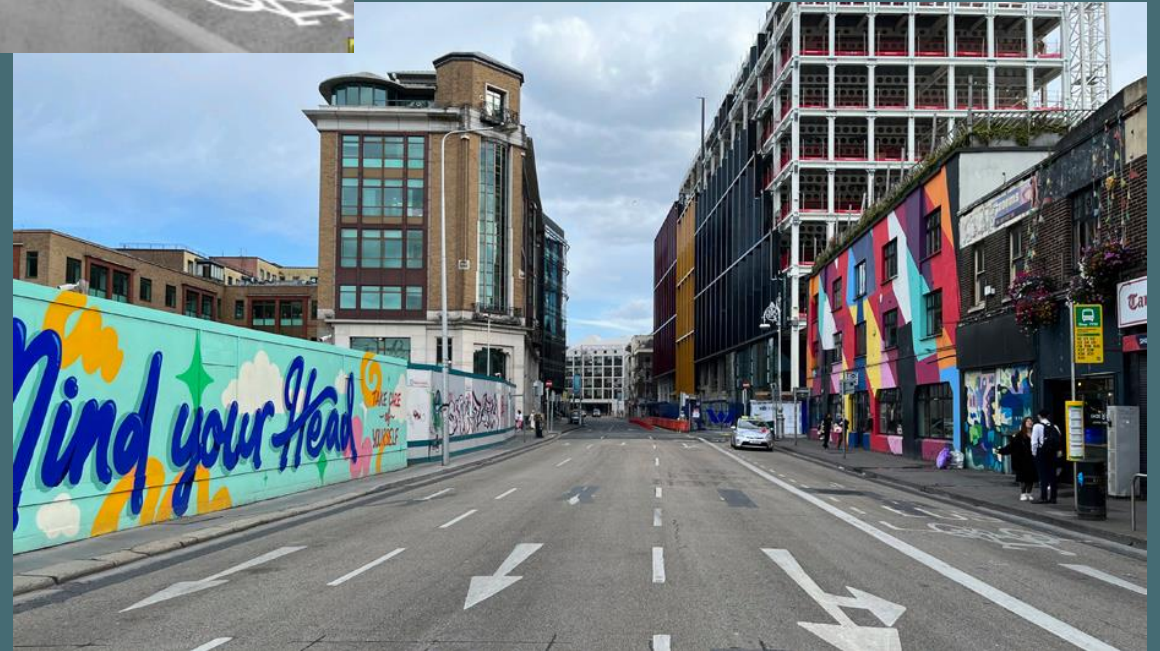
Opportunities for Dublin City - Pearse Street



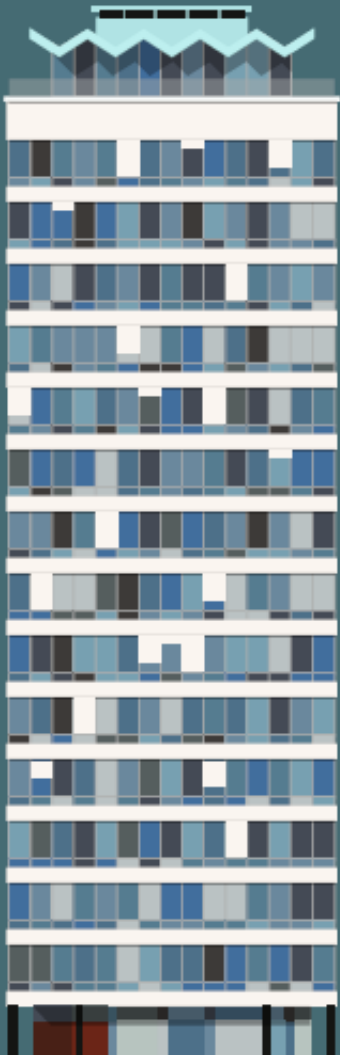
Opportunities for Dublin City - Tara Street



