

Public informational meeting on the Dublin City Centre Transport Plan 2023

Thursday 19th October
at 7:30pm



Clr. Janet Horner • Neasa Hourigan TD • Feljin Jose

Overview of this session



- Intro
- Inclusion and Accessibility
- Wider context
- Specific measures
- Q&A

Transport in our City

Why is this plan important?

What is its scope?

What can you do?

1.1 Purpose of this Plan

The purpose of the Dublin City Centre Transport Plan (The “plan”) is to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision for the City as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan (the “Development Plan”).

The plan also facilitates the implementation of the NTA’s Transport Strategy for the Greater Dublin Area 2022-42 (the “Transport Strategy”) by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking.



Inclusion and Accessibility

- Equality of choice and access is recognised in the plan
- Disability, Age and Gender will be specifically considered
- Focus on safety, health and reduction in pollution and hazards

16.1 Priorities for Equality

- Transport infrastructure and services will be universally accessible;
- The views of groups representing various sectors of society will be sought on a regular basis in addition to during public consultations on schemes;
- All major transport and public realm schemes will be subject to an Equality Impact Assessment;
- The transport system and the public realm will be designed and managed in a manner which seeks to eliminate discrimination;
- Security and perceptions of security will be improved for people using public transport, walking or cycling at night. For example, by improving lighting at public transport stops and stations and along access points to and from stops; designing in passive surveillance and high quality lighting along pedestrian routes; and to reduce anti-social behaviour around stops and stations; and
- The NTA, in conjunction with the transport operators, will continue to implement inclusivity campaigns across the public transport network.

The Good....

- Improved mobility environment throughout the city
- Cohesive plan for the entire city bringing all transport projects together
- Recognition of core principles for development of project

- Improved cross-city pedestrian connectivity with 30% less time waiting at junctions on the walk from Stephen's Green to the Spire, and a 17% reduction in pedestrian wait time at O'Connell Bridge;
- Significant public realm benefits through new public spaces;
- A more inclusive City Centre transport environment; and
- A City Centre transport system that is capable of accommodating a significant growth in population; economic activity; social vibrancy; cultural attraction; tourism; and all the other elements of a modern, progressive European capital city.

The Bad.....

22 MONITORING

This plan has been subject to the following assessments:

- Strategic Environmental Assessment;
- Appropriate Assessment;
- Transport Modelling.

These Assessments, in addition to the general requirement to understand how successful the plan outcomes have been against the Vision and Objectives, mean that there is a requirement to undertake ongoing monitoring of the plan implementation.

As part of this plan, the NTA and DCC will implement an expanded annual monitoring of the following inside the Canals:

- Canal Cordon counts of travel by all modes;
- Liffey Bridge counts of travel by all modes;
- Air Quality monitoring;
- Noise monitoring;
- Public transport journey times through the City Centre;
- Public transport passenger numbers;
- Progress in implementing City Centre Plan measures

Wider context

DART+

- West: Starting construction in 2024
- South West: Starting construction in 2025
- Coastal North
- Coastal South

MetroLink

- Starting construction in 2025?

