

# HGV Strategy in Dublin

Brendan O'Brien



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



- Historic City Core
- Greater Dublin Area > 1.6 m
- Ireland's Biggest Port 2km from Centre
- HGVs used City streets– long delays – pedestrian cyclist conflicts

**•Policy decision in 1994 to not allow any increase in private cars entering City Centre**

Dublin City – Before ban



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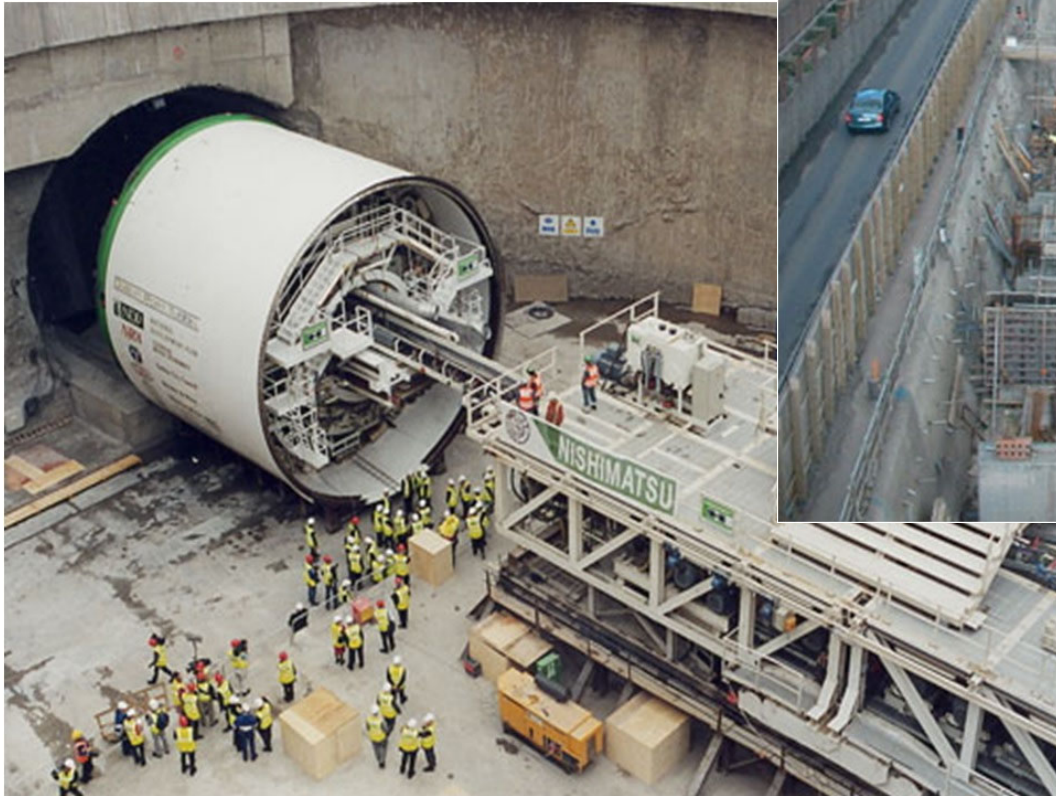


**HGVS using narrow city centre Streets**



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# Tunnel Construction started in 2001





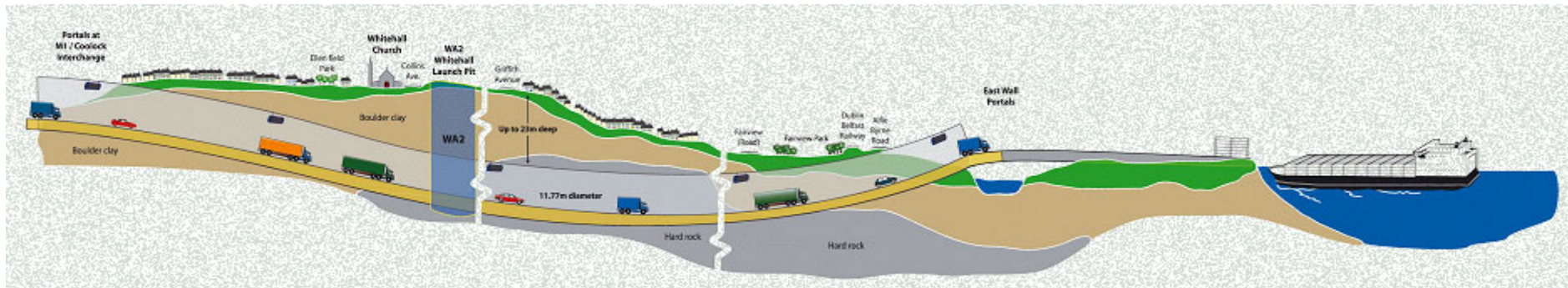
Dublin Port Tunnel opened December 2006

Forms part of the M50 network

 Dublin Port Tunnel

- DPT: 5.6km Urban Twin-Bore Tunnel
- Variable Price Tolling

- HGVs + Buses = Free
- Cars = €10 S/B peak 06:00 -10:00
- Cars = €10 N/B Peak 16:00- 19:00
- Cars = € 3 off peak
- Tolling designed to discourage commuter Traffic



## Dublin Port Tunnel



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Port Tunnel Entrance / East Wall Dublin City CCTV  
26 Jun 2019 10:07:34 GMT Daylight Time



