

DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Impacts Madrid 2024



Dublin City Development Plan mode share targets 2022-2028

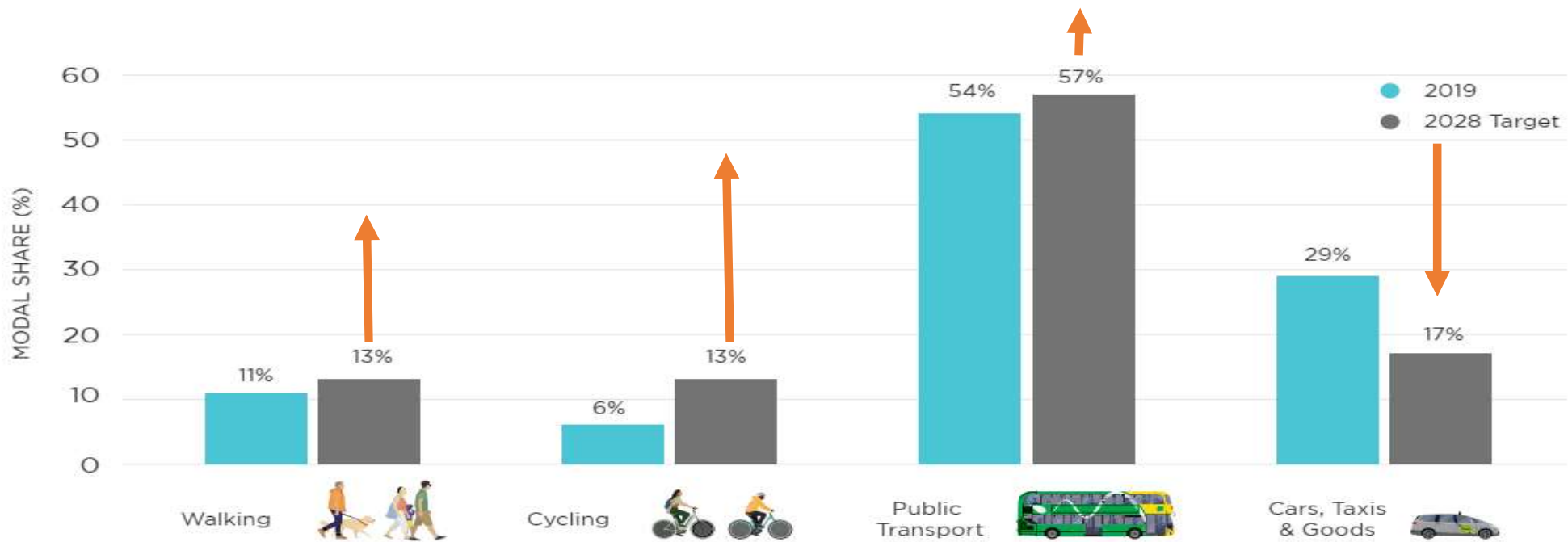


Figure 2.1 – 2028 Development Plan Target Outcome

It is an Objective of Dublin City Council:

SMT05

Review of the City Centre Transport Study

To review the City Centre Transport Study 2016 in collaboration with the NTA in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.

