Dublin City Centre Transport Study – Some FAQs

Why did the National Transport Authority (NTA) and Dublin City Council conduct the Dublin City Centre Transport Study?

Dublin City Council and the NTA reviewed the current and future Transportation needs of the City Centre, taking into account the Luas Cross City Project, the need to make the city more attractive and safer for walking and cycling and the move towards a more sustainable and accessible city for all.

Traffic volumes into Dublin City Centre are forecast to grow considerably in the coming years. An increase of 20% (or 42,000 journeys) in morning peak journeys alone is expected by 2023. It is not possible to cater for this demand by car alone so this increase will have to be accommodated through other modes of transport.

Without positive intervention, the city faces increased congestion and longer journey times on the key routes to the city centre.

What does the Study seek to achieve?

It seeks to optimise the use of the city centre’s limited road space for the benefit of people living, working and visiting Dublin City Centre.

The Study, focuses on 2015-2023, provides a platform for implementing policies and objectives already set out in the current Dublin City Development Plan. Chapter 5 of the Plan states that “Dublin City Council will seek to achieve modal share targets crossing the canals of 55% for public transport, 15% for cycling, 10% for walking and 20% for private car use in the annual cordon count by 2017.”

The Study also seeks to safeguard the city’s future growth – both in economic terms and in terms of the provision of new transport infrastructure.

In addition, the Luas Cross City project will require a significant reconfiguration of current transport arrangements. The Study addresses this and proposes measures to counter long-standing constraints on the existing transport network.

What are the Study’s key objectives?

1. Protect the investment that has been, and continues to be made in public transport across the city;
2. Guarantee the future development potential of the City Centre, and improve confidence in the ability of the City Centre to be the key focus of future investment;
3. Increase the capacity, reliability and use of public transport into and within the City Centre;
4. Improve the quality of service for cycling and walking, with particular emphasis on the ‘core’ City Centre;
5. Ensure that the city develops in a way which will provide a better living and working environment for residents and visitors alike; and,
6. Provide an agreed framework for continued transport investment within the City Centre.
What kind of budget is needed to implement the proposals?

The study envisages that the NTA would make €150 million available to Dublin City Council to deliver proposals in the Study. This is in addition to €368 million already committed to Luas Cross City and other projects.

What are the current transport trends in Dublin city?

The figures from the NTA and Dublin City Council’s Canal Cordon Count 2014 showed that almost two thirds of commuters entering the city are now using public transport, cycling or walking. To view this report see: https://www.nationaltransport.ie/wp-content/uploads/2013/10/Report_Canal_Cordon_Trends_2006-2014.pdf

What are the main alterations the Study proposes?

- Conversion of certain streets to public transport, cycling and pedestrian access only
- Removal of through-traffic which traverses the core City Centre. This would be achieved through the reinforcement and enhancement of orbital traffic movements
- Rationalisation of car parking access/egress and car park locations while retaining appropriate car parking for retail and commercial functions
- Introduction of a City Centre zone for deliveries
- Expansion and rationalisation of taxi ranks in the City Centre

What are the proposals for the city’s Bus network?

- To make the bus network more reliable and attractive to commuters
- Increase the carrying capacity of the city’s bus network through the provision of new routes, more buses and additional services on busy routes
- Maximise the performance of the bus route network by ensuring sufficient road capacity and junction priority
- Introduce Bus Rapid Transit (BRT) style services on specific routes
- Optimise the routing of bus corridors
- Improve interchange opportunities between bus routes and other public transport modes

What are the main rail network proposals?

- Facilitate the introduction of passenger services on Luas Cross City?
- Increase the frequency and carrying capacity of DART
- Facilitate the introduction of passenger services on the Phoenix Park Tunnel Link (operational 2016)
- Enhance interchange opportunities between rail and other public transport modes

Does the study propose underground rail?

It is unlikely that current proposals for underground rail facilities will become operational during the period of the Study (2015-2023)

What about cycling?
Providing a high quality, safe network for cycling is a key objective of Dublin City Council and the NTA. The Study indentifies a core cycling network based on the Greater Dublin Area Cycling Network Plan (2013). Many of the key cycling routes would be developed as segregated facilities. The main proposals for cycling are:

- Develop the key Primary Cycle Routes identified in the Greater Dublin Area Cycling Network Plan. An image can be viewed on [http://www.dublincity.ie/TransportStudy](http://www.dublincity.ie/TransportStudy)
- Provide segregated cycle facilities where appropriate. Where this is not possible alternative measures (such as lower speed limits and vehicle restrictions) will be considered
- Consideration will be given to the location and design of cycle parking

**Will these proposed changes have an impact on the city’s pedestrian network?**

The need to grow the city’s public transport network will result in increased pedestrian flows in the city centre. This will necessitate additional footpath space. A core pedestrian network, as outlined in the Dublin City Development Plan, is proposed. This would prioritise the ease of pedestrian movement and activity. The Study proposes:

- Develop a defined strategic pedestrian network in the city centre An image can be viewed on [http://www.dublincity.ie/TransportStudy](http://www.dublincity.ie/TransportStudy)
- Wider footpaths at key locations and pedestrian priority at junctions
- Link key Dublin tourist destinations into a pedestrian network
- Ensure the needs of mobility impaired and disabled pedestrians are considered
- Good signage, surfaces and lighting
- The removal of unnecessary street clutter
- Develop pedestrian friendly areas of open public space, as identified in the city’s Public Realm Strategy, where possible

**What measures are proposed for specific streets?**

An image of the proposals for the Core City Centre can be viewed on [http://www.dublincity.ie/TransportStudy](http://www.dublincity.ie/TransportStudy)

**What are ‘Interchange Locations’?**

These are strategic locations where passengers could easily switch between transport modes and services. They would play a crucial role in improving public transport provision and performance. Proposed locations include:

- Connolly Station / Busaras – the Study proposes preparing a Masterplan for this, possibly as part of an international design competition
- Heuston Station – a multi-storey car park is proposed to facilitate intercity rail commuters and commuters accessing public transport options at Heuston
- Westmoreland Street / D’Olier St

**Are any new bridges required?**
The Docklands SDZ proposed three new bridges – two cycle-only links across the Liffey and one a new road-bridge across the mouth of the Dodder linking Thorncastle St to Sir John Rogerson’s Quay. The Study proposes that these would result in greater connectivity between the north and south Quays in this area.

What about Taxis?

There is a demand for additional taxi capacity in the city. The Study proposes identifying opportunities to extend taxi ranks. Consideration will be given to ideas like full-time or night-time only rank provision and off-street taxi provision (eg in multi storey carparks).

Would any permission be required for any of the works proposed?

Some works, such as the proposals for St. Stephen’s Green would be subject to Part 8 planning requirements. The appropriate mechanism will be used in all cases and the public and relevant stakeholders will be engaged through communication.

What traffic restrictions will be put in place?

Individual traffic management plans would be put in place as specific proposals are implemented.

Where does all the traffic on the Quays go?

Most of the traffic on the Quays at O’Connell Bridge is through traffic which has destinations outside of the core City Centre. This traffic will redistribute onto other routes around the central area, with some traffic beginning its rerouting as far out as the M50 and other people using a variety of routes in the area between the M50 and the City Centre.

If implemented a major signage programme will be put in place to direct traffic to appropriate alternative routes. This would commence outside, and along, the M50 directing vehicles to various sectors of the city. This arrangement of sector designated signage would be continued inside the M50.

Various junction changes and traffic signal adjustment will be carried out as necessary on various routes to facilitate these revised arrangements.

Can the shopping car parks still be accessed?

Yes, access will continue to be provided to all the multi-storey car parks in the City Centre.

However, for some car parks, the access route to the car park will have to change and access may be limited to one route only, which may differ from the current access routes. Revised signage arrangements for the City Centre car parks would be put in place as part of the overall proposals.

What happens next?

The NTA and Dublin City Council want the views of the public and interested parties. A public consultation will run from Thursday 11th June to Thursday 16th July 2015. Submissions can be made online at: http://www.dublincity.ie/TransportStudy
Submissions can also be made at Dublin City Council’s public libraries, Area Offices and Customer Services centre in Wood Quay.

**What will happen after these views are received?**

The Study will be presented to Dublin City Council’s Transportation Strategic Policy Committee on 10th June. A public consultation commences on 11th June. A report on the views received in the public consultation will go to Dublin City Council’s Transportation Strategic Policy Committee in September.

**What is the reason for all of these changes?**

Both the City Council and the NTA believe that there is a need to put a plan in place now that enables the future growth of the City, facilitates the construction and operation of Luas Cross City, allows vital public transport to operate efficiently and provides a better City Centre for visitors, shoppers, commuters and residents.

**How will deliveries be affected?**

Deliveries are essential for commercial activity in the City and will continue to be facilitated. The Study proposes that consultation should commence on the provision of a managed delivery system in the City Centre, utilising potentially a second HGV zone in the City Centre which would include all Commercial vehicles and where the emphasis will be on providing timed deliveries within the City Centre.

**Why is it proposed to ban taxis from College Green?**

Following the completion of the Luas Cross City project, only one traffic lane will be available in each direction, compared to the two traffic lanes in each direction that exist at present. Given the volume of buses using this link through College Green, it is not possible to accommodate both buses and taxis in the available road space without significant congestion, which would cause delays to the Luas trams as well as to buses. As the space is not available to allow both buses and taxis to be able to use this link, it is proposed that taxis be excluded in order to ensure that the trams and buses can operate efficiently and without significant delay.