Opportunities for Dublin City - Tara Street

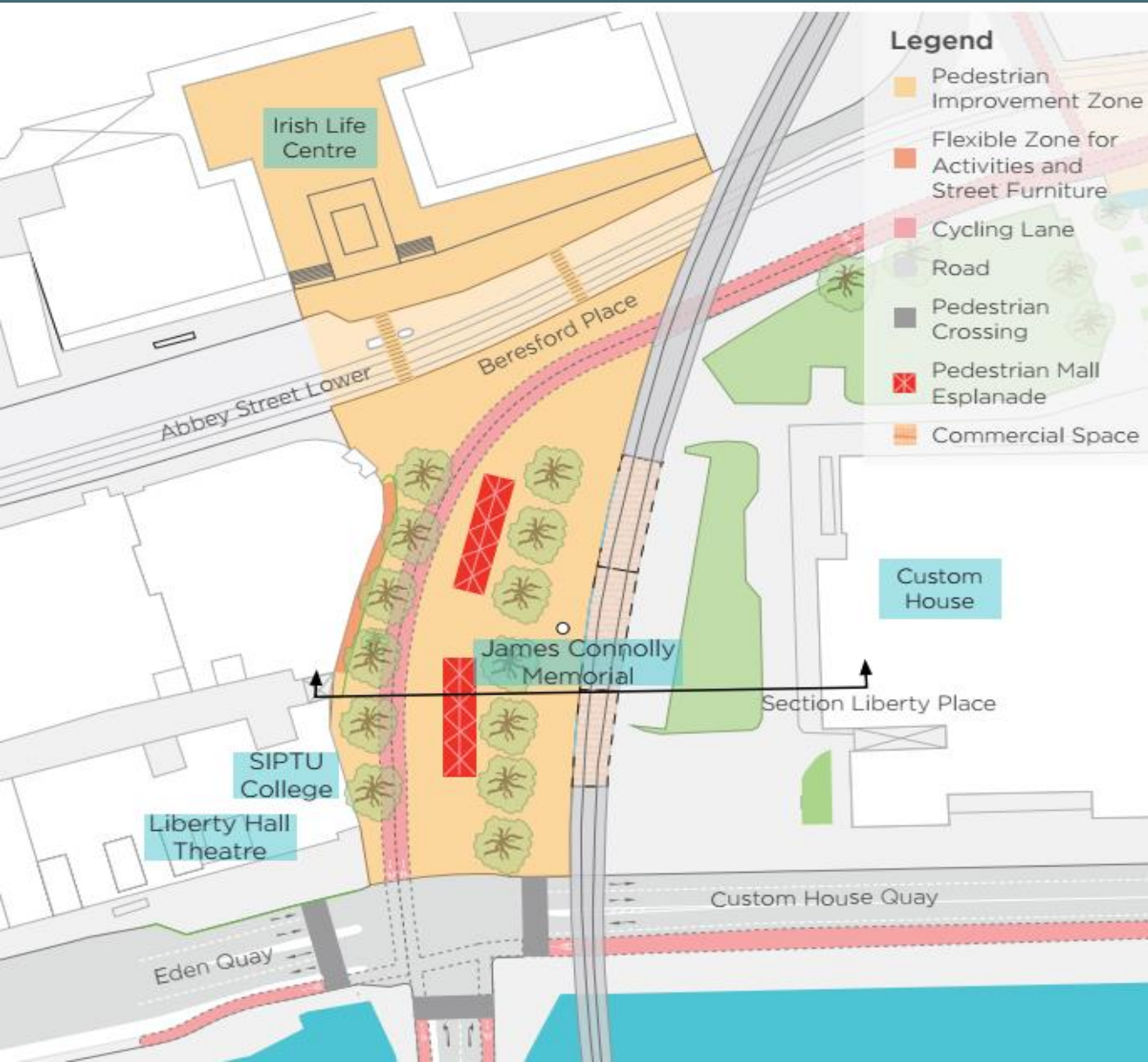


Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place



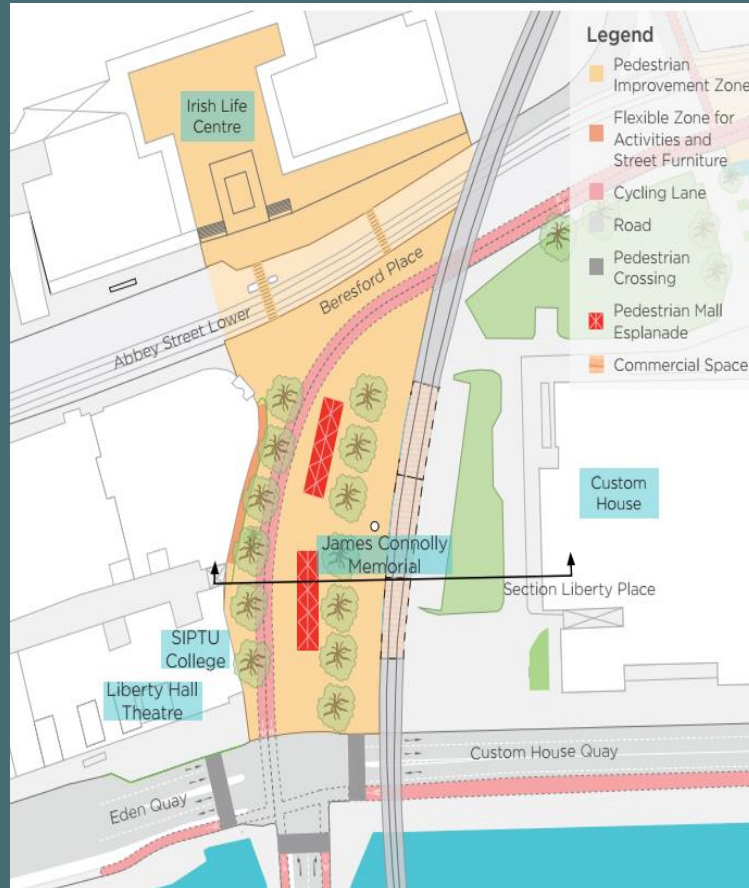
Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 1 Intervention at Beresford Place Eden Quay



Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 1 Intervention at Beresford Place Eden Quay



Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 2 Intervention at Custom House Quay

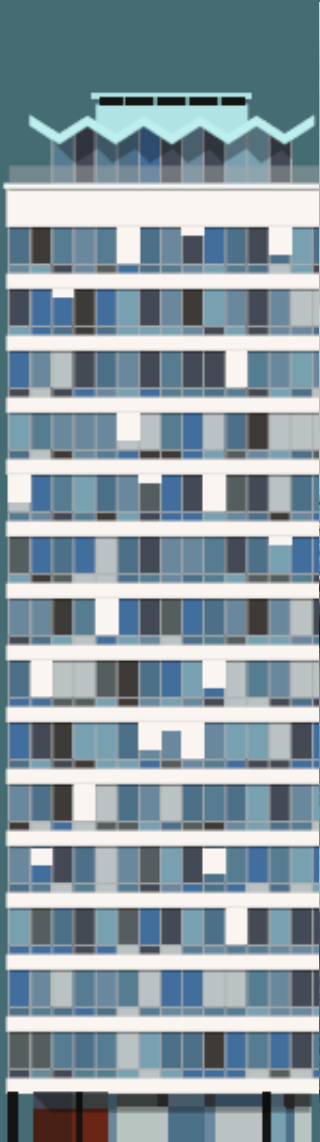


Figure 9.6.1 - Plan Custom House Quay Proposed



Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 2 Intervention at Custom House Quay