Current 2023 mode splits

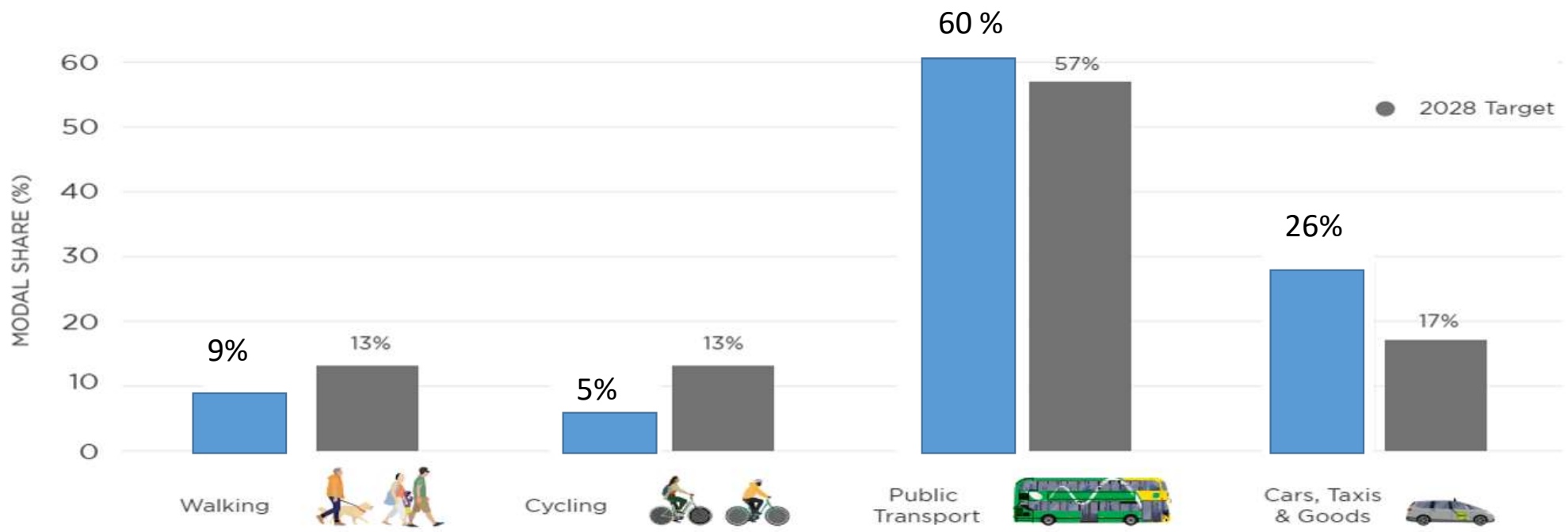


Figure 2.1 – 2028 Development Plan Target Outcome

Public Value to the City

Outcomes – 95% of people coming within 400 metres of the 310km network

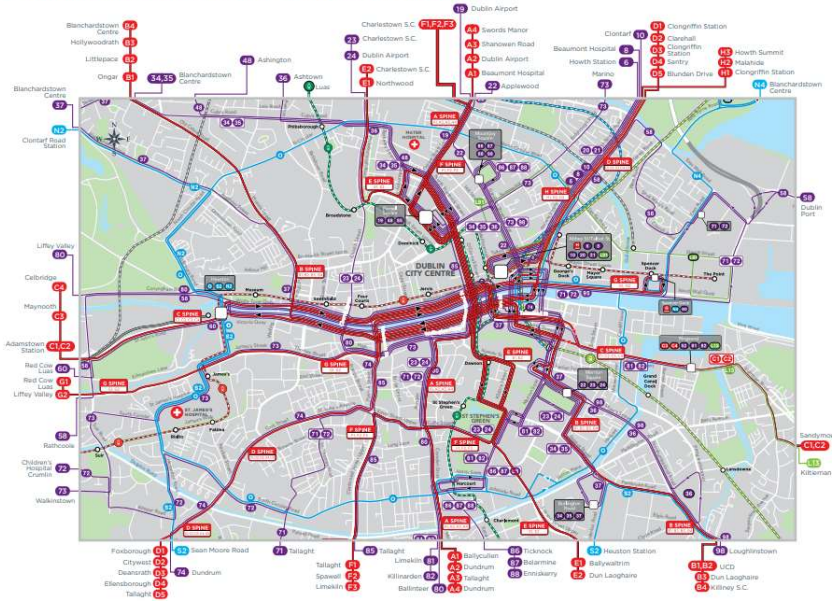