M50 / Coolock Lane Dublin City CCTV  
26 Jun 2019 10:09:37 GMT Daylight Time

**Ship to Toll booths = 1Km**

**Travel Time ship to M50 12 minutes**

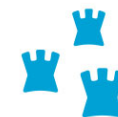


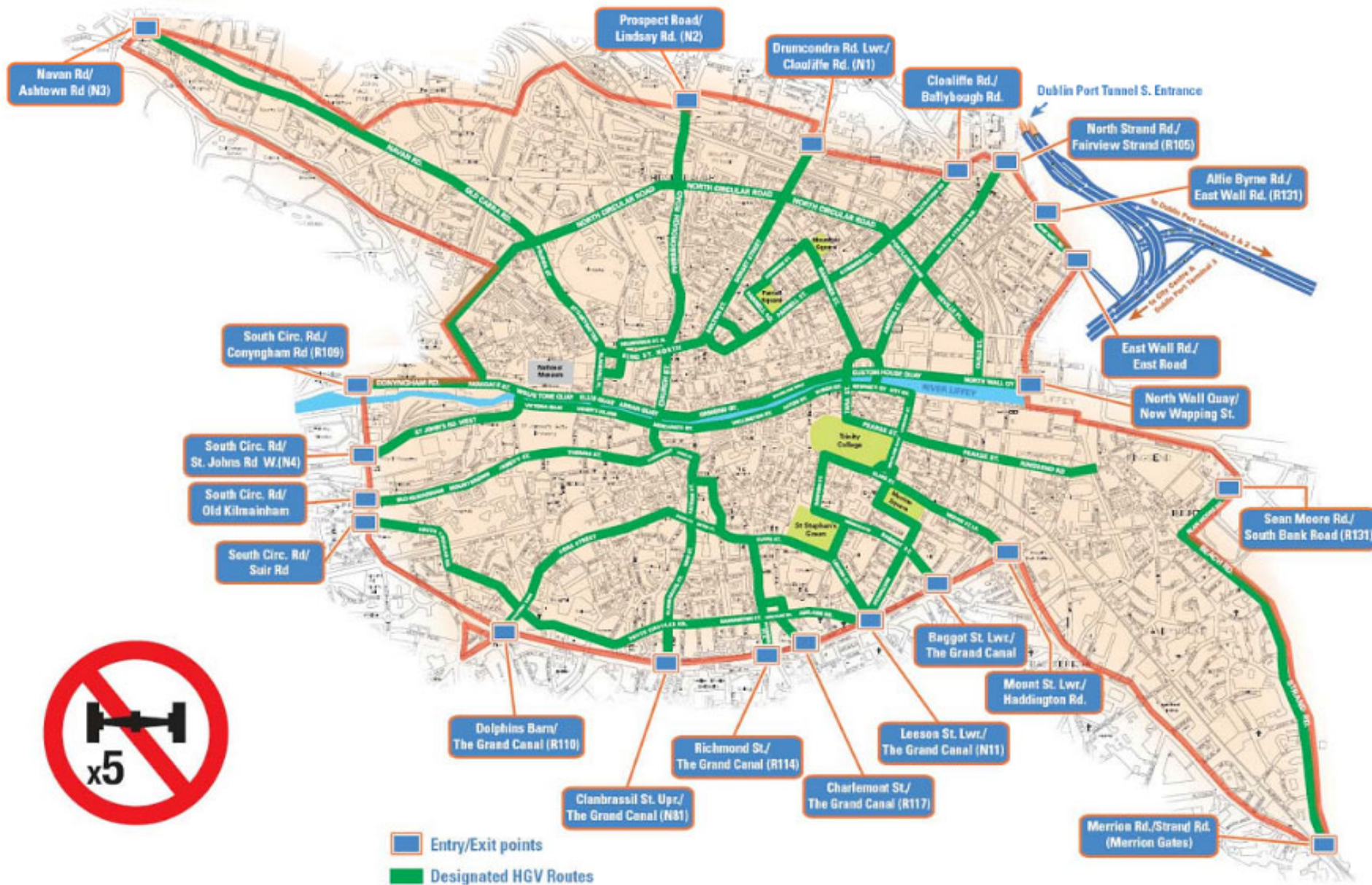
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# HGV Cordon Strategy

- Strategy was to build tunnel and introduce a HGV Ban
- Designed to
  - Maximise use of Dublin Port Tunnel by Port traffic
  - Allow port to grow volume without affecting city.
  - Remove as many HGVs from city streets as possible.
  - Ensure that space freed up by the HGV removal could be used for Public Transport , cycling and pedestrian improvements.
  - Provide a means of ensuring necessary deliveries could still be made within the HGV cordon.
  - Based on numbers of axles rather than weight so easy to enforce
    - 68% of Port HGVs are 5+ axles.
  - No surface access to Port----- HGVs must use tunnel.
  - ***Cordon lifted if Tunnel closed for longer than 50 minutes***