Luas extensions

- Finglas, Lucan, Poolbeg & Bray between now and 2042

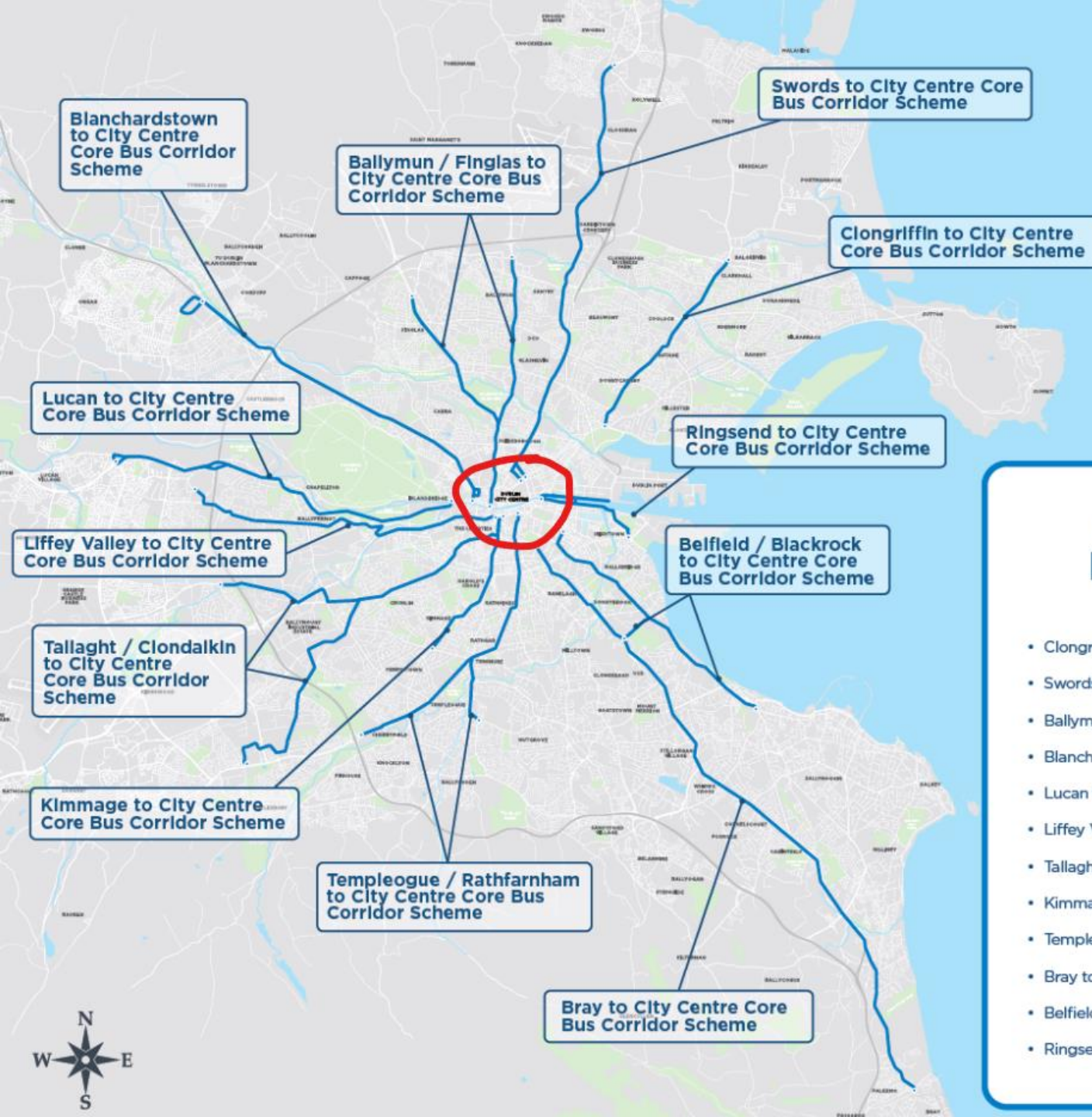
BusConnects

Core Bus Corridors

- Aims to provide 200+ km of bus lanes and segregated cycle lanes
- Starting construction next year (👉)
- Finished in phases finishing in 2030
- Omits large sections of the city centre

New Network

- Increase in the number of buses in the city centre
- 2021-2025



**BusConnects Dublin
Core Bus Corridors
Infrastructure Works
Scheme Names:**

- Clongriffin to City Centre Core Bus Corridor Scheme
- Swords to City Centre Core Bus Corridor Scheme
- Ballymun/Finglas to City Centre Core Bus Corridor Scheme
- Blanchardstown to City Centre Core Bus Corridor Scheme
- Lucan to City Centre Core Bus Corridor Scheme
- Liffey Valley to City Centre Core Bus Corridor Scheme
- Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme
- Kimmage to City Centre Core Bus Corridor Scheme
- Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
- Bray to City Centre Core Bus Corridor Scheme
- Belfield/Blackrock to City Centre Core Bus Corridor Scheme
- Ringsend to City Centre Core Bus Corridor Scheme

