

National Transport Authority



Kildare County Council
March 2019

What We Do

Bus, Rail & Light Rail Services



Taxi & Bus Licensing Services



Investment Projects



Integration & Technology



Transport Planning & Policy



Personal Travel Choices



What We Do

Statutorily responsible for a wide range of functions including:

- Delivery of public transport services nationally
- Regulation of commercial bus routes nationally
- National taxi regulation
- National public transport information and ticketing
- Transport planning and capital investment in public transport in Greater Dublin Area

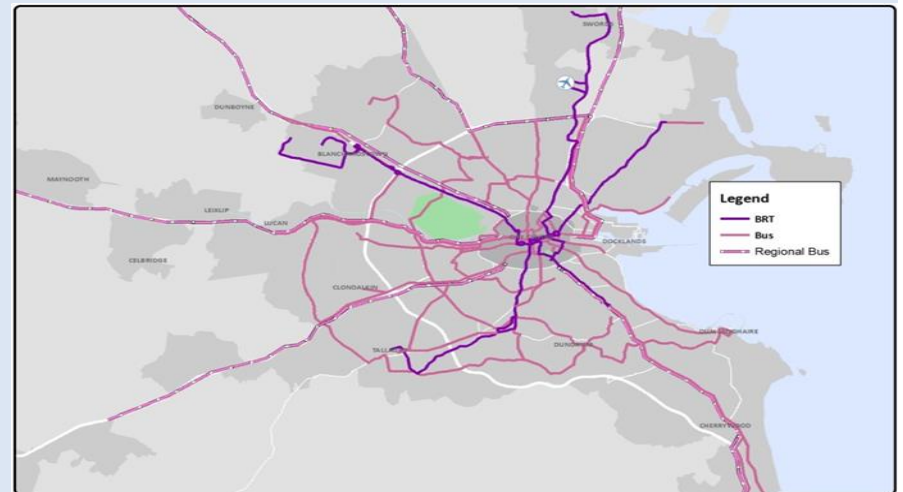
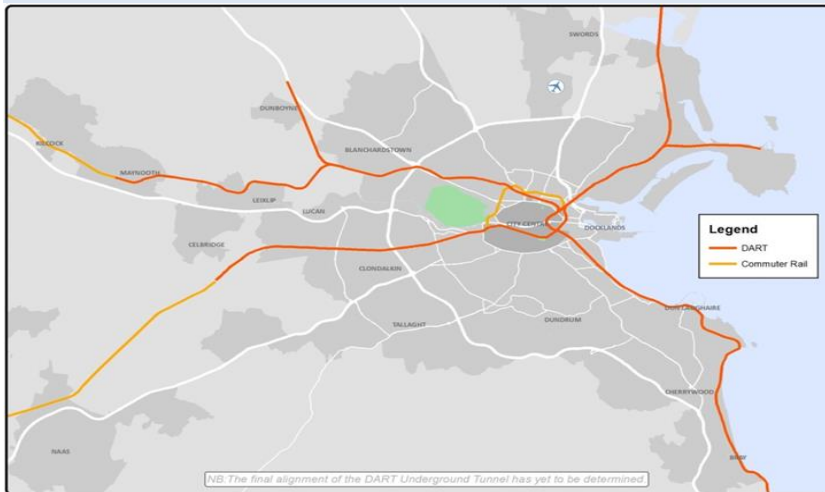
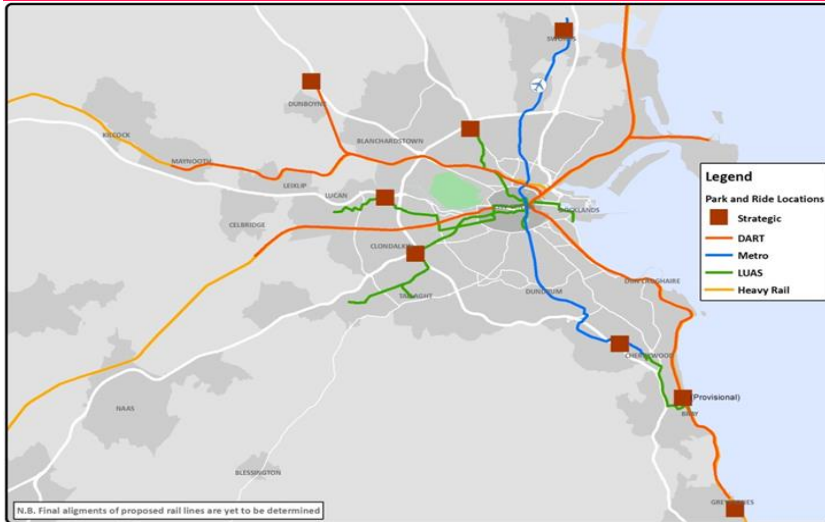
Key Strategies & Plans



