

# Presentation to Spatial Planning Graduate Network

*The NTA's role in providing greater  
land use and transport integration in  
the Greater Dublin Area*

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National Transport Authority

# Overview

- Role of National Transport Authority (NTA)
- NTA Transport Strategy

# The National Transport Authority

- Established on 1<sup>st</sup> December 2009
- Responsible for a range of functions within the Greater Dublin Area and also Nationally, including:
  - *Transport planning and investment*
    - *GDA Transport Strategy*
    - *Other regional cities*
  - *Delivery of PT nationally*
  - *Bus / taxi regulation nationally*



# What the NTA does

## Greater Dublin Area

- Subsidised public transport services
- Licensing “commercial” bus routes
- Integration measures
  - Integrated ticketing
  - Journey planning & real time passenger information
- Smarter Travel & Demand management
  - Smarter Travel Workplaces, Green Schools programme, Car sharing
- Land use planning
  - RPGs, Dev. Plans, LAPS
- Taxi regulation, rail regulation
- Transport & Implementation Plans
- Capital Investment
- Traffic management policy

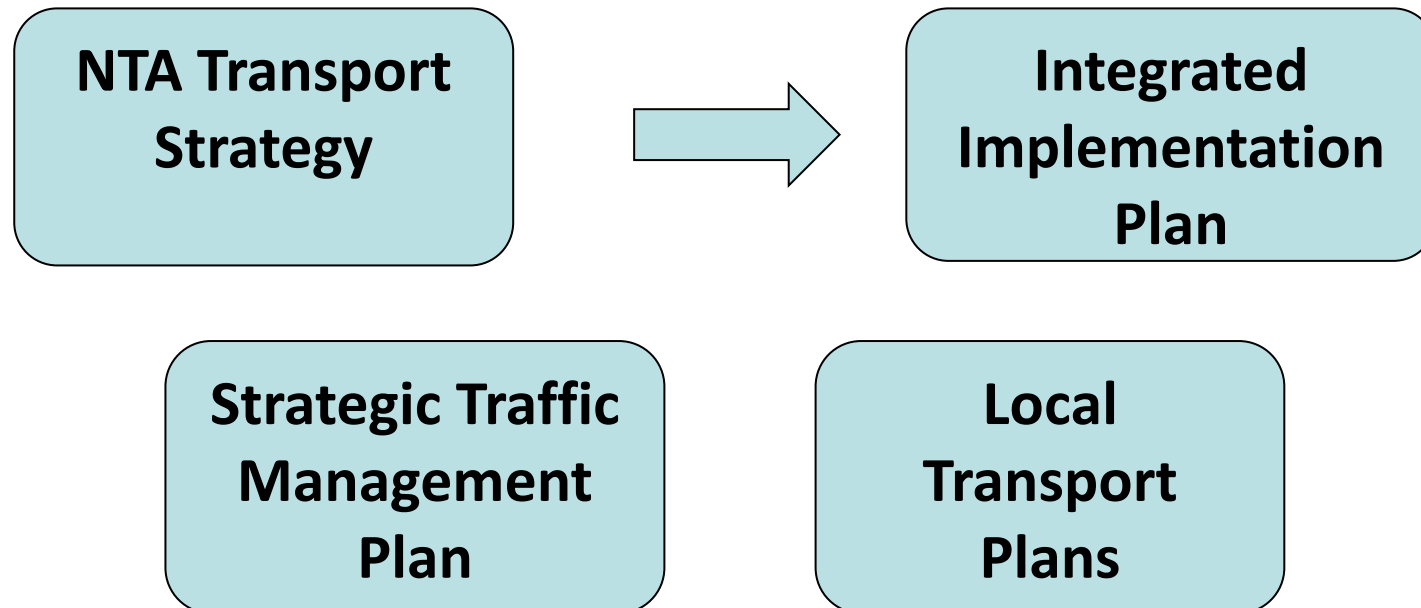
## Nationwide

- Subsidised public transport services
- Licensing “commercial” bus routes
- Integration measures
  - Integrated ticketing
  - Journey planning & real time passenger information
- Smarter Travel & Demand management
  - Smarter Travel Workplaces, Green Schools programme, Car sharing
- Land use planning
  - RPGs
- Taxi regulation, rail regulation