Connecting Communities with Workplaces and Amenities - Dublin City



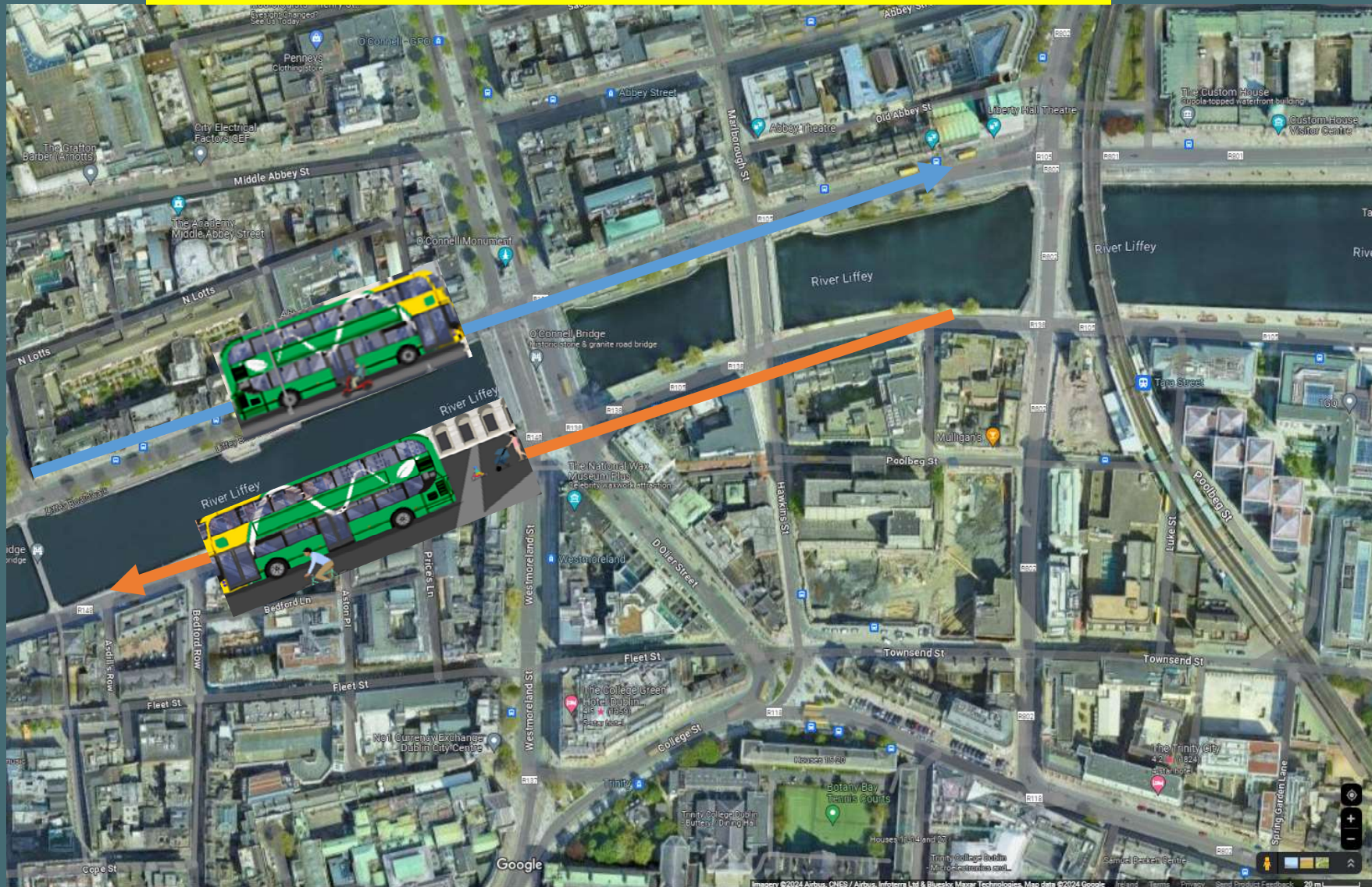
Figure 1.2 City Centre Study Area

- Christchurch • Dolphin's Barn • Dublin City North • Dublin City South
- East Wall • North Strand • Smithfield • South Circular Road/Portobello