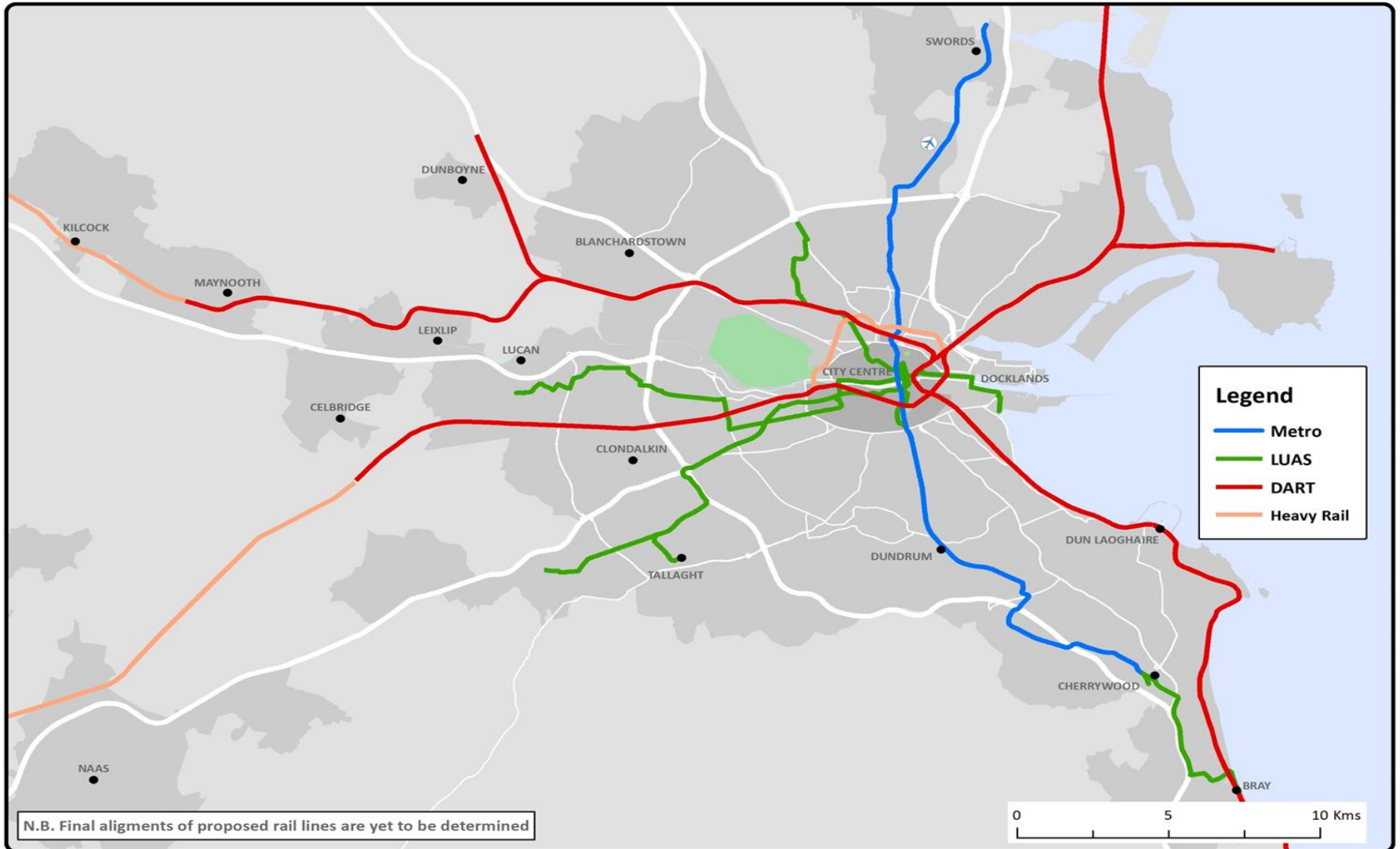
Key Plans & Strategies



GDA Transport Strategy



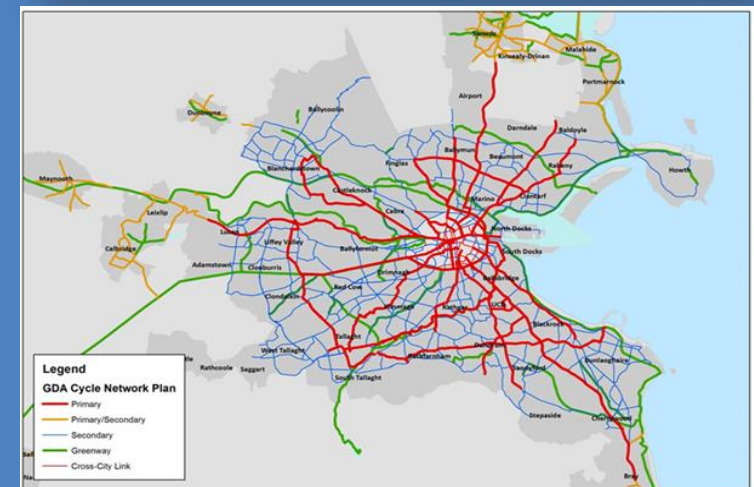
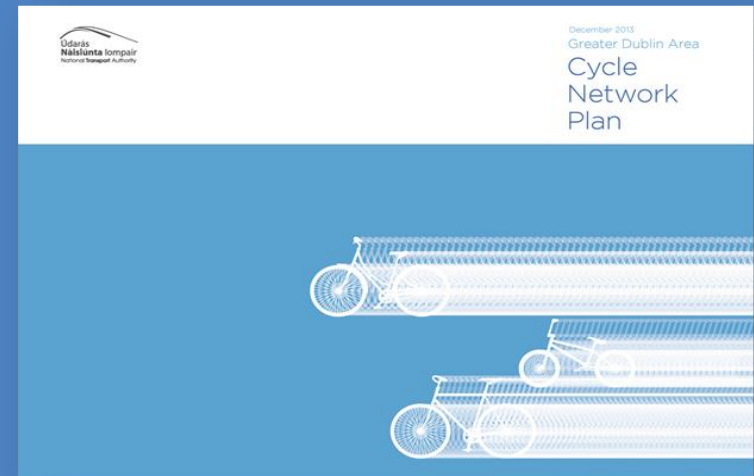
Rail Network



Cycling

Construct the Greater Dublin Area Cycle Network

Key routes will be, to the extent practicable, segregated routes, where the cyclist is safely separated from motorised vehicular traffic



Making public transport services more attractive



Technology and integration

- National intermodal online journey planner and app has been completed
- Real Time Passenger Information signs & app available at www.transportforireland.ie
- Integrated ticketing via our Leap card



