

Review of the Greater Dublin Area Transport Strategy 2016-2035



January 2021

Submission by the Green Party/Comhaontas Glas on the statutory review of the Greater Dublin Area Transport Strategy (2016-2035).

The Green Party/Comhaontas Glas is grateful for the opportunity to comment on the statutory review of the Greater Dublin Area Transport Strategy (2016-20135). Our submission focusses on three areas:

1. Active Travel – Walking and Cycling
2. Rail Transport
3. Bus Transport

The Green Party vision is for a high-quality, accessible, sustainable transport system, where the majority of journeys can be completed safely and comfortably by walking, cycling, or on public transport. The following submission sets out a plan to achieving this goal within the Greater Dublin Area.

ACTIVE TRAVEL - WALKING AND CYCLING

The overall goal of the new Transport Strategy for the Greater Dublin Area should be to achieve:

A high-quality, accessible, active travel network will accommodate people of all age groups, abilities, genders, ethnicities, and socio-economic backgrounds as part of a sustainable, nationwide transport system, where the majority of journeys can be completed safely and comfortably by walking, cycling, or on public transport.

Commentary on the existing strategy

- The Transport strategy should prioritise walking and cycling to reflect the priorities in the hierarchy of transport modes. Walking and cycling infrastructure can be implemented quickly and at relatively low cost but can have a proportionally greater impact on modal shift towards sustainable transport modes.
- Strategy for walking is aspirational but doesn't give clear targets or a timeline for implementation of the measures proposed. Without this there is no impetus to deliver the improvements necessary to make walking more attractive, more accessible and safer for all.
- Permeability is a critical issue for walkability. A plan for improving permeability in existing urban and suburban areas is missing from the existing strategy.
- The 2013 Greater Dublin Area Cycle Network Plan remains broadly aspirational eight years on with very little of the 1,485km of cycle route completed and a generally poor standard of existing cycling infrastructure, the majority of which is unprotected, undersized and doesn't form an integrated network. A clear timeline for implementation of the plan should be included in the strategy.

The Key Issue document poses the following questions. This submission outlines a number of Key Components and Key Actions in response.

- What are the things that we should look at first while working on this plan?
- How should we evaluate future transport needs?
- What are the key components to a forward-looking transport strategy?
- What does the future of transport in this region look like to you?

Key Components

- The Transport Strategy should deliver a high-quality, accessible, attractive, integrated active travel network in an equitable way across geographical areas, that accommodates people of all age groups, genders, ethnicities, abilities, socio-economic backgrounds.
- The Transport Strategy should ensure that all local authorities in the GDA have targets for modal shift in line with national targets to achieve significant reduction in transport carbon emissions.
- The Transport Strategy should include significant targets for the number of journeys made by active travel, particularly shorter journeys.

- The Transport Strategy should ensure that detailed project year-on-year delivery plans are drafted with clear timelines for deliverables with a methodology for independent oversight, quality control and ongoing evaluation of active travel project delivery and accompanying modal shift targets.
- The Transport Strategy should ensure that national standards are applied with clear, measurable, quality deliverables in each component project to achieve a high-quality mobility network.
- The Transport Strategy should outline a clear operational process for the collaboration between local authorities in the GDA and the NTA should be outlined in the strategy, in order to help achieve the necessary targets in modal shift.
- The Transport Strategy should ensure that local authorities in the GDA aided by the NTA have the expertise, resources and organisational structures to ensure a collaborative approach across disciplines to deliver a high-quality active travel network.
- The Transport Strategy should allow flexibility for achieving modal shift - that current network designs can be expanded and adapted to achieve even better networks - cohesive, direct, comfortable, safe and attractive. In some instances, low traffic neighbourhoods, permeability interventions, and filtered permeability can be used to enhance the network plan.
- Priorities and actions within the Transport Strategy should be underpinned by evidence-based approaches and international best practice in design and implementation.
- The Transport Strategy should have transport equity as a principle so that everyone has equal access to sustainable transport, improving their access to opportunities of education, employment, services, amenities.
- The Greater Dublin Area comprises both urban and rural areas alike. In order to achieve a significant modal shift from the private motor car, rural and urban areas which are particularly car dependent should have a high priority within the Transport Strategy.
- Although the on-going roll out of cycle tracks and greenways is listed as a major project provided for (see Key Issues document), walking networks must be considered within the new Transport Strategy as it is vital to achieving modal shift. 50% of the active travel budget is intended for walking and interventions should include removal of barriers to access e.g., lack of permeability, inaccessible gates, lack of age-friendly seating, lack of paths, poor path surfaces, lack of dishing.
- The Transport Strategy must clearly state that active mobility networks - for walking, cycling, wheeling - must be fully accessible for disabled people and non-standard cycles should be considered as a mobility aid in the design of the mobility network infrastructure, including disabled bike parking.
- The Transport Strategy should include a plan for multi-modal integration between public transport and active travel networks. Public transport stops need to be priority origin/destination points on active travel networks with secure, sheltered bike parking, integration with cycle share schemes, and age-friendly, accessible sheltered seating.
- The Transport Strategy needs to deprioritise fully the use of the private motor car, including removal of on-street parking, provision of active travel zones in