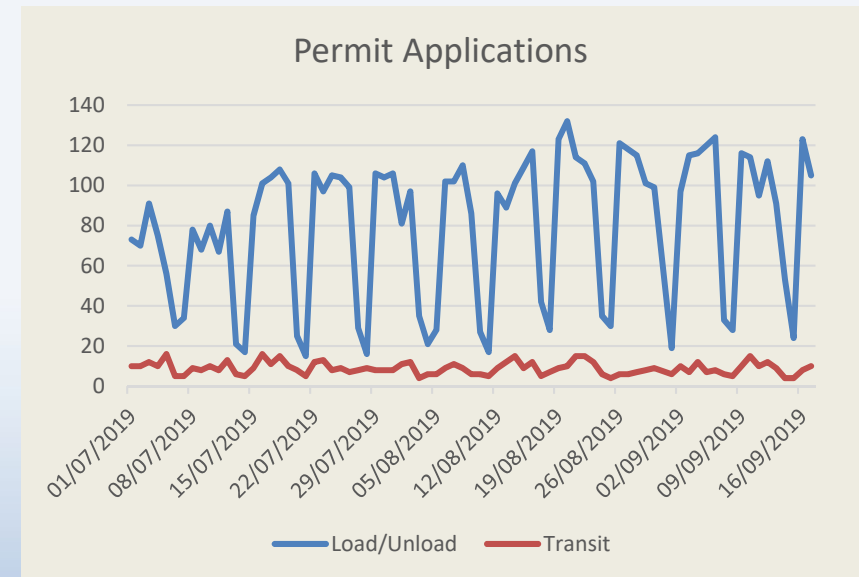


24 square Kilometres

# HGV Permit Scheme

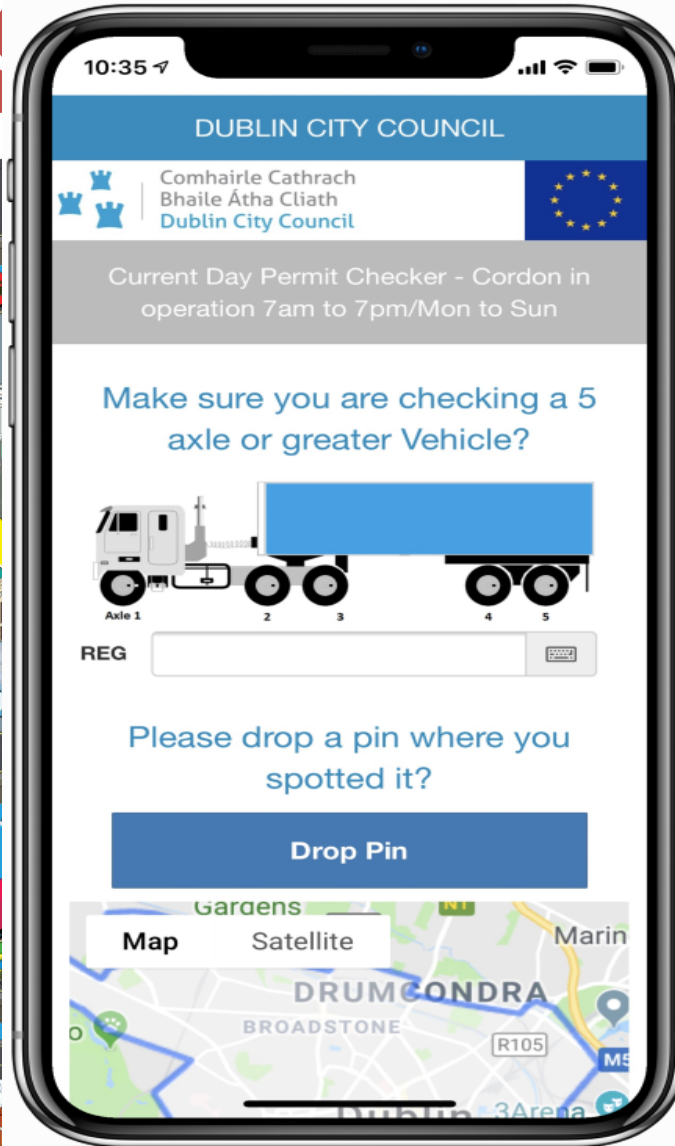


- On line system for permits with details of entry and exit points and delivery addresses required per delivery.
- A permit is only for one day and costs €10
- Two stage process so Premises first register and submit a mitigation plan for reducing use of 5+ axle vehicles.
- A haulier can only apply for a permit to visit a premises that has registered to receive 5+ axle deliveries.
- Police have access to Data Base of HGV Permits and so do not need to mount any check points.
- €800 fine for driver



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# How to use the app



Is it allowed to be in the city?

Download the **HGV PERMIT CHECKER APP**

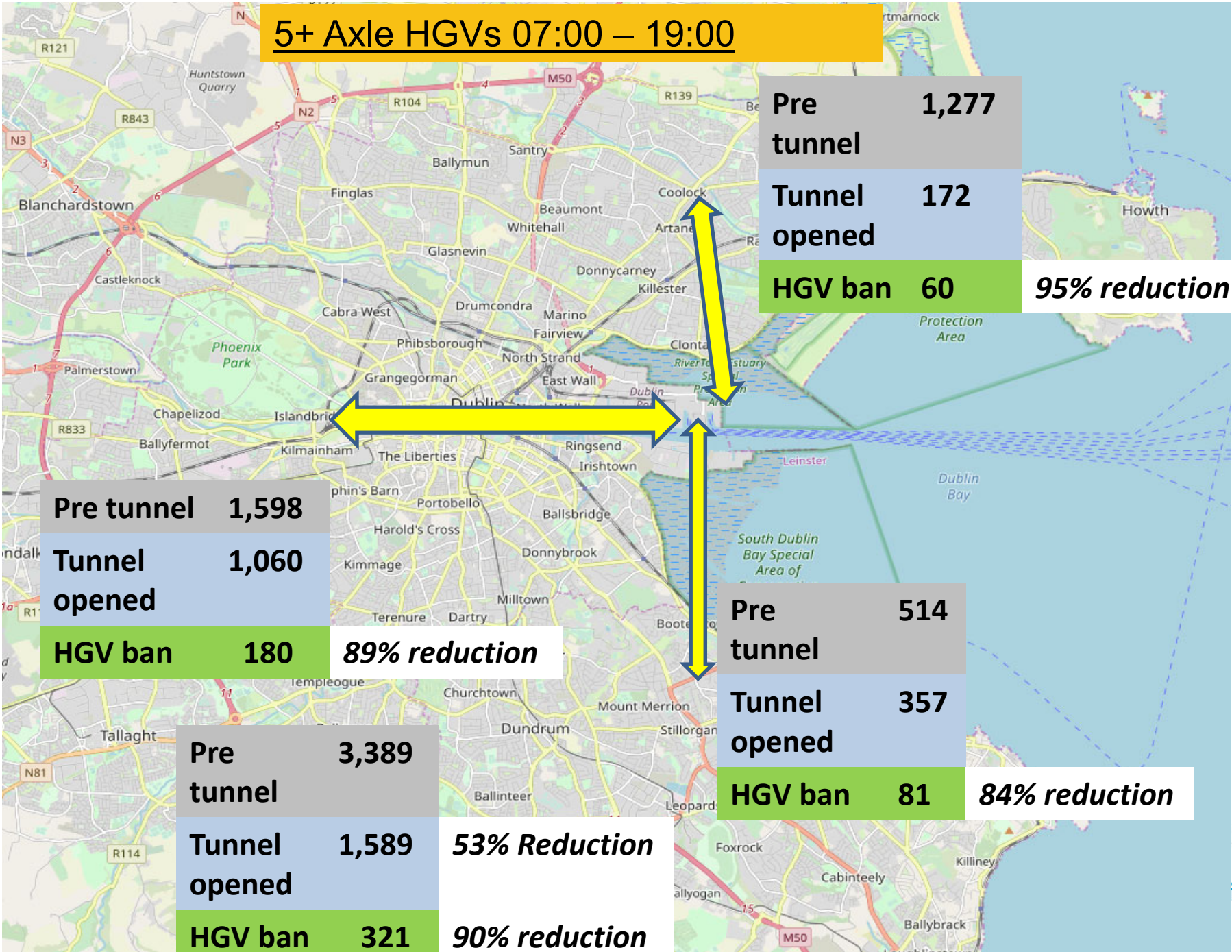


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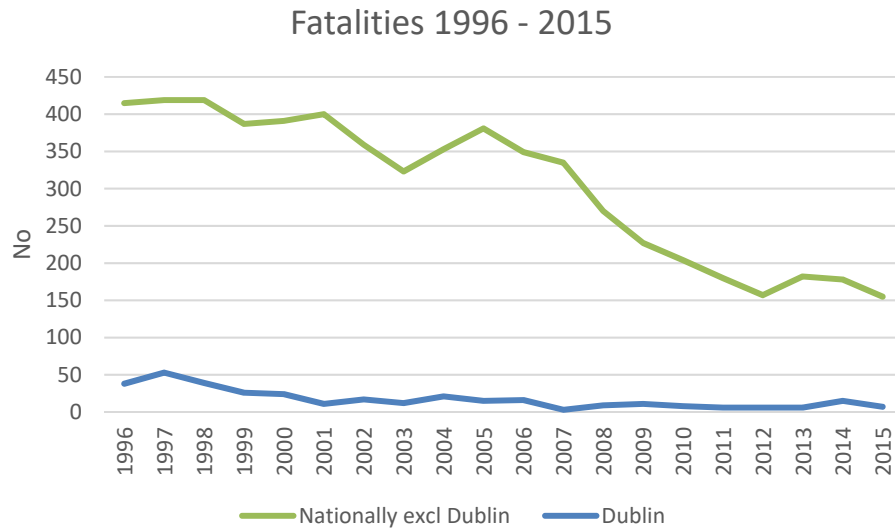
Interreg  
North-West Europe  
BE-GOOD