Public transport improvements

- Additional services
 - Off-peak Phoenix Park services
 - Transfer of services to GoAhead
- Improved reliability & punctuality
- Improved information at stops
- Transport for Ireland brand developed as the unifying brand



Provide new public transport infrastructure



National Development Plan 2018 - 2027



Key Projects

- BusConnects €2.4bn
- DART Expansion €2bn
- Metrolink €3bn
- Cycling Infrastructure

Public Transport Network 2027

-  Core Bus Network
-  Dart Network
-  Non-DART Rail Network
-  Luas Network
-  Proposed Luas extensions
-  Metro



5KM

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES



Údarás Náisiúnta Iompair
National Transport Authority

BusConnects



BusConnects: What is it?

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES



A Network of “Next Generation” Bus Corridors



Complete Redesign of Bus Network



State-of-the-art Ticketing System



Simpler Fare Structure



Cashless Payment System



Park & Ride facilities



New Bus Livery



New Bus Stops + Shelters



Use of Low Emission Vehicles

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Údarás Náisiúnta Iompair
National Transport Authority

BusConnects Network



Redesigning the Bus Network

- With over 130 routes (excluding Nitelink and Espresso) the current system of bus routes is complex, radially focussed and with limited orbital connections.
- The system is not designed to allow easy interchange between services.
- Under ***BusConnects*** we will undertake a major redesign of the bus network.



Redesigning the Bus Network

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- The objective of this redesign is to make the system more efficient and to carry more passengers to more places for broadly the same cost as the current system.
- 30,000 submissions received from public consultation.
- Redesign is underway
- Public consultation on revised network will take place later this year



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BusConnects Bus Corridors



Radial Core Bus Corridors

BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

➤ 4 corridors shown in green published on 14th November

➤ 6 corridors shown in blue published on 23rd January

➤ Final 6 corridors in red published this week



Radial Core Bus Corridors Emerging Preferred Routes Phases

Phase 1:
14th November 2018
to 29th March 2019

1. Clongriffin to City Centre
2. Swords to City Centre
5. Blanchardstown to City Centre
6. Lucan to City Centre

Phase 2:
23rd January 2019 to 30th
April 2019

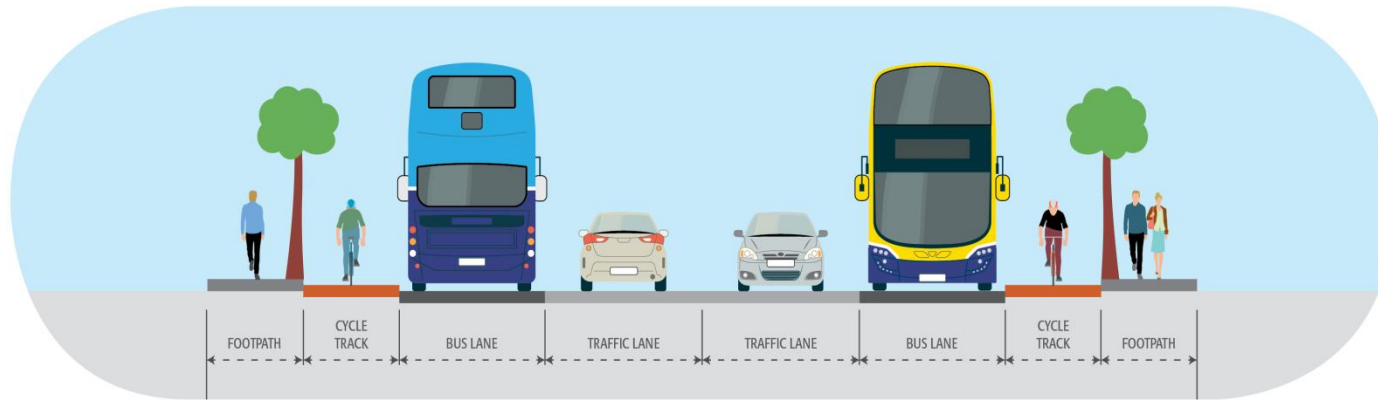
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre

Phase 3:
26th February 2019 to
30th April 2019

3. Ballymun to City Centre
4. Finglas to Phibsborough
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre.

Target Road Layout

Optimum Road Layout



However, our roads and streets make it challenging to deliver this layout.