town centres, and filtered permeability. The Transport Strategy should include a Health Impact Assessment for any road project yet to be developed.

- The Transport Strategy should recognise the public health value and the environmental value of green space and nature. The design of the active travel networks should reallocate space from motor traffic lanes, rather than encroach on green space or removal of trees and planting.
- The Transport Strategy should clearly state that the hierarchy of street users, outlined in DMURS, must be adhered to for all planning, design and implementation of all transport projects.
- The Transport Strategy should include more resilience planning, particularly in light of the COVID-19 pandemic, including increased capacity in our public transport system and modelling for and enabling significant increases in numbers using active travel.
- The Transport Strategy should include continual review of mobility patterns e.g., given the growth in remote working during COVID-19 pandemic as reinforced the importance of enabling good community mobility during the day, and good inter-community connectivity (outside of the traditional, peak, longer commute journeys)
- The Transport Strategy should formally recognise the need for a proactive community engagement process as part of the roll-out of active travel networks. This should direct local authorities in the GDA to listen to, inform, work with local communities to help trial, evaluate and iterate projects on the ground.
- The Transport Strategy should outline a formal process of local authorities in the GDA to work closely with An Garda Síochána to enforce existing traffic regulations as they affect active travel including speeding, red light jumping and illegal parking on footpaths, disabled parking spaces and cycle lanes. This is important to help reduce both real and perceived safety risk on our roads, improving the conditions for the modal shift to active travel.
- The Transport Strategy should integrate Greenways into the general transport network, ensuring that they are not solely a tourist amenity, but function as part of their community active travel network.
- The Transport Strategy should view active mobility networks as a critical aspect in development plans (avoiding urban sprawl and reinforcing compact growth) and siting of services in order to reduce the total distance travelled by people.
- The Transport Strategy should include active travel promotion as a healthy, cost-effective, environmentally-friendly mode of transport across all demographics.

Recommended Key Actions to include in the Active Transport Strategy

1.0 Deliver a high-quality, accessible, attractive, integrated active travel network in an equitable way across geographical areas, that accommodates people of all age groups, genders, ethnicities, abilities, socio-economic backgrounds.

Short Term Action (12 months)

10% of the total annual transport capital budget is allocated for cycling projects and 10% of the total road transport capital budget for walking infrastructure. It is important that walking is identified as a critical part of the mobility network in the GDA and included within the delivery plans.

Ensure that decisions around transport are based on a transparent process and prioritise equality, demonstrated need and the greatest impact on achieving climate action targets.

Ensure all active travel infrastructure is inclusive of people of all abilities and at all life stages. New walking and cycling infrastructure should accommodate all types of mobility aids and children's buggies. Ensure all cycle parking includes provision for adapted cycles and cargo bikes. Remove any barriers from existing infrastructure [JW3] e.g., kissing gates, cyclist dismount signs.

Develop zones in town and city centres free of motorised traffic to assist the development of active travel.

Mandate local authorities to design active travel network plans for towns and cities with a population over 15,000, with prioritisation given to those network plans which will have the greatest impact on traffic congestion.

Ensure that quantitative and qualitative data on active travel and modal share is collected by Local Authorities in the GDA and is publicly available.

Medium Term Action (1-3 years)

Mandate and support all Local Authorities in the GDA to establish and maintain bike and e-bike share schemes in their administrative areas - rural, urban and suburban.

Long Term Action (3-5 years)

Target the provision of active travel investment to connect areas of socio-economic deprivation with public transport, health services, education campuses, employment opportunities, and social amenities.