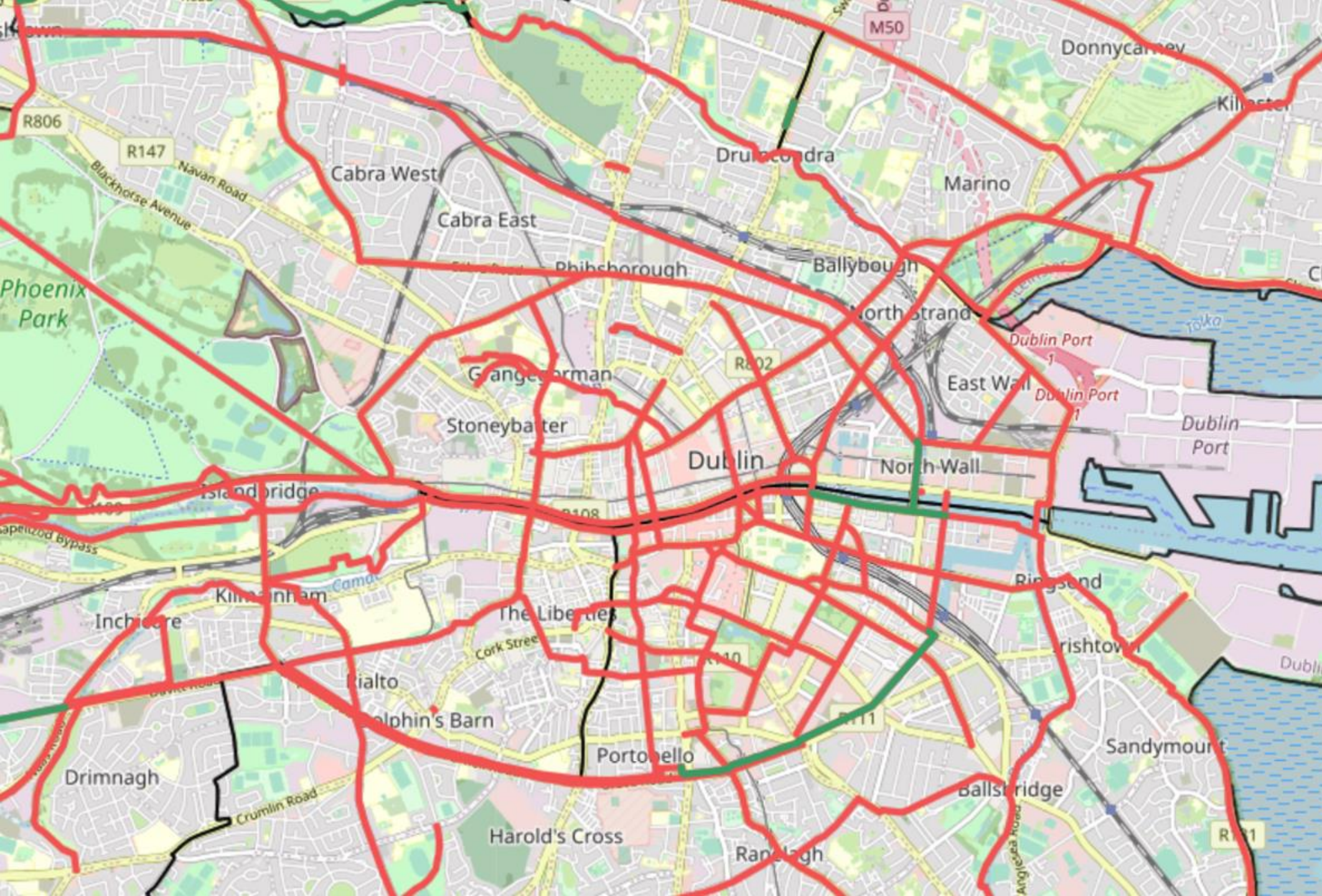


Active Travel Network

Fills in the gaps in suburban areas

Deals with the city centre

Needs to reallocate space in the city centre to deliver
2022-2030



Luas

Luas Lucan: brand new Luas Line
going through the city centre

Where the hell will we put it?