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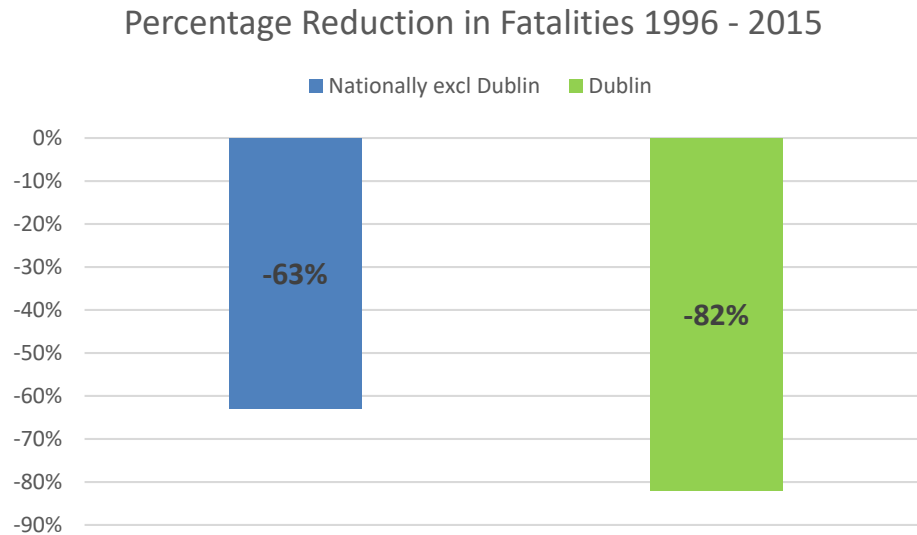
**5+ Axle HGVs 07:00 – 19:00**



# Fatalities – pre and post HGV ban

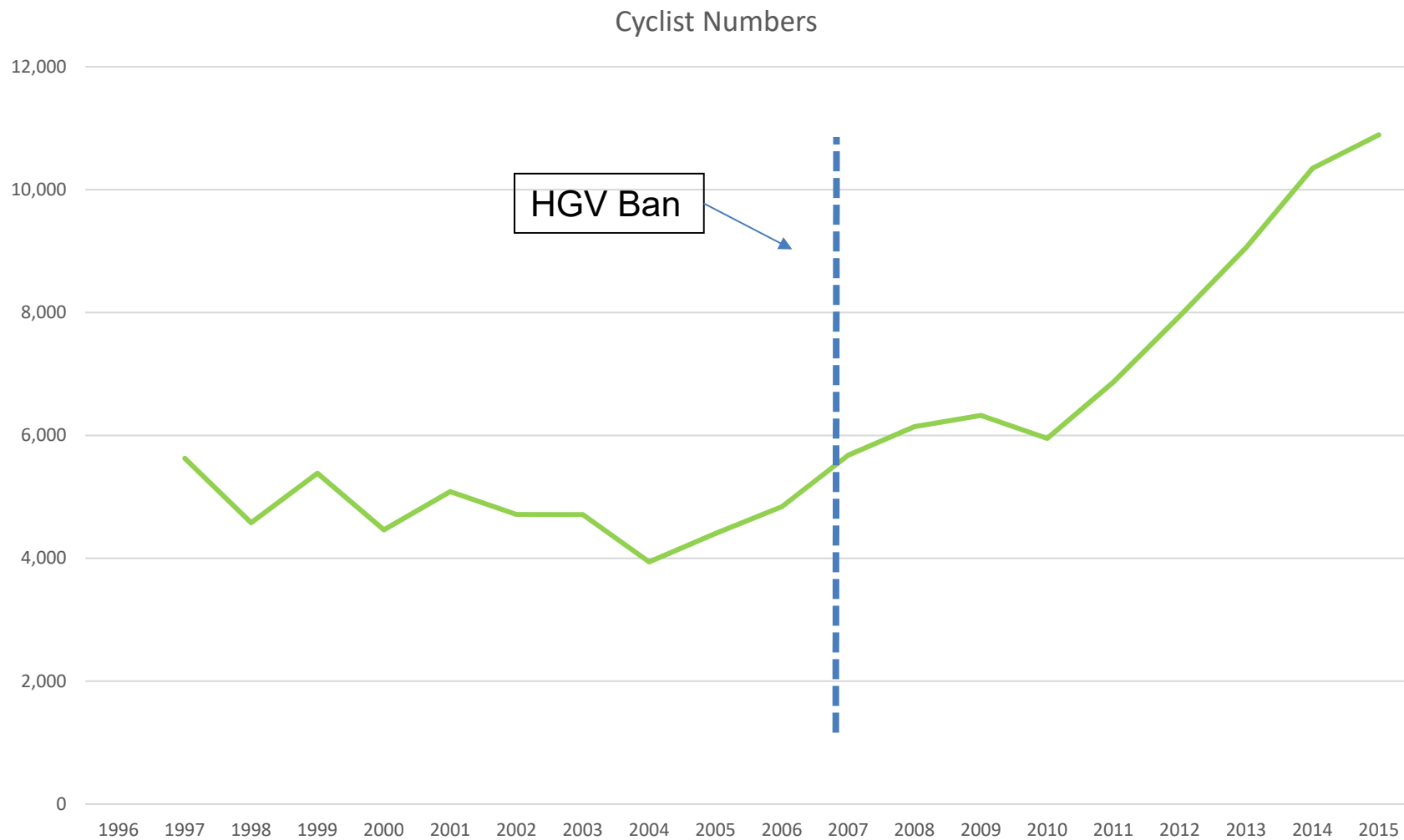


- Nationally fatalities were on a downward trend
- Greater decline in Dublin



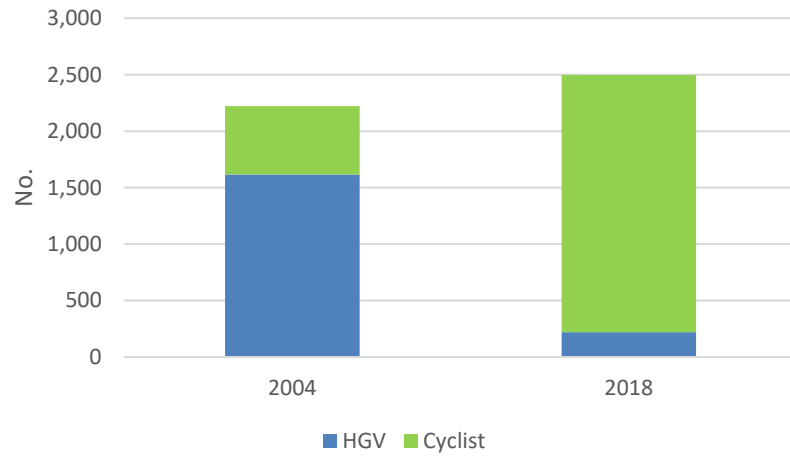
Dublin City	
Time period	Average annual No. of fatalities
1996 - 2006	25
2007 - 2015	8