2.0 Ensure that local authorities and national bodies have the expertise, resources and organisational structures to ensure a collaborative approach across disciplines to deliver a high-quality active travel network.

Short Term Action (12 months)

Expand and enhance the expertise on active travel needed to dramatically improve infrastructure and participation both in the National Transport Authority and local authorities in the GDA to include expertise in place-making, community engagement, urban design, active transport infrastructure design and universal design.

Medium Term Action (1-3 years)

All local authorities in GDA should employ a suitably qualified multidisciplinary Active Travel team or teams with clear powers and roles in the local authority. The teams should comprise those with expertise in place-making, community engagement, urban design, public health, active transport infrastructure design, landscape design and universal design. Ensure that gender balance is achieved on each team.

The National Transport Authority should coordinate active travel infrastructure development where infrastructure requirements span local authority boundaries in the GDA

3.0 Revise and enforce standards and regulations of road and street design to ensure that active travel is safe, accessible, and comfortable, aligned with best international standards.

Medium Term Action (1-3 years)

Pilot Sustainable Safety policy in selected towns under the rollout of the Town Centres First approach.

Include air quality and noise levels as part of the assessment of all transport infrastructure. Mandate measurement of air quality and traffic noise outside schools and on high motorised traffic locations in all village, town and city centres, with publicly accessible, real-time data.

Align GDA Local Authority Development Plans with national policies to include specific measures to help achieve national targets for active travel

Mandate Local Authorities to conduct walkability and cyclability audits of their built environment to identify what improvements are required to meet these updated national standards.

4.0 Develop a new road safety strategy whose measurement of success is the numbers of people of all ages, genders, and abilities using active travel, and not solely the number of collisions and fatalities.

Short Term Action (12 months)

Introduce a default 30 km/hr speed limit to all urban and suburban centres, and on approaches to rural schools with accompanying traffic calming measures.

Review speed limits on rural roads, particularly on 'L' class rural roads, as existing limits pose a danger to people walking and cycling.

Make contra-flow parking illegal.

Increase fines for illegal parking on footpaths and cycle lanes to match those for parking on disabled parking bays.

Medium Term Action (1-3 years)

Introduce a road safety strategy within the GDA targeting a Vision Zero strategy through the principles of Sustainable Safety.

Ensure all road health and safety campaigns are evidence-based.

Ensure that data regarding minor injuries sustained on the roads is collated and included in statistical reports, including health system data which is not reported to An Garda Síochána.

5.0 Increase the number of journeys made by active travel, particularly shorter journeys.

Short Term Action (12 months)

Ensure modal shift to active travel within the GDA by a reorientation of investment to walking, cycling and public transport.

Improve the quality of the walking network by ensuring priority for people walking, shorter pedestrian crossing waiting times, longer green-man phase, wider footpaths, better surface finish, pedestrian priority crossing side roads with a continuous walking surface, age-friendly public seating, water refill stations and street trees.

Ensure that all places of employment have a Company Mobility Management plan with clear targets to switch to sustainable travel options. Mandate local authorities to put disincentives in place (i.e., reduced or paid parking spaces) to encourage a modal shift to public or active travel to work. Parking spaces may be confined to employees with mobility issues and to those with no public transport options available to them.

Extend the ban on five-axle HGVs to all suburban areas and implement a 3-axle ban in all urban and residential areas in accordance with the principles of Sustainable Safety.

Remove derogations allowing multi-axle HGV's to travel through urban areas to avoid tolled roads.

Progress the use of active travel solutions for last mile deliveries in urban centres within the GDA.

Medium Term Action (1-3 years)

Ensure that active travel infrastructure takes precedence over the privilege of the parking of private cars in a public place.

Give Local Authorities in the GDA the authority to apply charges for the parking of private cars in all public places.

Restrict on-street parking in urban centres while ensuring adequate disabled parking bays and age-friendly car parking.

Ensure that walking and cycling routes are as direct as possible by introducing filtered permeability and contraflow cycling lanes.

Require high quality, secure cycle parking to be installed outside all public buildings (including community centres, libraries, leisure centres, swimming pools and sports facilities).

Long Term Action (3-5 years)

Investigate financial incentives to restrict private car use in urban areas including congestion charging and Time-Distance-Place (TDP) Road Pricing.

6.0 Increase the number of children safely travelling to school by active modes and decrease the burden of commuting on children and families.