Study Area

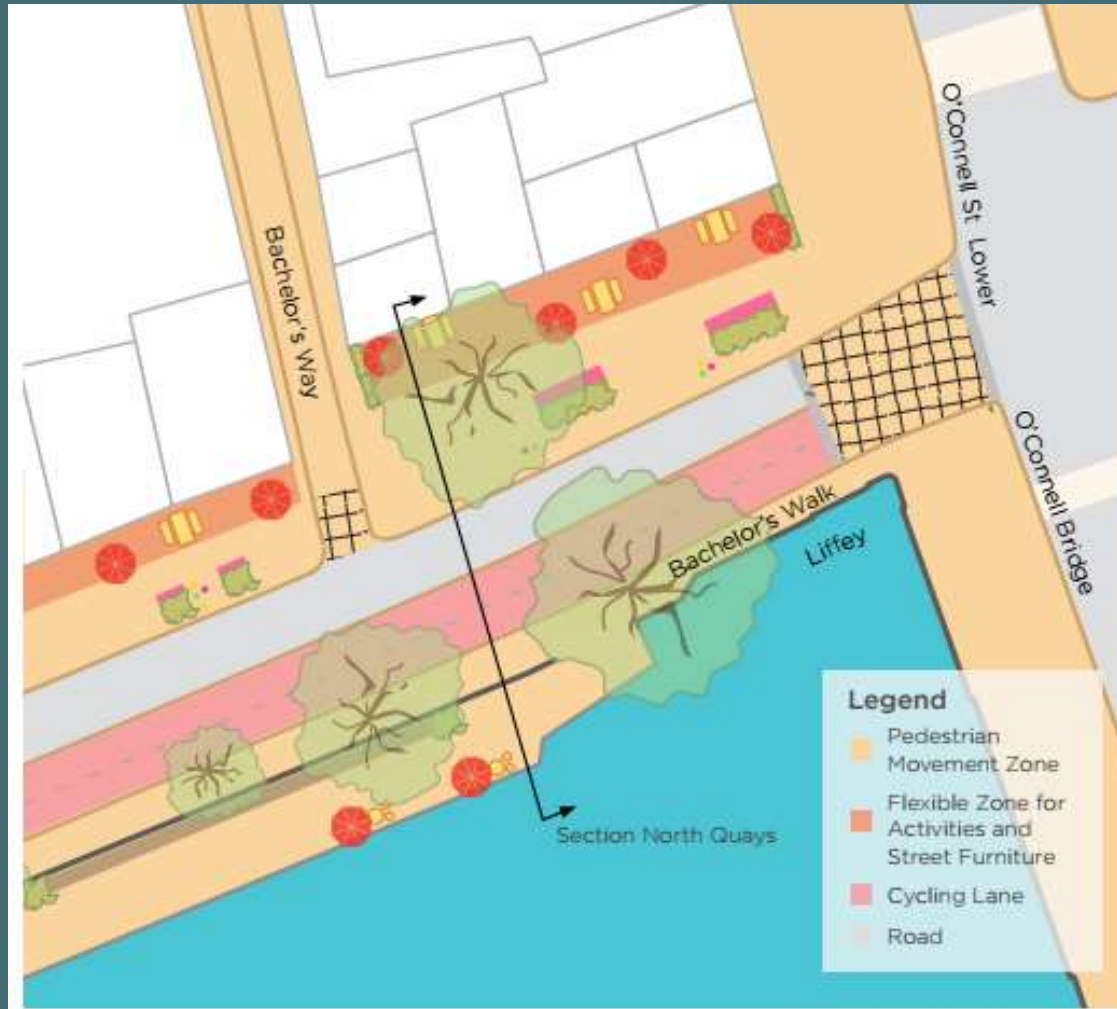
Remove Through Traffic from City Centre



Opportunities for Dublin City - The Quays



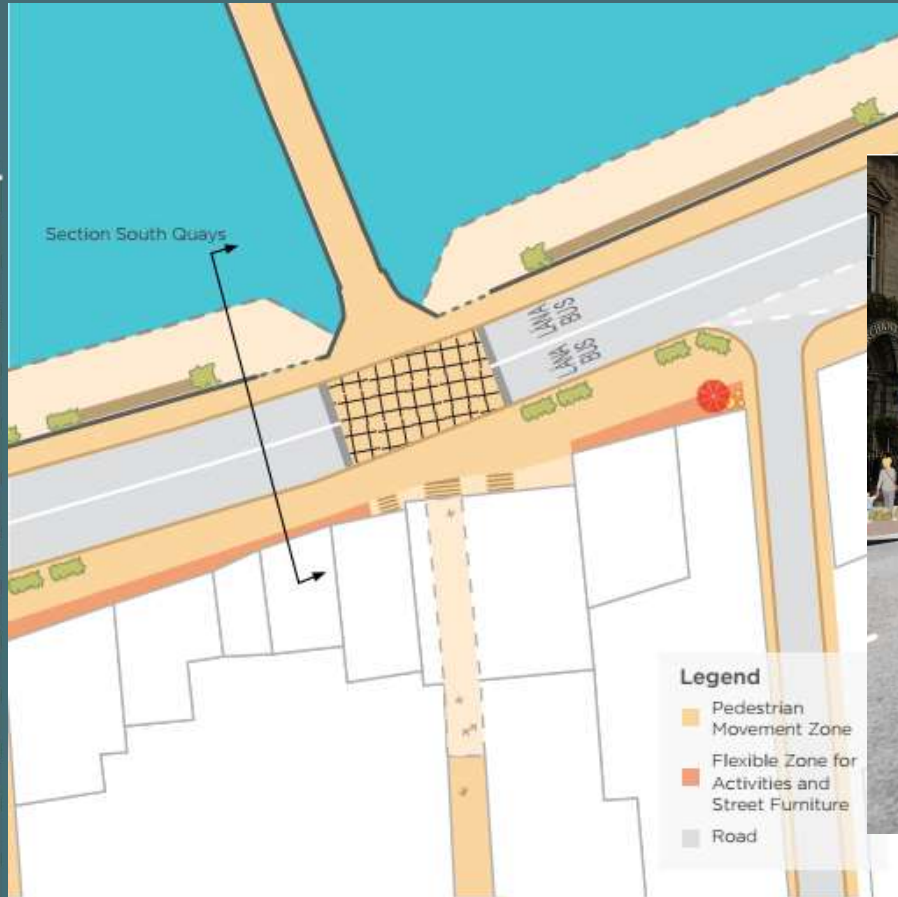
Opportunities for Dublin City - The Quays



- The reduction in vehicular traffic will facilitate a significant reallocation of space, notably for pedestrian and cycle movement.
- The extra space will also allow reconsideration of bus routing and stopping arrangements which are currently constrained by traffic management arrangements.