To achieve dedicated bus lanes & cycle tracks requires difficult decisions, including:

- Loss of portions of gardens and driveways
- Traffic changes
- Reduction of on-street parking
- Removal of trees

Mitigation measures will include rebuilt walls/driveways/gardens, payment of compensation, a major tree planting programme and public realm improvements at key local centres

Park and Ride

- Bus-based Park & Ride will supplement the network of rail-based Park & Ride sites.
- A number of potential locations have been identified along the key radial road routes in Dublin & Kildare - more locations may be added
- Will be integrated into the Bus Network Review to optimise efficiency



Low Emission Vehicles

- ***BusConnects*** will contribute significantly to tackling the challenges of climate change.
- As well as moving more people onto sustainable transport, we intend to transition to a fleet of low emission vehicles.
- Commitment that no diesel-only buses will be purchased post July 2019
- Procurement will commence shortly



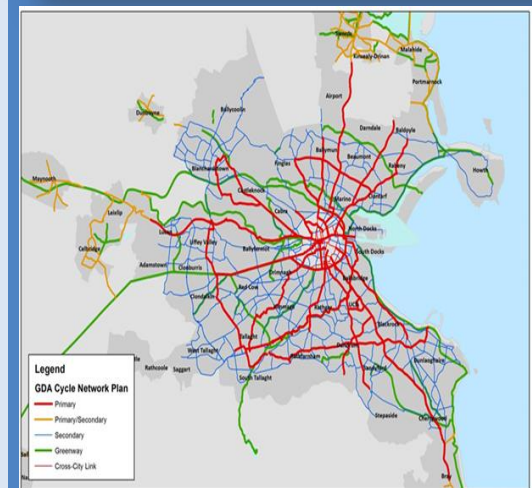
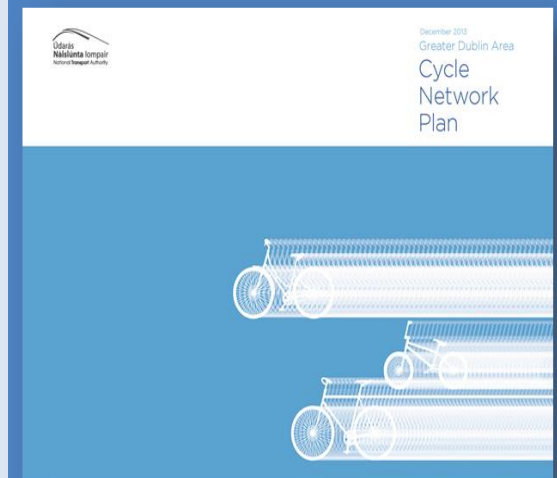
Is bus the only solution? No

- Mode share for cycling has increased particularly in cities but it has the potential to grow even further
- Rail carries a significant volume of passengers in Dublin region – approximately 15% of all pt
- Key corridors require improvements to heavy and light rail infrastructure



Cycling & Walking Infrastructure

- Bus Connects will deliver improved cycling & walking infrastructure
- Key routes will be, to the extent practicable, segregated routes
- Need to construct the remaining routes in the Greater Dublin Area Cycle Network and in the networks planned for all regional cities
- Extended Greenways also planned