Short Term Action (12 months)

Analyse census data on children's commutes separately from data for the adult population, and to identify areas with greater than average children's journey times and lower rates of walking and cycling to school.

Require all transport decision-makers (Department of Transport, NTA, Local Authorities) to factor school commutes into transport planning, decision-making and investment.

Work with the Department of Education to base decisions on where to establish new schools on children's commuting data as well as demographics. In towns and cities, prioritise the building of new schools in areas with longer commuting times and where percentages of students walking and cycling to school is low.

Work with the Dept of Education to undertake a review of the School Transport Schemes and invest in ways to increase the numbers of students in rural areas using active modes to travel to pick-up and set-down points.

Expand local authority-led initiatives in the GDA to promote traffic calming and filtering through-traffic near schools such as School Zones and School Streets.^[9] Schools must be designated as priority destinations within all active travel network plans.

Medium Term Action (1-3 years)

Establish benchmarks for maximum acceptable average school commutes in towns and cities. In principle, no urban Electoral Division should have an average commute time greater than 10% above the State average.

In towns and cities, target the provision of active travel investment in Local Electoral Areas with greater than average school journey times and lower relative rates of walking/cycling to school.

Develop and implement targets for walking and cycling to school to be achieved by schools and local authorities.

7.0 Ensure enforcement of existing traffic regulations as they affect active travel including speeding, red light jumping and illegal parking on footpaths, disabled parking spaces and cycle lanes.

Short Term Action (12 months)

Enforce a zero-tolerance approach to blocking active travel infrastructure.

Work closely with An Garda Síochána to establish clear responsibilities of enforcement between An Garda Síochána and Local Authorities in the GDA to ensure that no Road Traffic Laws are left unenforced.

Medium Term Action (1-3 years)

Expand the numbers of Traffic Wardens in each Local Authority and ensure that they have the authority to enforce Road Traffic laws which inhibit active travel.

8.0 Integrate Greenways into the general transport network.

Short Term Action (12 months)

Expand the Greenways design and funding process to ensure that the Greenways are an integrated part of active travel networks in nearby towns and villages in the GDA.

Maximise the attractiveness and usefulness of Greenway routes by establishing biodiversity corridors alongside with native and pollinator planting

Long Term Action (3-5 years)

Ensure coordination across local authority boundaries in the GDA in the design the roll-out of the Greenways

9.0 Incentivise the adoption of cycling as a main mode of transport through financial supports to cover a wider range of bikes, e-bikes, adapted bikes and other micromobility solutions and to cover wider segments of society.

Short Term Action (12 months)

Fund community groups that organise walking and cycling programmes with a focus on encouraging more children, immigrants, women, and those from lower socio-economic backgrounds to become involved.

Provide training for people of older age to help them continue walking or cycling habits.

Medium Term Action (1-3 years)

Incentivise workplaces to invest in facilities or activities to encourage active transport among employees, e.g., cycle parking, ebike chargers, installation of showers, lockers or a gear storage room; cycle skills training.

10.0 Reduce the total distance travelled by building self-sustaining communities.

Short Term Action (12 months)

Work closely with Planning to help create '15-minute neighbourhoods' where the basic needs of people e.g., schools, workplaces, green spaces, health centres, shops, restaurants, and sports facilities are a walk or bike ride away.

Medium Term Action (1-3 years)

Target communities with poor walking and cycling permeability and apply the principles of the National Transport Authority's Permeability Best Practice Guide to improve connectivity to local amenities.

Long Term Action (3-5 years)

Encourage Local Authorities in the GDA to adopt the '15-minute neighbourhood' strategy into statutory Development Plans.

11.0 Facilitate multi-modal transport by enabling efficient integration of different sustainable modes.

Short Term Action (12 months)

All public transport stops and stations to be included as priority destinations in the design of local active travel infrastructure networks.

Require all public transport stations and stops to provide comfort and shelter e.g., age-friendly seats, water refill stations, and real-time audio and visual information.

Ensure sufficient, high quality, cycle storage facilities at all bus stops, bus stations, train stations (including DART and LUAS), ferry ports and airports that meet national standards. Ensure this parking can accommodate disability cycles, hand cycles, trikes, and cargo bikes, and site parking as close as possible to stations.

Include secure ebike battery charging facilities at all public transport stations, post offices, and co-working hubs.