# Dublin Cyclist numbers – pre and post HGV ban



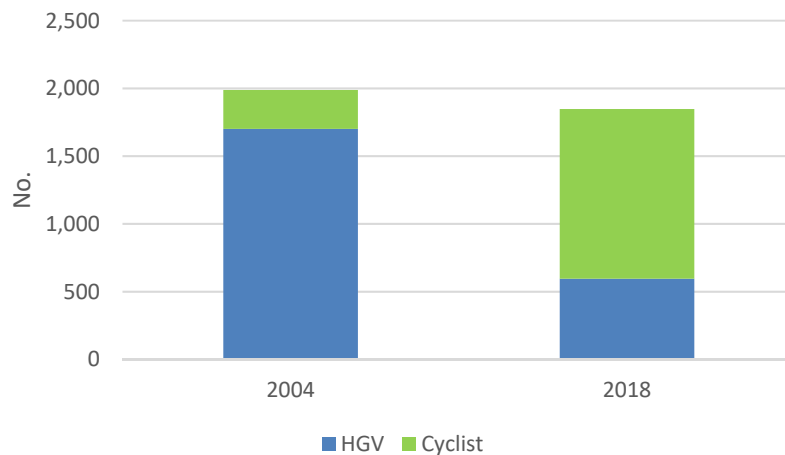
# Cyclist and HGV numbers

North Quays (Bachelors Walk) 2004 v 2018  
7am to 7pm



Mode	Percentage difference 2004 v 2018
HGV	-87%
Cyclists	+277%

South Quays (Victoria Quay) 7am to 7pm



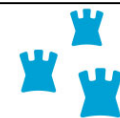
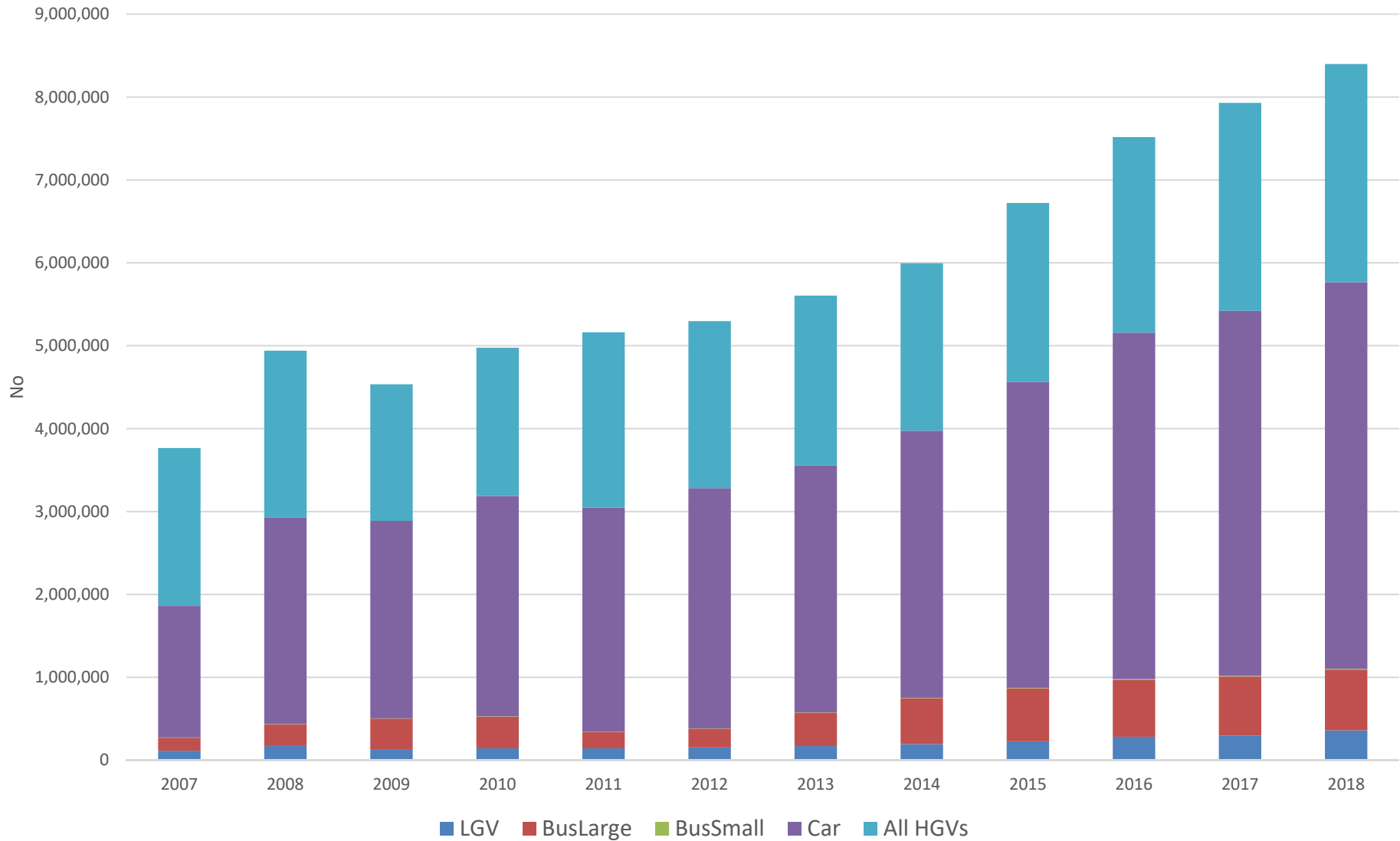
Mode	Percentage difference 2004 v 2018
HGV	-65%
Cyclists	+336%