Opportunities for Dublin City - The Quays

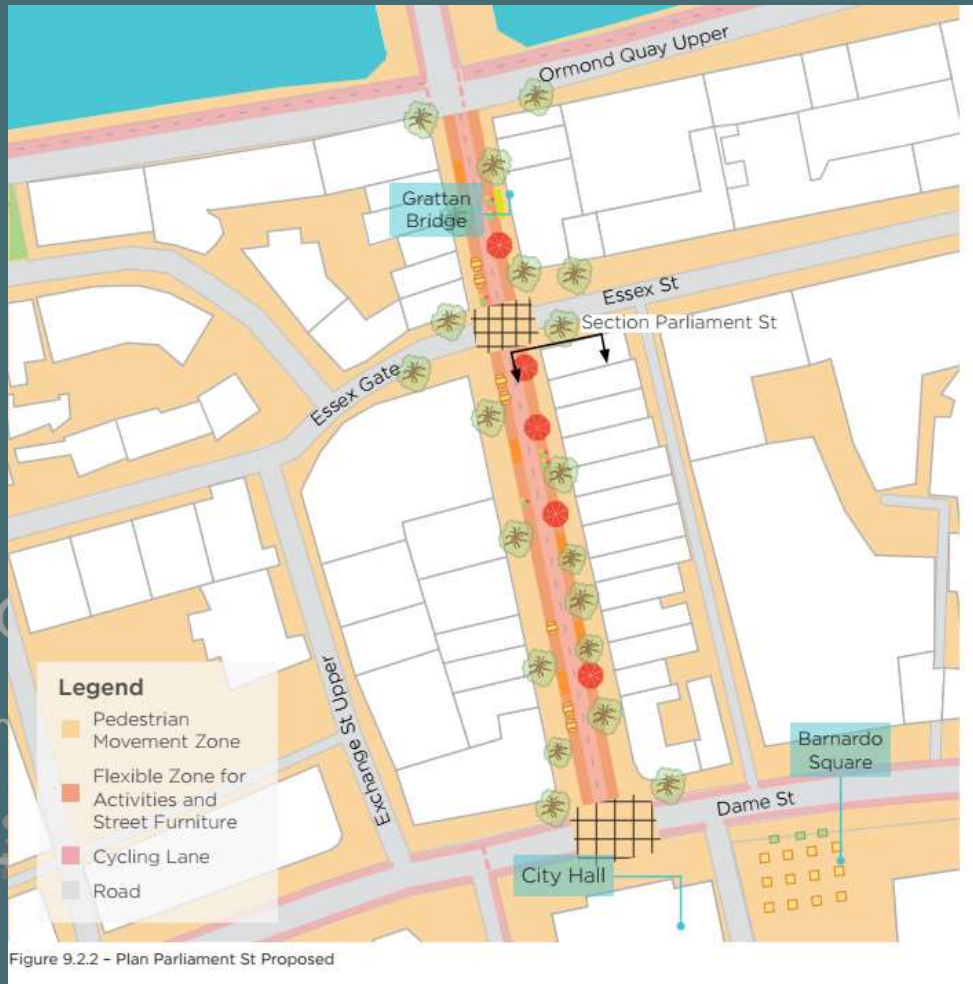


Opportunities for Dublin City - College Green / Dame Street

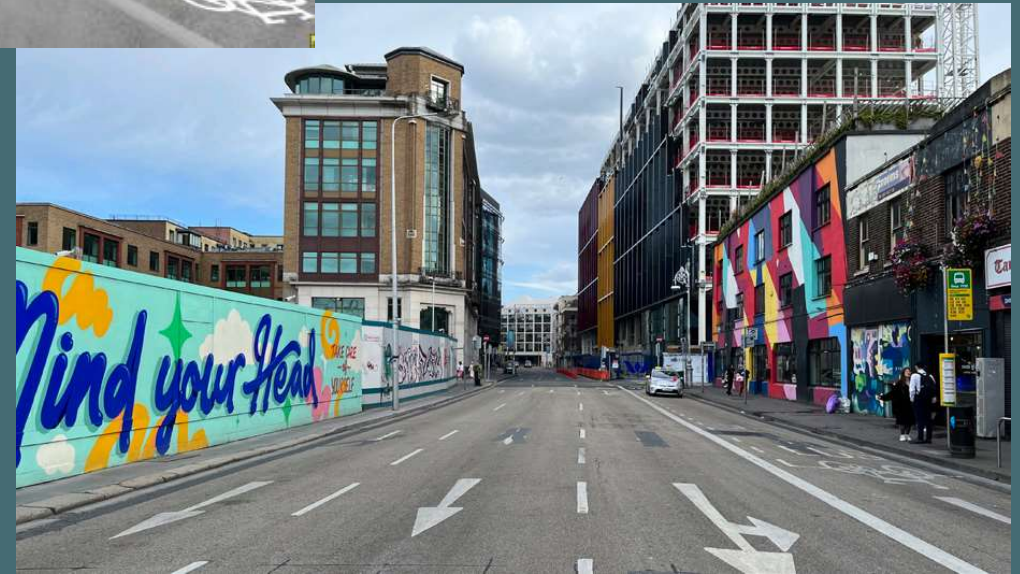
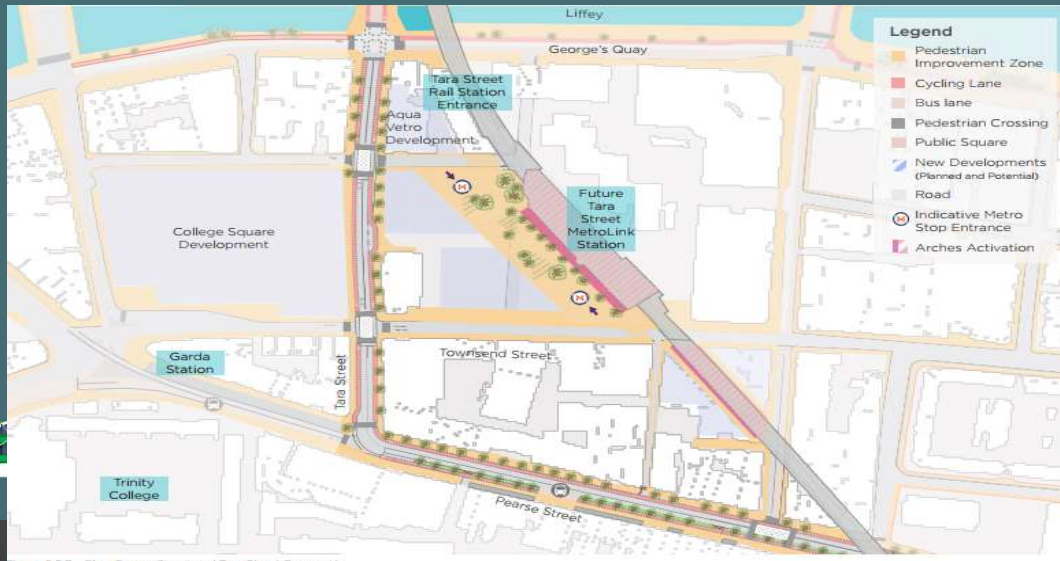