Increase the bicycle carrying capacity of all regional and commuter trains to at least eight bikes.

Make the transport of bicycles on all trains and inter-city buses free of charge.

Ensure that all public transport services are accessible to people with a disability.

Medium Term Action (1-3 years)

Increase the supply of park-and-ride schemes at the perimeters of towns and cities to enable drivers to complete their journey by bus, bike or lift share with accompanying low-cost car parking.

Set targets for train platform lift and bus station lift repair to happen within 24 hours with a notification system for any lifts out of order. Ensure lift upgrades are carried out at off-peak times and completed within 48 hours.

Pilot the use of bicycle carrying racks on buses and taxis.

Long Term Action (3-5 years)

Require Dublin airport and ferry ports to develop plans to increase the number of those accessing the airport and ferry by active mobility and promote integrated multimodal transport.

Provide bicycle hire services at train, bus stations, ferry ports and airports.

Clearly signpost safe cycle access routes to all train stations and bus stations, ferry ports and airports.

12.0 Invest in active travel promotion.

Short Term Action (12 months)

Develop a campaign to encourage young girls to cycle.

Promote the value of active travel as part of a physically active life, at all life stages, with reference to the National Physical Activity Strategy.

Promote the reliability and convenience of walking and cycling for short journeys.

Raise awareness of best practice in locking bikes.

Medium Term Action (1-3 years)

Provide on-the-ground wayfinding signage to promote the convenience of walking and cycling to access services.

Promote active retirement and positive ageing initiatives to encourage older people to use active travel modes.

RAIL TRANSPORT

Beyond Carmageddon

Investment in public transport the Greater Dublin Area (GDA) is the most effective way to ensure modal shift on the scale needed to achieve national climate change targets. While there has been a welcome increase in cycling in the Dublin area, overall in the GDA car usage has continued to increase. The current pandemic has led to a massive reduction in public transport usage but in all but the strictest lock-down conditions car usage returns almost to pre-pandemic levels. Curtailing public transport investment risks further embedding car usage across the GDA. Delaying still further major rail projects means that problems of Greenhouse gases GHG and other emissions are exacerbated and even more difficult to solve.

The lack of a sustained transport investment programme

Any review must recognise the continued slow pace of rail investment in Ireland in general and in the Greater Dublin Area in particular. In the period since the launch of the current Strategy in 2016 the only major rail project actually undertaken has been the completion of Luas Cross City. The briefing document notes that Metrolink and DART West are scheduled to 'go to planning in mid-2021' and the Luas Finglas is about to enter the design stage. In other words, there is now not a single project that is shovel ready. There needs to be a clearly defined programme of investment with a pipeline of projects. Such a programme would ensure lower costs and the development of engineering expertise. Learning from these failures, it is essential to ensure that while Metrolink is in the planning stage decisions on the subsequent continuation(s) (UCD, Sandyford...) are made so that construction can follow on immediately when the first stage of Metrolink is completed. The continued prevarication over rail projects has led to extensive additional expenditure on reviews and consultancy reports. This is exemplified by the sad story of Interconnector (DART Underground). Although recognised as the single most important infrastructure project in Dublin and granted planning permission in 2011, this has been delayed and is now effectively cancelled.

Connecting places or destroying places

Transport infrastructure, whether a cycle track or a mainline railway, necessarily involves issues of urban design. Question of aesthetics cannot be simply treated as icing on the cake. Some forms of transport infrastructure necessarily create new barriers to connectivity and reduce permeability. This was clearly the case for proposed southern extension of Metrolink; it may well be the case for heavily used bus corridors created by Bus Connects. It may well be the case that the benefits from such constructions outweigh these costs, but the costs need to be recognised. Failure to involve urban architects and designers means that these problems are not even recognised until highlighted by public opposition. In this sense, public transport not only connects places but can also destroy places.

Some transport infrastructure in itself makes a contribution to the cityscape –bridges such as the Dundrum Luas bridge are features in their own right and improve the cityscape by themselves. Crucially however public transport can enhance the cityscape and create new public places. The opportunity to use transport to actually enhance public spaces was only partially utilised by city centre Luas – compare for example the Luas in College Green with light rail in Place Garibaldi in Nice or Place de la Bourse in Bordeaux. We should be proud of our city and how it looks!