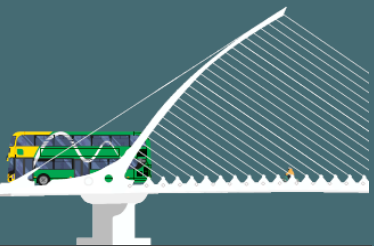


Opportunities for Dublin City - Gardiner Street



Figure 9.7.3 - Plan Gardiner Street Proposed

Opportunities for Dublin City - Gardiner Street



Opportunities for Dublin City - Lincoln Place

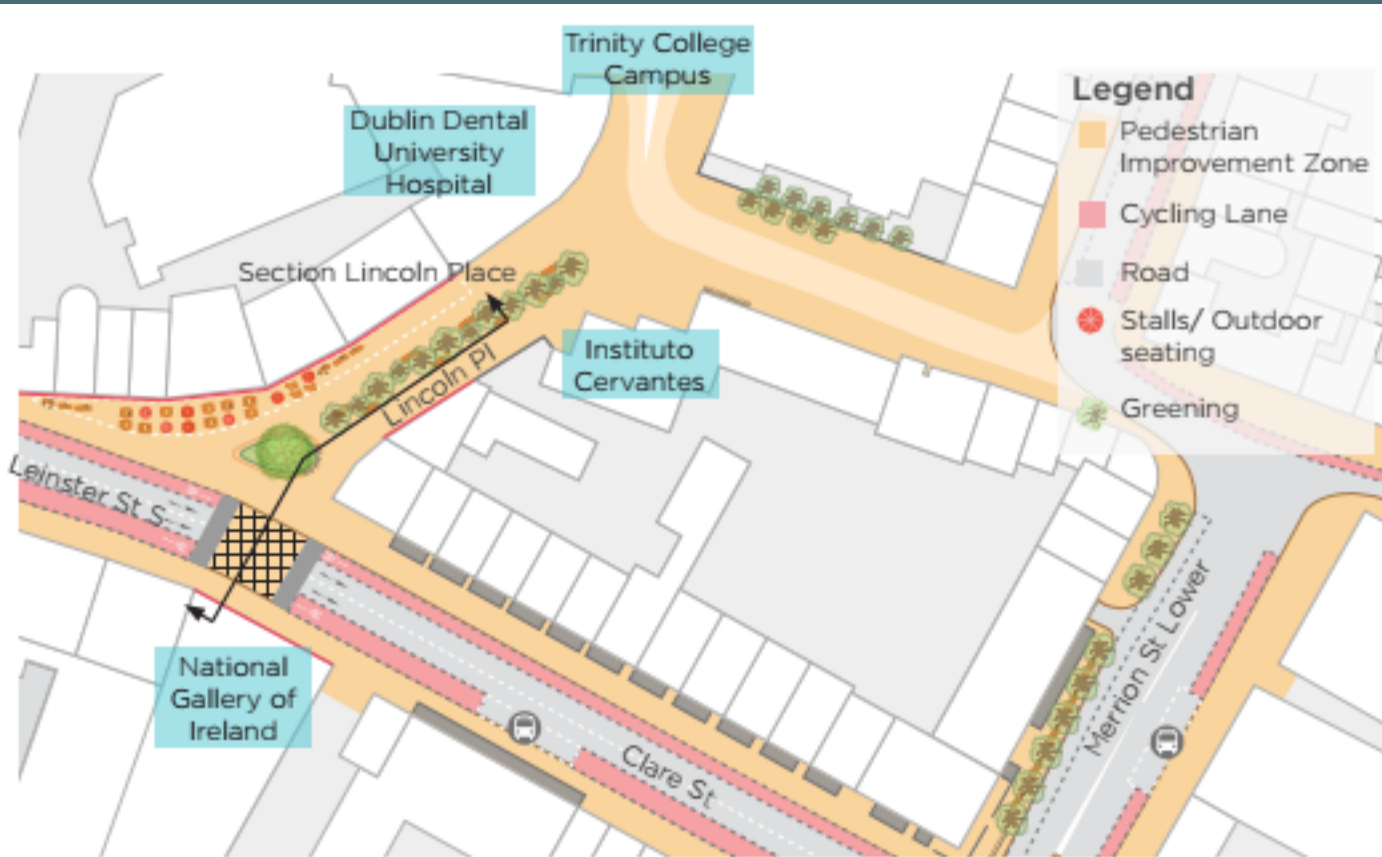
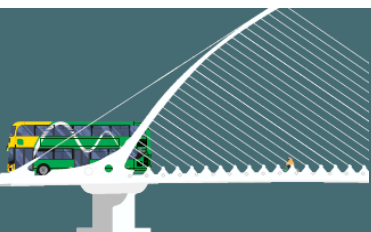
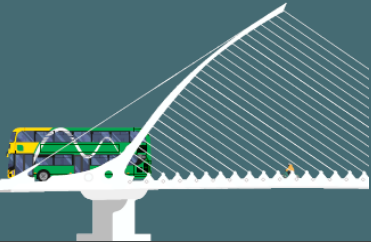


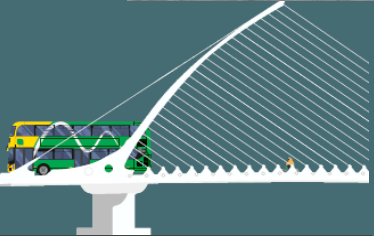
Figure 9.9.1 - Plan Lincoln Place Proposed



Opportunities for Dublin City - Lincoln Place

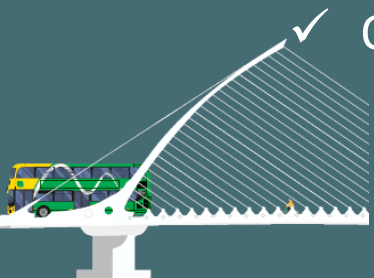


Opportunities for Dublin City - Christchurch



Key outcomes of the Dublin City Centre Transport Plan

- ✓ Reduction of up to 60 % of car traffic in city core meeting DCC policy to make the City Centre a low Traffic environment.
- ✓ More reliable and frequent Public Transport.
- ✓ Reduced emissions due to reduction of 34% in Kms travelled by private car in city centre.
- ✓ Reduction in population exposed to traffic noise.
- ✓ Improved cross-city pedestrian connectivity with 30% less time waiting at junctions on the walk from Stephen's Green to the Spire.
- ✓ 17% reduction in pedestrian wait time at O'Connell Bridge.
- ✓ Opportunity for cycling projects to cross and connect through the city centre.



Next Steps for the Dublin City Centre Transport Plan

- Public consultation commences today until the 1st of December.
- It will be accompanied by a full SEA / AA.
- The public consultation report and final version of the City Centre Plan will be presented to the SPC in February 2024.