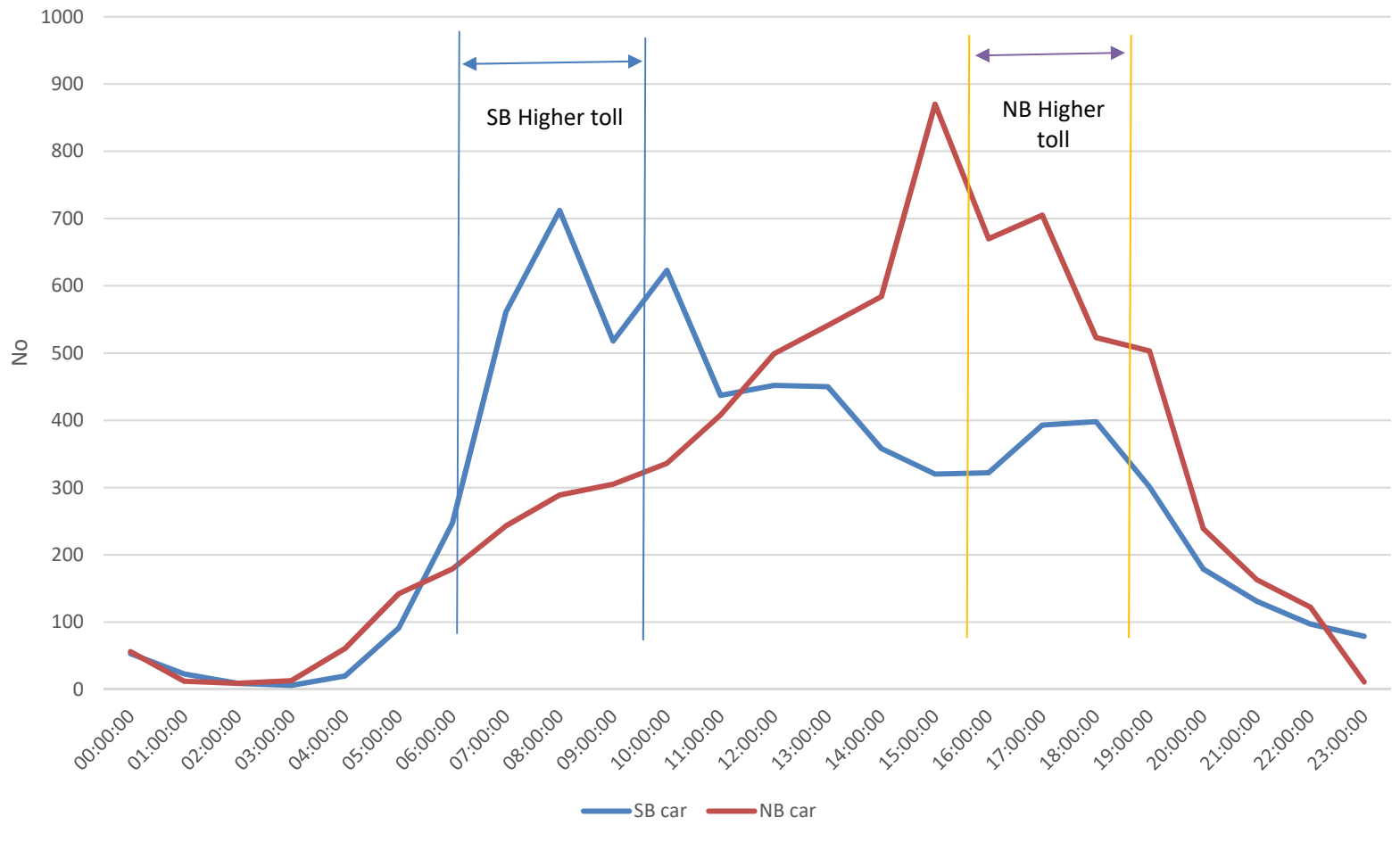




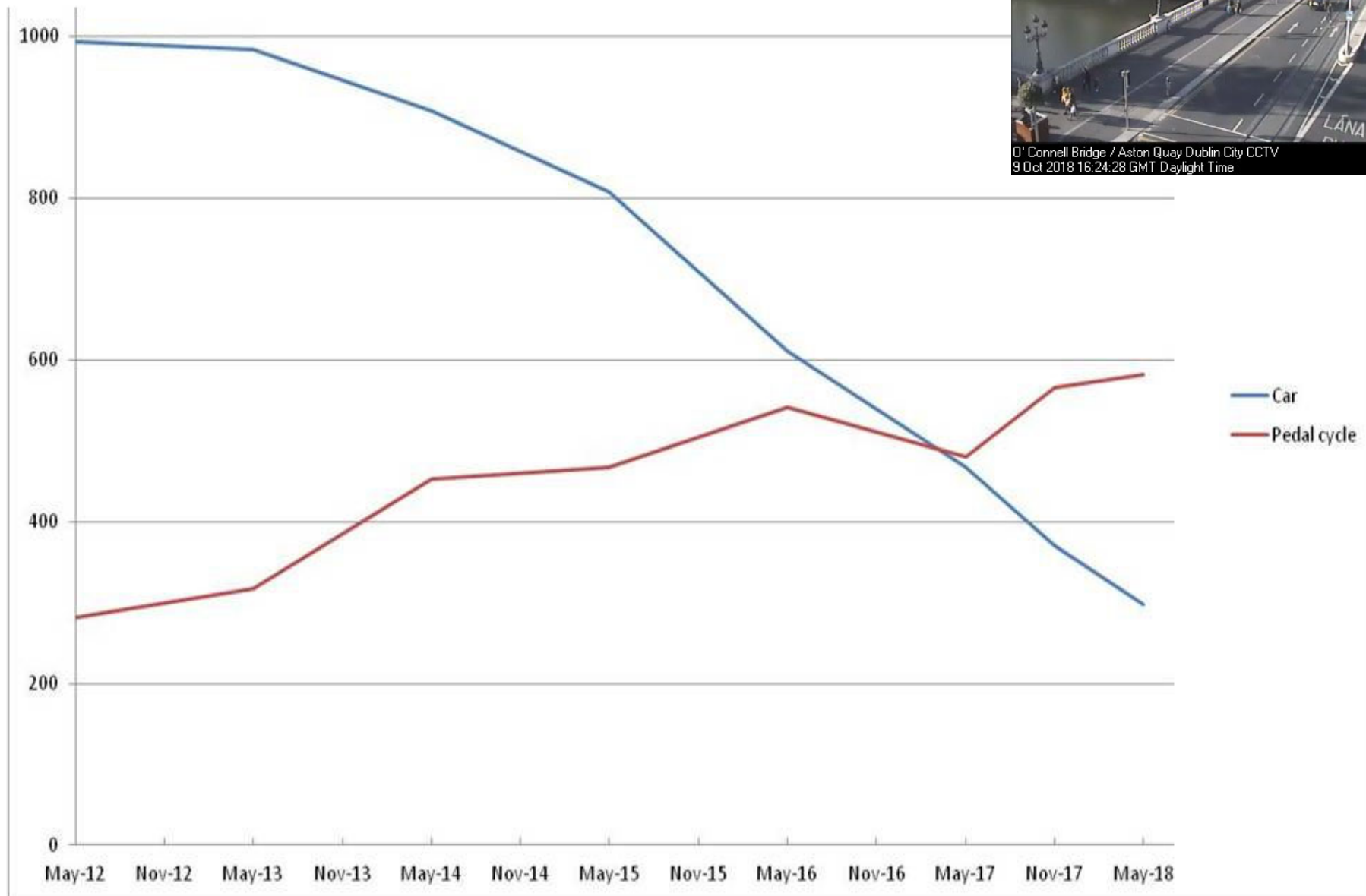
# Annual Totals - Vehicle type in Tunnel



# Car daily profile



# North Quays Am Peak



# Summary

- Strategy was to build tunnel and introduce a HGV Ban
  - Removed 90% of HGVs from City Streets
  - Space freed up was captured for Walking Cycling and public Transport
  - Substantial reduction in fatalities in the city.
  - Environmentally beneficial increase in walking and cycling
  - High Compliance rates --- Public App and campaign
  - Restrict permits to low emission vehicles.
  - City can no longer cater for HGVs