Questions of urban design and urban place making are only partially addressed by Environment Impact Assessments, since by definition these only tackle problems caused by transport projects. Project planning needs the involvement of architects as well as engineers. Significantly conventional cost benefit analyses of transport projects usually consider aesthetic issues as unquantifiable and hence irrelevant.



Public transport is about connection not corridors.

Public transport in the existing Strategy is essentially understood as a technology to move large numbers of people down pre-existing transport corridors. The rationale

for this movement is essentially the journey to work. This understanding is no longer adequate to the reality of mobility – both actual and potential – in the GDA today.

For several decades now many journeys to work have been inter-suburb rather than suburb to city centre. The journey to work is only one of the many regular journeys people undertake every week, undertaken, but it is the journey most likely to involve public transport. Post COVID transport will be less about the daily commute of service sector workers from suburbs to city centre and more about connecting all parts of city to each other. Public transport will need to be understood as a public service that connects the different parts of the greater city. The focus purely on radial routes is out of date. In this context it is especially important to recognise the need for non-car methods of travel to connect the different urban centres with each other.

Finally, public transport planning is only beginning to consider the relations between transport provision and social exclusion. Many of the lower income suburban areas of Dublin still have only minimal transport provision. The inhabitants are isolated from the wider city and crucially can only reach facilities (e.g., hospitals) and maintain social connections outside their immediate locality by using a car. The consequence is constrained car dependence: people need to buy a car in order to get to work and participate in society, even if the cost of buying and using the car is a major financial pressure. Public transport must be understood as a public service that allows all citizens to participate in the society without the purchase of private cars.

Recommended Key Actions to include in Rail Transport

Commit to developing suburban heavy rail infrastructure to facilitate modal shift from cars to rail-based transport.

Short Term Action (12 months)

- a. Dublin: Fully commit to the DART expansion project. This project will dramatically increase much needed capacity on the existing rail network in the greater Dublin area. The Maynooth and M3 Parkway lines should be completed as soon as possible with the Kildare, Northern and Southern lines following promptly thereafter. Electrification should be completed in full thus obviating the need to purchase expensive and less sustainable hybrid (battery) rolling stock.
- b. Dublin: Progress to the planning and detailed design stages of the Dart Interconnector scheme as soon as possible. This project is the keystone to providing a dramatic improvement to the greater Dublin area rail infrastructure network for the next 100 years. This scheme unlocks the true potential for Dublin to have a world class rail-based transport network. Consideration will be given to

reviewing the alignment of the route to improve interchange points with the proposed MetroLink project at St. Stephens Green and to providing a second interchange location with existing DART at North Strand Road.

- c. Dublin: Designate Kishogue, Clondalkin/Fonthill or Park West/Cherry Orchard stations as being an additional station at which Intercity trains stop at to serve the Greater Dublin Area as well as the City Centre at Heuston Station. This would greatly improve accessibility to intercity services to people living in the greater Dublin Area wishing to make trips on the Waterford, Cork, Tralee, Limerick, Galway and Westport lines. It would negate the need for passengers to go into the city centre to get these intercity services. Build a large drop off and park and ride car park at this station to accommodate park and ride trips.
- d. Meath: Complete a full review of the proposed Navan Rail line route with a view to reviewing the currently proposed route alignment to provide better catchment to Dunshaughlin, Ratoath and Ashbourne. Any proposed rail line to Navan town must not ignore these large commuter towns. Once an improved alignment has been agreed this scheme should proceed to the planning and detailed design stages as soon as possible.
- e. Dublin / Wicklow: Consider opening new commuter rail stations in the Greater Dublin Area at the following locations: Porterstown, Ballybough/North Strand Rd, Ballyfermot / Inchicore, Cabra, Woodbrook, Heuston Platform 10.

Commit to building an extensive Light Rail infrastructure to facilitate modal shift from cars to rail-based transport.

Short Term Action (12 months)

- a. All Green Line Luas trams should serve all stations to Broombridge given the demand placed on it.
- b. Introduce enforcement cameras on Luas trams to catch motorists driving in Luas Lanes / breaking red lights, for safety and enforcement reasons.
- c. Support the proposed extension of the Luas Green Line from Broombridge to Finglas and onto Charlestown. This scheme should be delivered earlier than currently proposed (2030). Consider a further extension from Charlestown towards Northwood / Ballymun where it could interchange with the proposed Metrolink route and carry out a feasibility study as soon as possible.
- d. Provide a largely new Luas line from Dublin city centre to Lucan and beyond. A feasibility / route selection study of a possible route should be completed immediately.