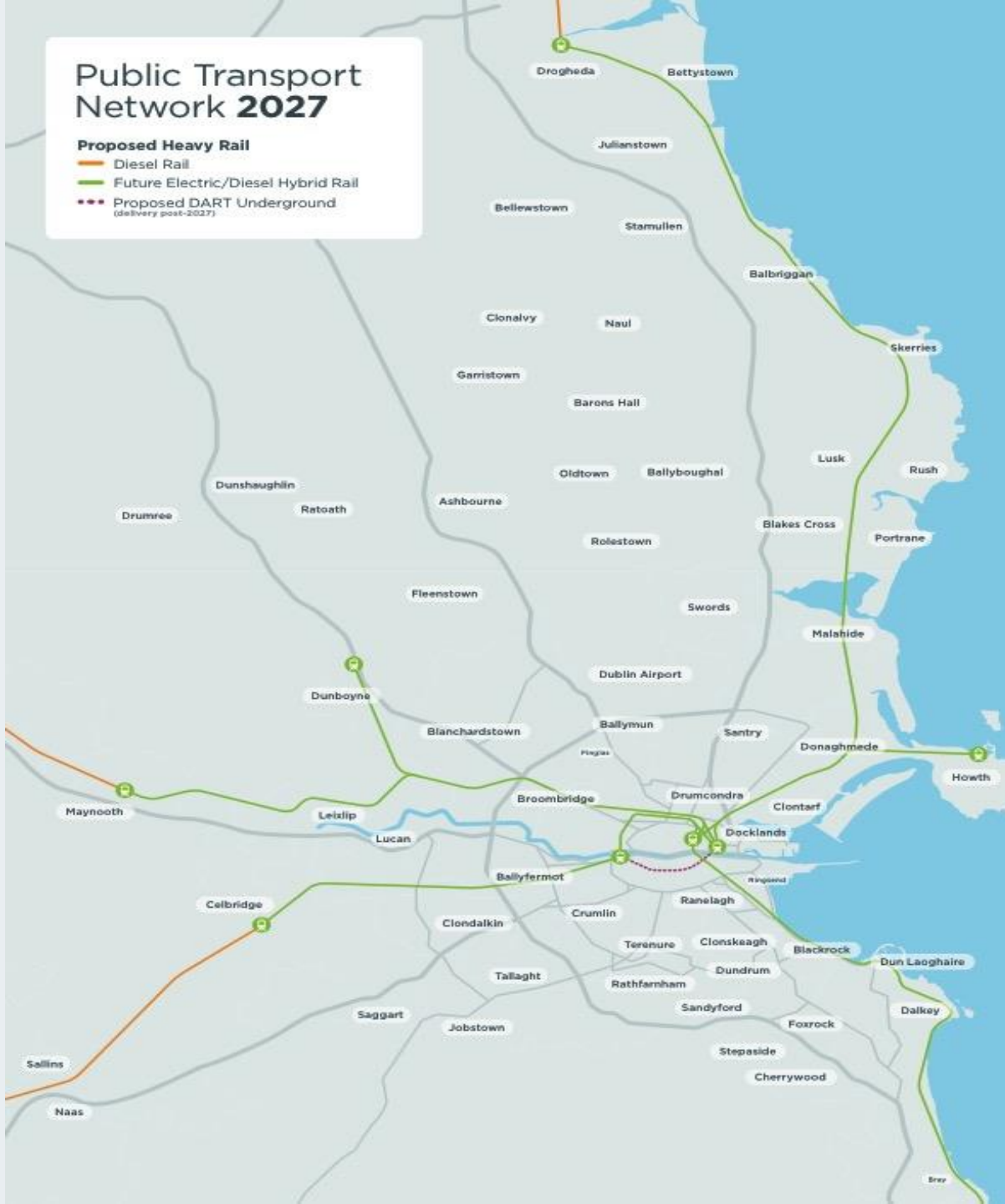
Dublin DART Expansion plans



Public Transport Network 2027

Proposed Heavy Rail

- Diesel Rail
- Future Electric/Diesel Hybrid Rail
- Proposed DART Underground (delivery post-2027)