Traffic Free in 2024/5 once Network Redesign has moved buses from the area.

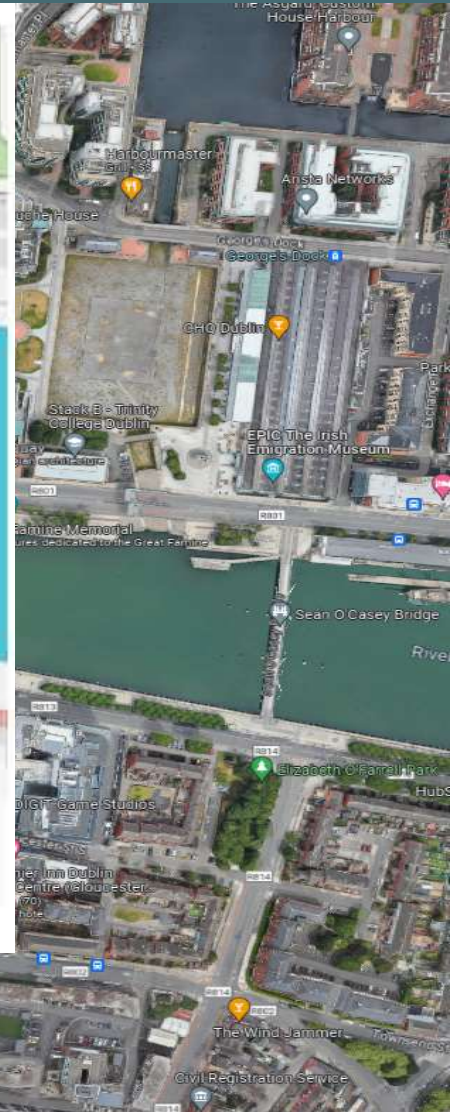
Opportunities for Dublin City - Parliament Street



Opportunities for Dublin City - Tara Street



Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place



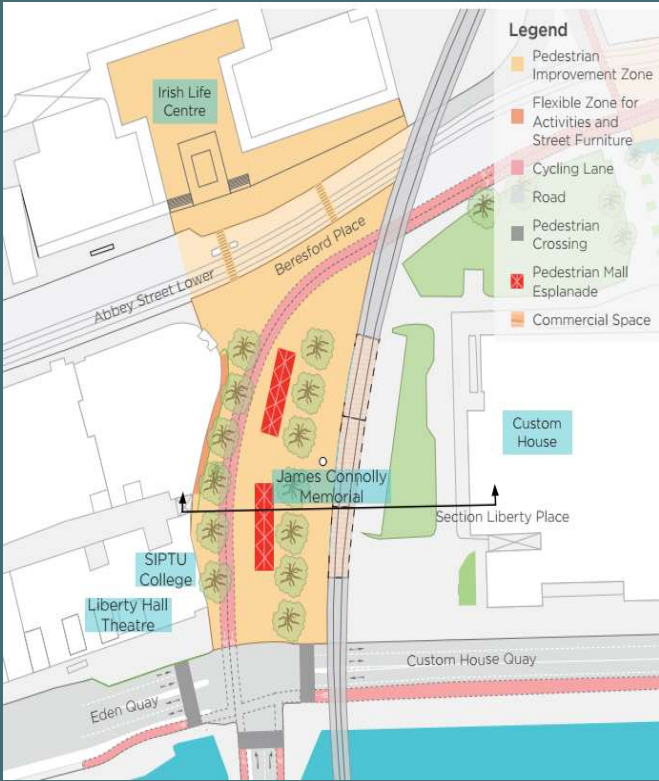
Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 2 Intervention at Custom House Quay