- e. Extend the Red Line Luas from the Point stop eastwards across the Liffey and towards Ringsend. A feasibility / route selection study of a possible route should be completed immediately.

Medium Term Action (1-3 years)

- a. Reconfigure the siding into Connolly Station so that the existing Connolly and Busáras stations are amalgamated, negating the requirement for the Connolly siding. Every tram shall serve all stations to The Point station all day.
- b. Within three years bring to the planning stage the extension of the Luas Green Line south from Cherrywood towards Bray where it could interchange with existing Dart services.

Commit to building Metro infrastructure to facilitate modal shift from cars to rail-based transport.

Short Term Action (12 months)

- a. Support the progression through planning and onto construction of the MetroLink Project. Every effort will be made to prioritise this project and to begin construction as soon as possible.
- b. Keep alive the possibility of a Metro line beside or near to the M50, similar to the previously proposed Metro West Scheme, as it would enable motorists to park and ride into the City or to travel between suburbs and provide access to industries along the route.

Medium Term Action (1-3 years)

- a. Develop plans for the MetroLink phase 2 project and develop what to do with the Luas Green line upon completion of the MetroLink project. Options include some or all of the following: upgrade existing Green Line to Metro Standard, extend a new MetroLink route to the south east, extend a new MetroLink route to the south west.

Commission a study for a new Dublin Central Rail Station



Main concourse of new Vienna Central Station (Wien Hauptbahnhof) opened in 2015

Photo: By Diego Delso, CC BY-SA 4.0,

<https://commons.wikimedia.org/w/index.php?curid=87544207>

Short Term Action (12 months)

- a. Ensure the Sheriff Street Yard is recognised as having great potential and that it is strategically located to facilitate a new Dublin Central Station. This site must not be sold or developed on in a manner that would endanger this potential use.
- b. Investigate using the existing Sheriff St. Yard / Docklands Station as a new Dublin City Central Station that would serve all National, Regional and Greater Dublin Area Rail lines to facilitate a properly joined up National Rail Network. This could be akin to the Birmingham New Street Train Station recently developed in England.
- c. Recognise that the site is uniquely placed to be a multi modal interchange hub for Dublin City as well as the country as a whole. It is connected to all heavy rail lines, existing Dart line, Luas Red line, great road network via the Dublin Port Tunnel, cycle and pedestrian network. It is strategically located within the city centre and the IFSC. It is located on the proposed Dart Interconnector. It is on land that is

currently not being used and allows for regeneration of a neglected part of the city. There are opportunities to develop over the station for retail, office and residential uses.

- d. Recognise that there is an opportunity to also develop a new National Bus Station on the site.

Medium Term Action (1-3 years)

- a. Progress design concepts for a possible station layout and how it could integrate into the existing network.
- b. Begin design and planning process on the New Dublin Central Station.

BUS TRANSPORT

We feel that whilst the current/ongoing Bus Connects and the various public consultations have largely covered buses in the context of the GDA, we would like to emphasize the following principles/policies:

1. Green Party vision for buses - Implement a high-quality, accessible, bus network as part of a sustainable, nationwide transport system.
2. Buses are like streetlights - in that they need to be thought of as essential infrastructure that enables cities and economies to function. Therefore, appropriate funding and strategy, with customer experience at the centre of all improvements.
3. Connectivity with rail to allow for a multi-modal system - Buses should support, complement and enrich train/rail services throughout the GDA, by providing links to and from key stations to the surrounding semi-urban and rural areas. We would push for greater alignment with train timetables so that buses can help bridge a crucial gap and reduce the need for private car travel to train stations. Additionally, connecting more towns and villages across Ireland with train services could greatly reduce car dependency.
4. Priority on our roads - Increase the priority of buses on roads (thereby reducing journey times for passengers and giving greater turnaround of buses, the latter permitting more frequent services and/or reduction in the number of buses required) by:
 - Examining and trialling the use of bus gates at peak hours to further increase the permeability of our cities to buses and active transport as per Bus Connects.
5. Facilities - Before traffic demand measures such as congestion charges/zones are used, we must adequately resource alternatives to private car transport through concentrating on Park & Ride facilities around the city outskirts. LUAS P&R facilities are at capacity already showing huge demand but dedicating new facilities to bus routes in and out of city centre would be a great step forward.

End.