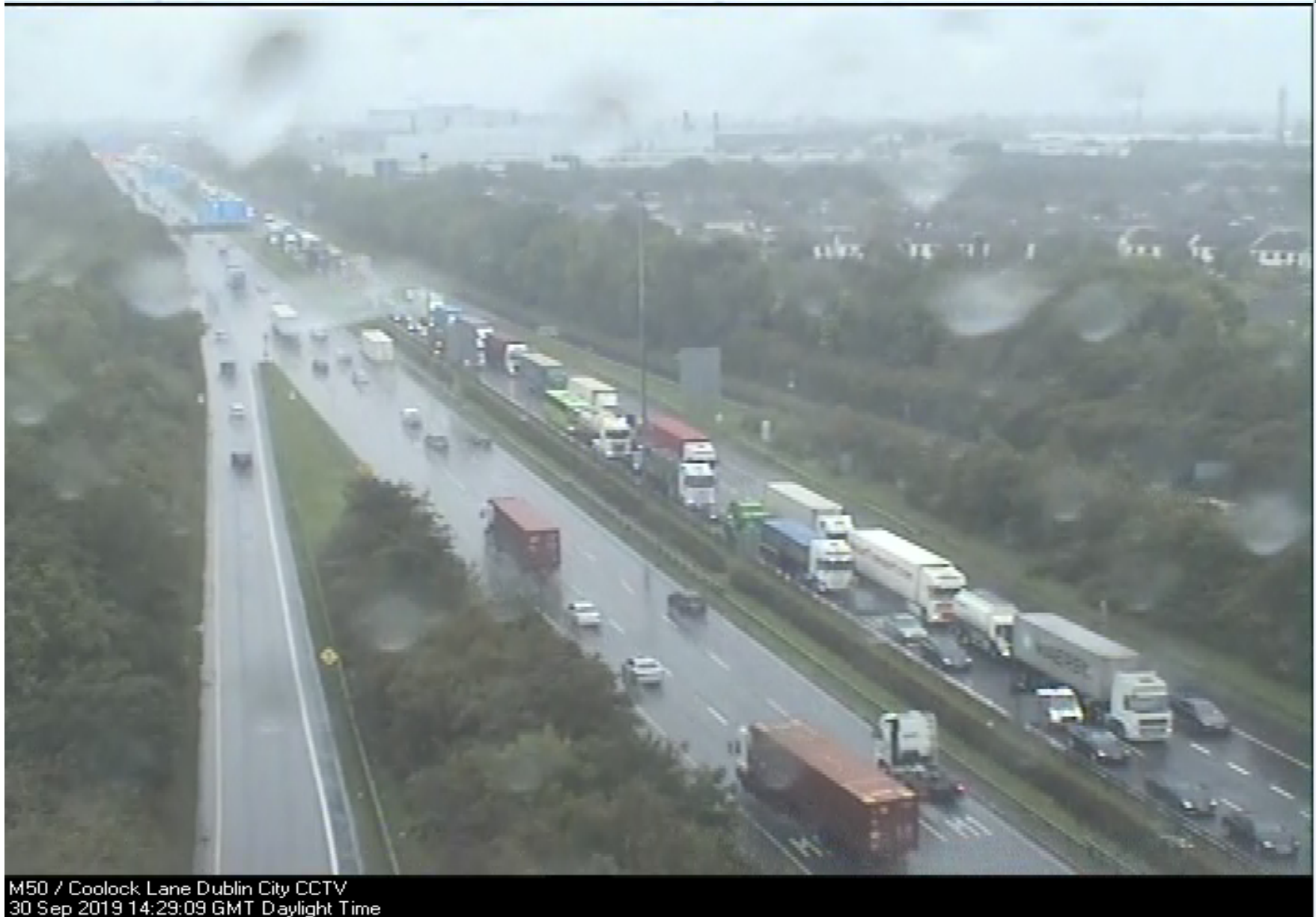


Port Tunnel Entrance / East Wall Dublin City CCTV  
30 Sep 2019 14:29:14 GMT Daylight Time

Tunnel must close if traffic cannot exit



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**Resulting in long delays for all traffic**



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**Any disruption in the Port will result in less use of tunnel due to continued closures.**