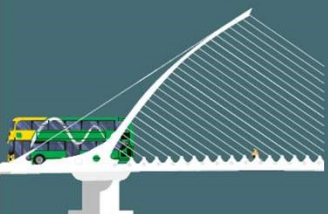


Opportunities for Dublin City - Future Options for Customs Quay or Beresford Place

Option 1 Intervention at Beresford Place Eden Quay



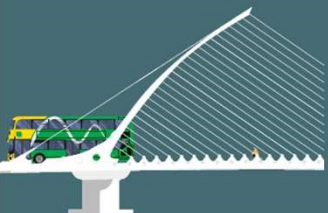
Opportunities for Dublin City - Gardiner Street



Opportunities for Dublin City - Lincoln Place

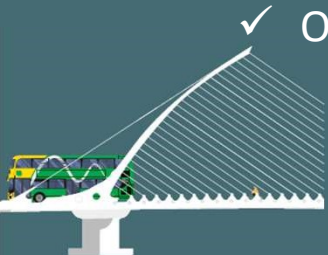


Existing situation



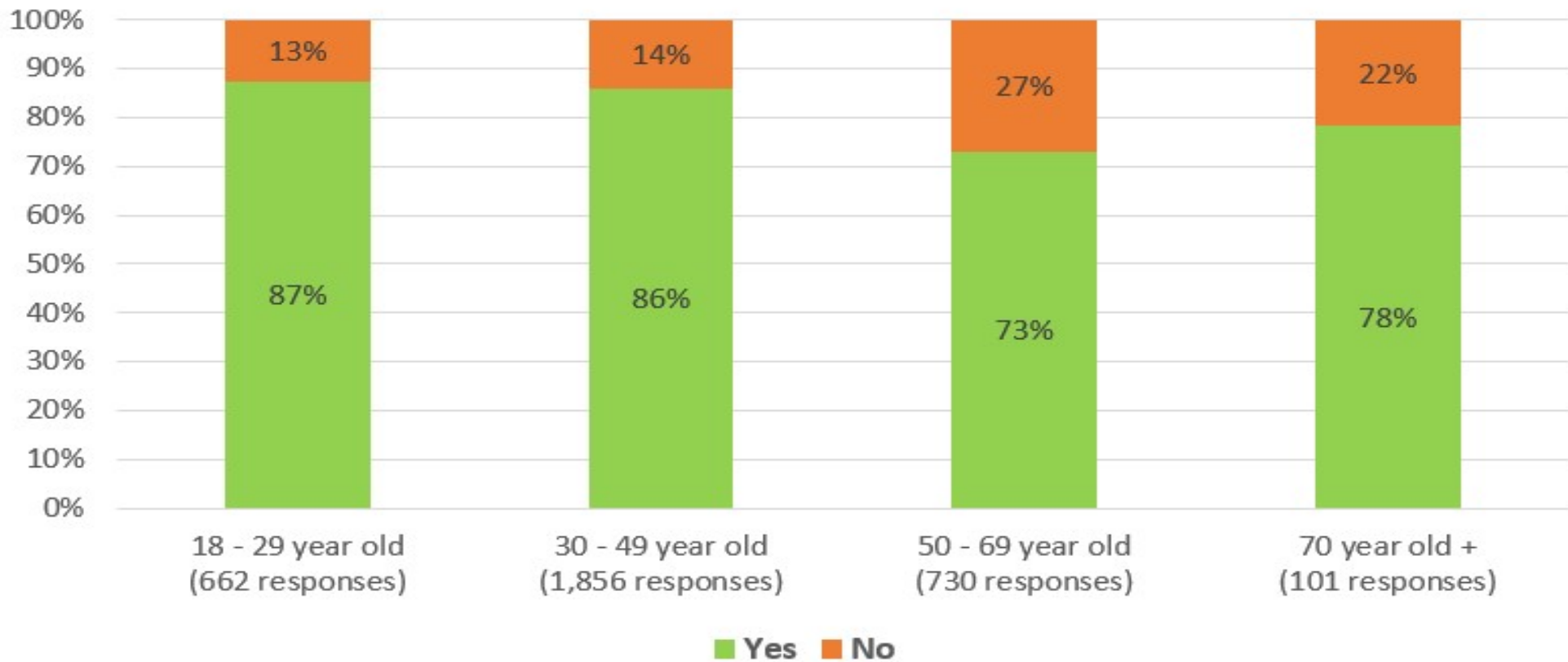
Key outcomes of the Dublin City Centre Transport Plan