Similar to the huge measures
needed for Luas Cross City

Luas Red and Green Lines require
more priority



Specific measures

Reduction in car traffic in the Core City Centre of up to 60%;

Reduction in emissions, air pollution and noise

Improved cross-city pedestrian connectivity with 30% less time waiting at junctions on the walk from Stephen's Green to the Spire, and a 17% reduction in pedestrian wait time at O'Connell Bridge;

New public spaces and squares

10 key projects:

- College Green and Dame Street
- Parliament Street
- Bachelor's Walk
- South Quays
- Liberty Place
- Custom House Quay
- Gardiner Street
- Tara Street and Pearse Street
- Lincoln Place
- Christchurch Junction

1. College Green & Dame Street



2. Parliament Street

Remove motor traffic and N-S connection from quays to Dame Street

Providing 2-way cycle lane

Widening footpaths - facilitating more pedestrian space along with street furniture

More greenery



3. Bachelor's Walk



3. Bachelor's Walk - before



4. South Quays



5.Liberty Place

Either-Either for Liberty Place or Custom House Quay Public Realm projects

Opportunity for retail and civic space

Art feature out of the rail line

Retain cycling access



6. Custom House Quay

- Either-Either for Liberty Place or Custom House Quay Public Realm projects
- Opportunity for retail and civic space
- Art feature out of the rail line
- Retain cycling access



7. Gardiner Street

Segregated Cycle lanes possible with reduction in traffic



8. Tara Street and Pearse Street

Only public transport and cyclists will be allowed to turn left from Westland Row onto Pearse Street

A new right turn will be provided here and Pearse Street made 2-way

Cycle lanes in both directions along Pearse and Tara

Increased greening



9. Lincoln Place



10. Christchurch Junction

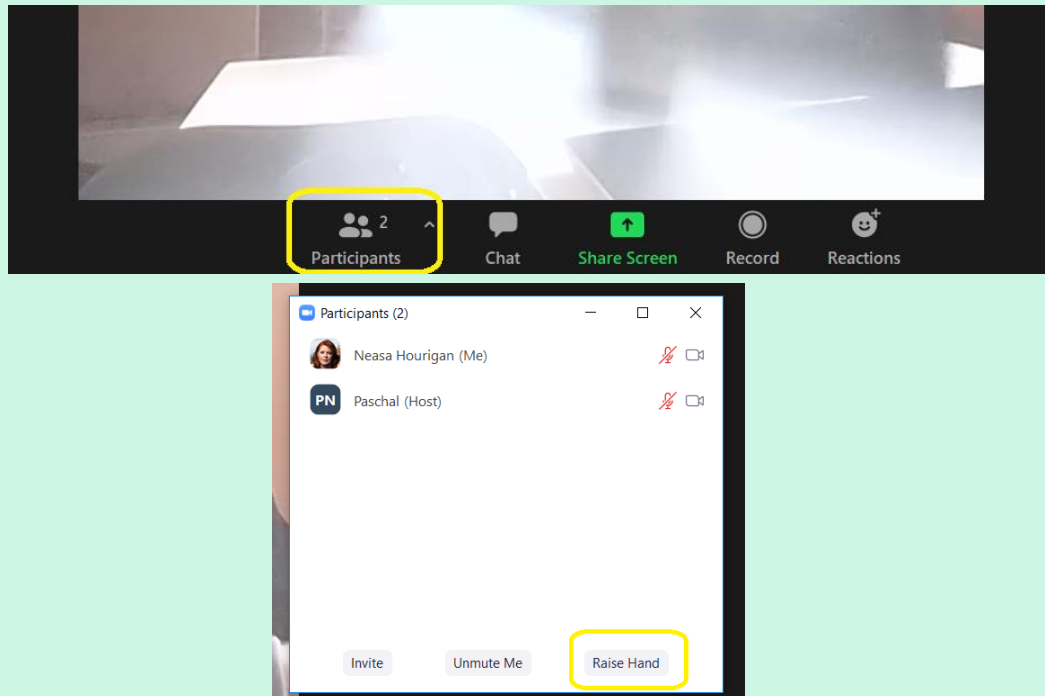


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Open for questions from the floor

Please use the “Raise Hand function”

Desktop: click on “Participants” then “Raise Hand”



Mobile: click on bottom right “... More” then “Raise Hand”