# 2030 Vision

## A 20 year Transport Strategy for the GDA

- Part of a family of statutory transport plans



# NTA Transport Strategy

- Gives high level direction to the role of transport in the shaping of the Greater Dublin Area (GDA)
- Sets out a range of measures that are needed
  - *investment, service operations, land use policies, behavioural change*
- Flexible enough to respond to investment availability, individual project analysis, different growth scenarios

# NTA Transport Strategy

## *Vision and Objectives*

*“a competitive, sustainable city-region  
with a good quality of life for all”*

- Build and Strengthen Communities*
- Improve Economic Competitiveness*
- Improve the Built Environment*
- Respect and Sustain the Natural Environment*
- Reduce Personal Stress*

# NTA Transport Strategy Overview

- At the heart of the Strategy is the need for land use planning *and* transport planning to be harmonised with one another and to support each other
- Strategy includes measures for:
  - *Planning for Sustainable Living*
  - *Walking and Cycling*
  - *Public Transport*
  - *Roads and Traffic Management*
  - *Travel Demand Management*
- Expected outcomes and benefits



# Planning for Sustainable Living

- Fundamental to the Strategy is consolidation of development
- Seeks to focus trip-intensive development in areas which are most accessible by public transport
  - *Dublin City Centre, Designated Towns and other key towns served by rail*
- Sequential approach to development prioritising lands providing good public transport accessibility
- Local Transport Plans

# Walking and Cycling

- Facilitating and promoting walking and cycling in Dublin city and other town centres
- Further road space transfer to those modes and speed reductions to 30kph in town centres
- Enhancement of urban walking environment
- Development of amenity and leisure walking routes
- Establish a network of high quality cycling corridors on the key approaches to city, town and district centres.
- Increased number of cycle routes in urban centres with improved cycle priority and safety at junctions
- Further development of amenity / recreational cycling routes including coastal, canal and riverside cycle corridors, linking to a national network
- Other items: Additional cycle parking facilities; route signage; cycle network maps; extension of bikes scheme

# PUBLIC TRANSPORT

# Public Transport Integration

- Better customer information
  - *Real time information*
  - *Multi-modal journey planner*
  - *Better maps and timetables*
  - *All consolidated on one portal [www.transportforireland.ie](http://www.transportforireland.ie)*
- Smartcard based payment system
- Integrated fares, including a zonal based fares system
- Rail and bus park and ride
- Good cycling and walking links to public transport
- Improved interchange between bus and rail services

# Bus

- Bus will continue to be at the heart of public transport - customer focussed with regular bus network reviews and service alterations as required
- Better integration between bus, rail and LUAS services
- Bus Rapid Transit (BRT)
  - *Four bus corridors into Dublin city proposed for migration to BRT type services -Stillorgan, Lucan, Malahide, Blanchardstown*
- Upgrades on other bus corridors including orbital links – includes orbital QBC from Dun Laoghaire to Tallaght
- Improved stop facilities
  - *good quality shelters*
  - *real time passenger information*
  - *on-street ticket machines*



# Heavy and Light Rail

- Improvements to DART network
- Upgrade of other suburban rail corridors
- New rail stations in the Metropolitan Area
- Additional rolling stock to match the capacity of the expanded network
- Luas BXD (north-south across city centre)
- Other improvements to Luas network

# **ROADS, FREIGHT AND DEMAND MANAGEMENT**

# Roads

- Limited new road development
- Set of key principles to guide future road development
- Allows for road development to address
  - *Safety Issues*
  - *To facilitate public transport provision*
  - *To provide access to development areas*
- Manage the strategic road network



# Freight

- Support HGV Management scheme extension and replication
- Development Plan process to identify appropriate locations for freight intensive locations
- Construction Logistics Plans and Distribution/Service Plans
- Support development of pilot urban freight centre for disaggregation/ consolidation of freight loads.

# Travel Demand Management

- Working with *Smarter Travel* Policy Guidance
- Even with all the infrastructure and measures in the draft Strategy *Smarter Travel* targets could not be achieved without some demand management measures
- Evaluate feasibility of introducing parking levy for Private Non Residential Parking
- Seek preparation & implementation of travel plans (workplaces, schools, residential areas)

# Strategy Outcomes

- Provides joined up transport and land use planning
- Better, easier to use public transport
- Enhanced walking and cycling environment

# Finalising Strategy

- Draft Strategy presented to Minister for Transport, Tourism & Sport for his consideration
- When approved, Integrated Implementation Plan to follow within 9 months

**Thank You**