- ✓ Reduction of up to 60 % of car traffic in city core meeting DCC policy to make the City Centre a low Traffic environment.
- ✓ More reliable and frequent Public Transport.
- ✓ Reduced emissions due to reduction of 34% in Kms travelled by private car in city centre.
- ✓ Reduction in population exposed to traffic noise.
- ✓ Improved cross-city pedestrian connectivity with 30% less time waiting at junctions on the walk from Stephen's Green to the Spire.
- ✓ 17% reduction in pedestrian wait time at O'Connell Bridge.
- ✓ Opportunity for cycling projects to cross and connect through the city centre.



Consultation

Do you think that road space for private vehicles in the core city centre should be reduced to facilitate a more efficient public transport system that has increased capacity?



Draft plan would see cars banned from parts of Dublin city

Updated / Wednesday, 13 Sep 2023 17:50



D News > Dublin News > Dublin City Council

'Ambitious' Dublin City Council plan to see major traffic restrictions in city centre

The Council are now asking for public consultation on plans for a low traffic city centre with public transport, walking and cycling being prioritised

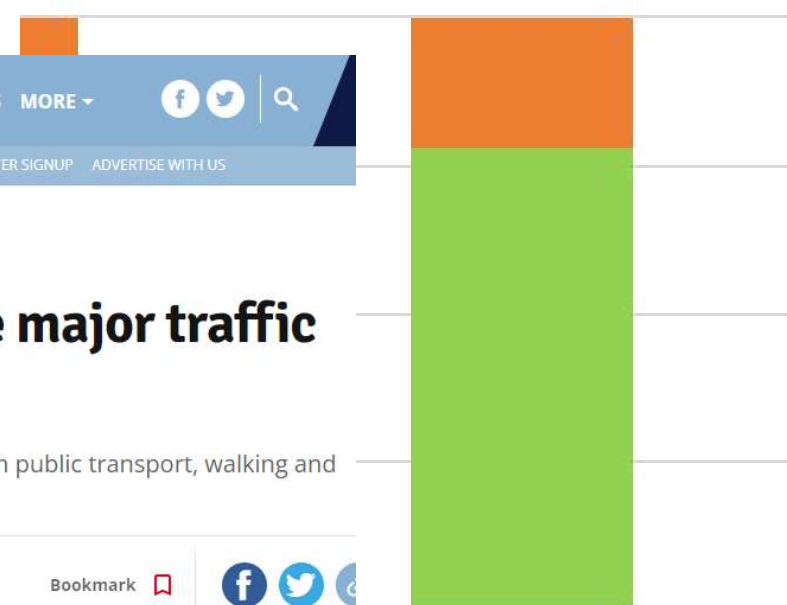
NEWS By [Rayana Zapryanova](#)

17:24, 13 SEP 2023

Bookmark



...e 'civic spaces' in the city centre?



Dublin City Centre (Between the canals)

Dublin City Suburbs (From the canals to the M50)

Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

■ Yes ■ No

Consultation

Health professionals

- HSE Dublin and South East
- Health Alliance includes amongst others
 - **Irish Cancer Society**
 - **Irish Doctors for the Environment,**
 - **Irish College of General Practitioners,**
 - **Irish Society of Chartered Physiotherapists,**
 - **Irish Heart Foundation,**
 - **Asthma Society of Ireland,**
 - **Royal College of Physicians of Ireland,**
 - **Royal College of Surgeons of Ireland,**
 - **University College Dublin, School of Public Health,**
 - **Irish Global Health Network,**
 - **Association for Health Promotion Ireland,**
 - **Irish Medical Organisation,**

“This proposal to remove private motor vehicles and through traffic from Dublin’s city centre will deliver a multitude of physical health, mental health, environmental, and economic benefits for the local community..”

Possible routes to Northside Hospitals from the Quays



LEGEND

- Starting here
- Mater Hospital
- Temple Street Hospital
- Rotunda Hospital
- LUAS Red Line
- LUAS Green Line
- DART

The first changes under this plan are scheduled to be implemented in early August 2024 at the following locations :-

- ❑ **Bachelor's Walk Bus Gate:** Bus gate on Bachelor's Walk close to O'Connell Bridge for public transport, taxis, cyclists and pedestrians only.
- ❑ **Aston Quay Bus Gate:** Bus gate on Aston Quay close to O'Connell Bridge, for east-

Presented to the City Council 8th of April 2024

Now proceeding to implementation

Westland Row to two way Pearse Street – allows high sided vehicles a safe route under the railway bridge.