- GDA Transport Strategy includes plan to electrify commuter rail to Drogheda, Maynooth, Dunboyne and Celbridge
- Plan includes the DART Underground Tunnel linking Kildare line to Pearse Street and Docklands stations

DART Expansion

- Under the National Development we are prioritising investment in the non-tunnel elements of the DART programme
- This will enable additional services to be put in place much earlier, using existing infrastructure with some enhancements
- We intend to purchase bimode train fleet
- This will allow DART to be expanded initially without electrification. Electrification will follow to provide a more energy efficient rail network



Next steps in delivery of NDP

- DART Expansion
 - Commence procurement of a combination of fully electric and bi-mode fleet for expansion of rail services
 - Develop electrification programme

Managing Public Transport Services



Improving funded public transport services

EU Regulation 1370/2007 & DTA Act 2008 governs public transport contracts

State companies provide the majority of subsidised public transport

- Iarnród Éireann for rail
- Dublin Bus – bus services in the Dublin region
- Bus Éireann – bus services nationally

10% of subsidised bus services provided by other operators such as GoAhead Ireland & JJ Kavanagh

10% of all public transport journeys provided on a fully commercial basis

- No public subsidy provided
- Mainly intercity services

Improving funded public transport services

Direct Award Contracts with Bus Éireann, Dublin Bus and Irish Rail since 1st Dec 2009.

- renewed in Dec 2014 (for bus services) & to be renewed in Dec 2019
- Not competitively tendered

Periodic & Quarterly Performance reporting

- funding conditional on meeting performance targets
- Reports available for public examination

Reliability and punctuality targets continually strengthened for all operators. Also

- Enhanced reporting on various customer service issues
- Moved from self reporting to Authority generated reports

Authority regulates the public transport fares

PSO Passenger Journeys each year

Passenger Journeys each year (millions)

Year	Total	% increase year on year
2014	216.37	3.8%
2015	224.31	3.7%
2016	234.32	4.5%
2017	250.54	6.9%
2018	266.23	6.3%
2014 to 2018	49.86	23%

Rural Transport Services

- Budget of €16.5m includes €1.5m from Dept. of Social Protection
- 80% Demand Responsive services
- 2 million passenger journeys per year across state



Rural Transport Services

- Developed a central booking service with a Driver app and an online booking facility
- Developed a brand & website – Locallink.ie
- Locallink office service tendered – no changes in service provider for Kildare & South Dublin



Rural Transport Services

- Local Link Kildare South Dublin co-ordinate Local Transport Services
 - Using a mix of Demand Responsive (Door to Door) and High Frequency Services (Rural - Urban Connectors)
 - With fully accessible vehicles including low floor models on some routes
 - Including a number of services on behalf the HSE and KARE
 - And offer a "Bookabus" service or bus hire for outings or social events.

Rural Transport Services

- During College terms, there are daily services to Maynooth University from Rathangan, Allenwood, Robertstown and Kilmeague.
- Single, daily and weekly fares are available on these University services.



Rural Transport Services

- 13 Demand-responsive services in Kildare
- 1 pilot evening services
- Proposed pilot of subsidised local hackney service and community car service



Taxi Regulation



Small Public Service Vehicle (Taxis) Regulation

SPSV vehicles: 24% reduction since 2008: 27,429 vehicles in 2008 to 20,733 vehicles end 2018

SPSV drivers: 44% reduction since 2009: 47,529 drivers in 2009 to 26,405 drivers at end 2018

- Most reduction in economic downturn
- Has stabilised in recent years but overall number not growing despite:
 - NTA recruitment campaign
 - Fares Increases
- Cost of insurance – prohibitive

Kildare's Public Transport Services



Response to Challenges in Kildare

- Transport plans for Naas & Newbridge
- Road Congestion
 - M4/N4 – engage with TII on potential for widening to provide for bus priority
 - Within towns – bus priority where possible
 - BusConnects – Lucan & Tallaght Corridors
 - Purchase of second-hand or new rail fleet