Daily Tunnel traffic 07:00- 19:00

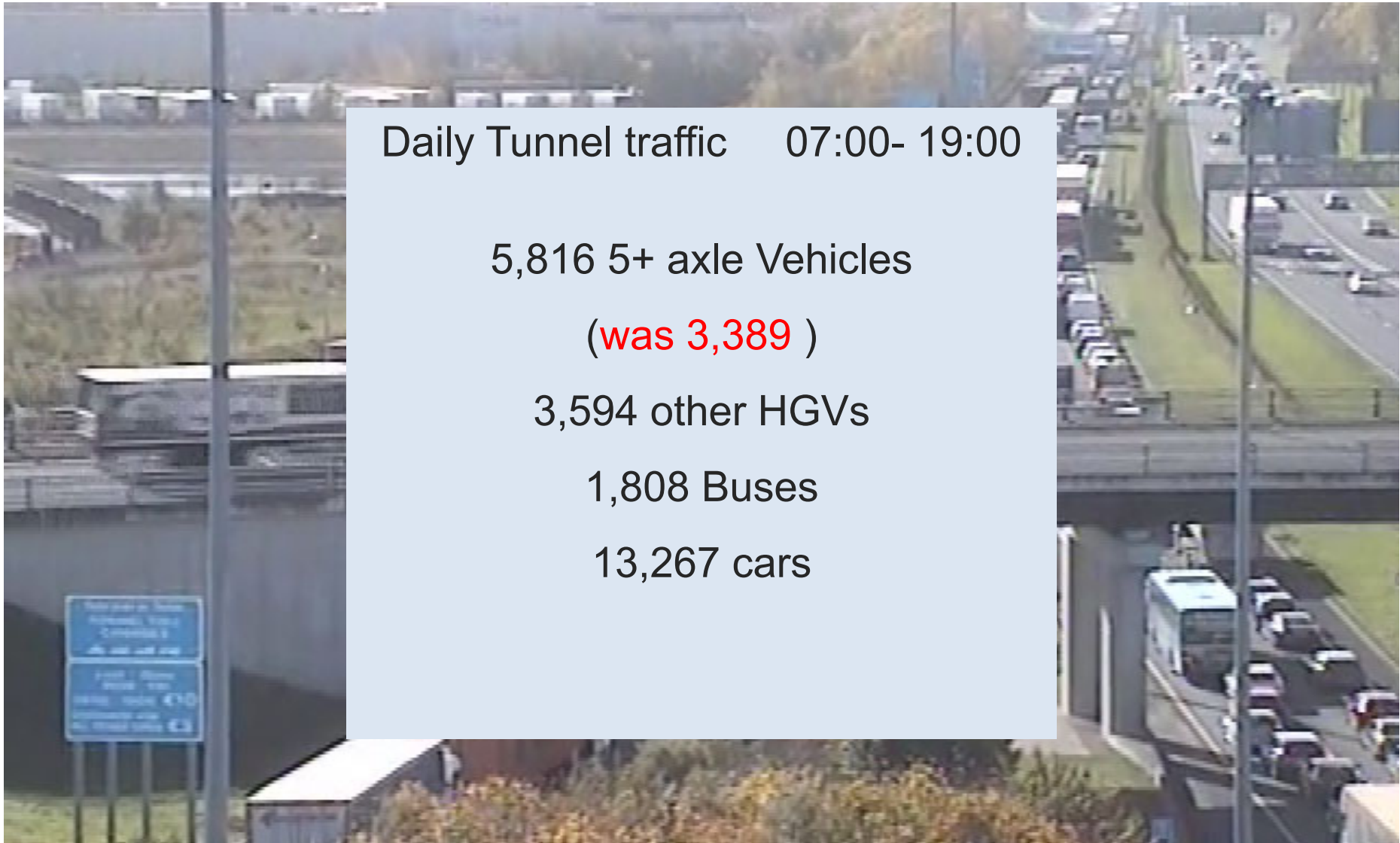
5,816 5+ axle Vehicles

(**was 3,389** )

3,594 other HGVs

1,808 Buses

13,267 cars

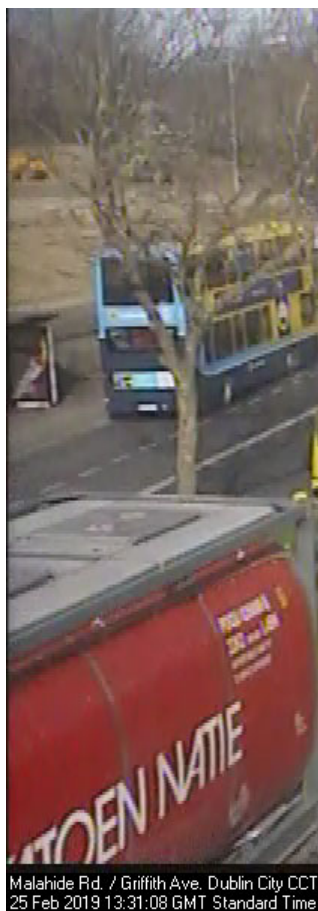
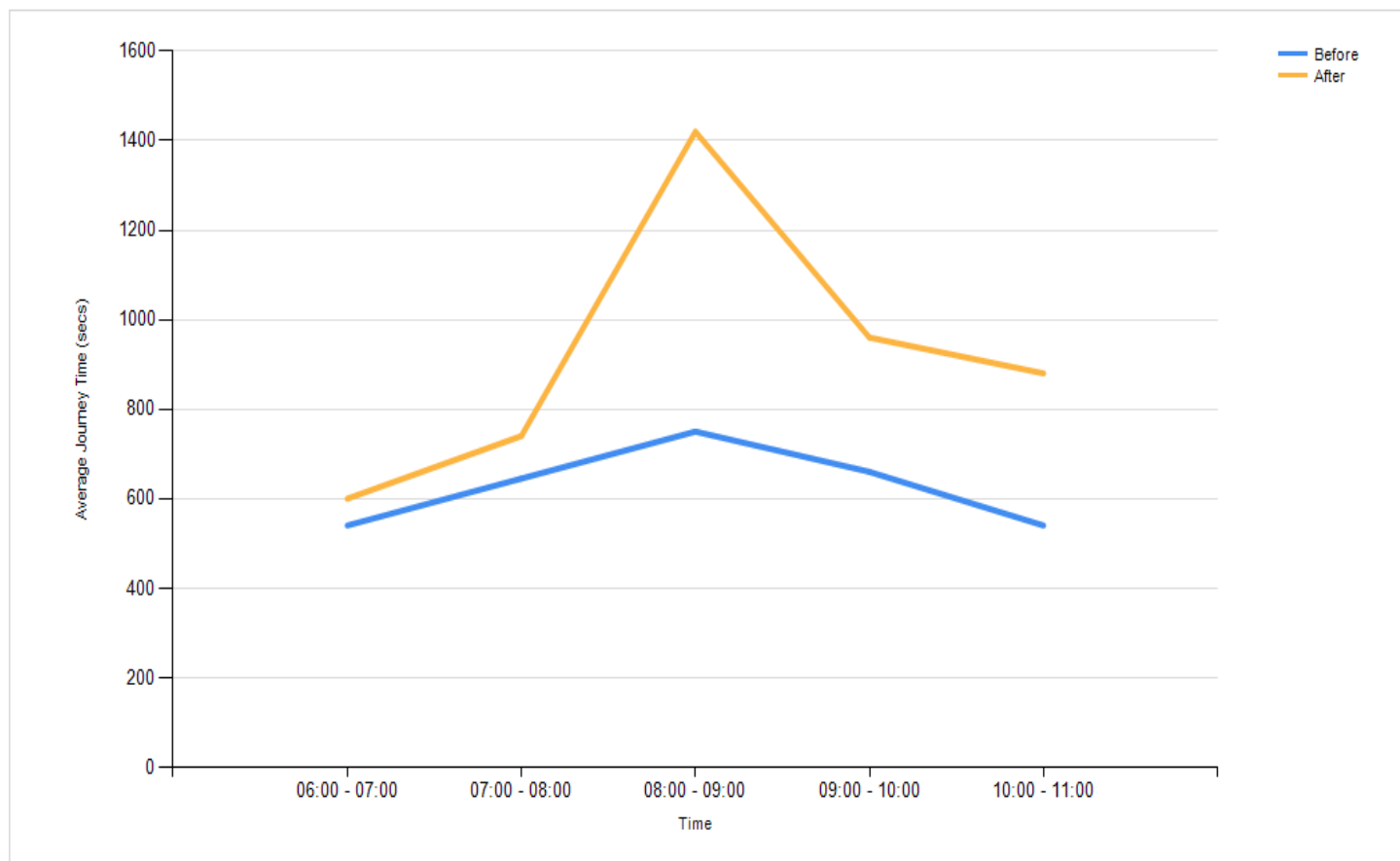




# Dublin City Council

## Journey Time Comparison Report

**Before:** 20/11/2018 - 20/11/2018 **After:** 27/11/2018 - 27/11/2018 **Time:** 06:00 - 11:00  
**Stop 77:** Cabra Road - Quarry Road - **Stop 84:** North Circular Road - Leo Street



**Tunnel Closure and lifting of HGV ban causes major problems for city**

**Especially for Public Transport**



**Thank You**

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**Dublin City Council**