

NTA and South Dublin County Council Scholarstown Rd Scheme



12 March 2019

Remit of NTA

The principal statutory functions of the National Transport Authority include:

- Strategic planning of transport,
- Promotion of walking and cycling as modes of transport
- Provision of public passenger transport services,
- Provision of public transport infrastructure,
- Effective management of transport demand

National Policy Basis

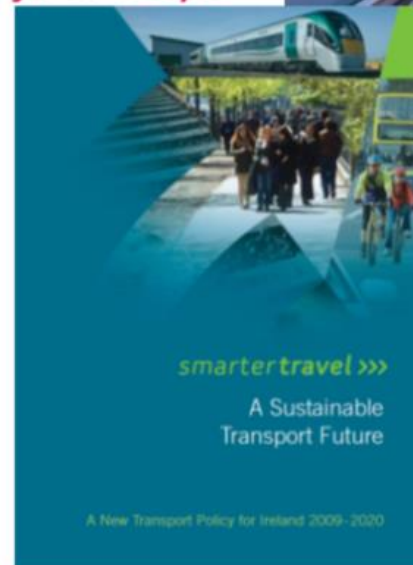
Smarter Travel A Sustainable Transport Future (2009)

- Reduce transport Green House Gas emissions below 2005 levels
- Reduce car share to 45% of total journeys
- “Business as usual” over

Strategic Investment Framework for Land Transport (2015)

Emphasis on:

- **WALKING**
- **CYCLING**
- **PUBLIC TRANSPORT USE**



Regional Transport Strategy

Demographic trends and Regional Planning Strategy

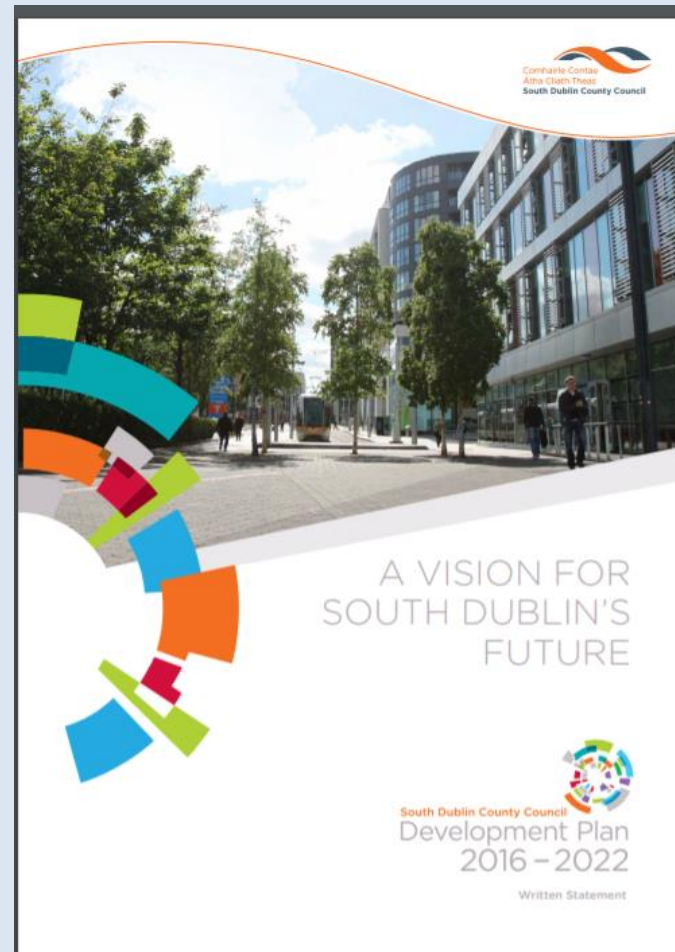
- Rail projects
- Bus Connects
- GDA cycle network
- Travel Demand Management
- No increase in road capacity for private vehicles on radial road inside the M50





SDCC Development Plan

“It is the policy of the Council to **re-balance movement priorities** towards more sustainable modes of transportation by prioritising the development of **walking and cycling facilities within a safe and traffic calmed street environment.**”



In South Dublin County Council

- NTA Sustainable Transport Grants have provided **€25m funding** since 2012 for walking and cycling and bus projects
- SDCC is the sponsoring agency and applies for funding.
- Past Projects
 - Firhouse Quality Bus Corridor €2.4m
 - Ballyroan schools cluster €1.2m
 - Dodder bridge and links €1.4m
 - Knocklyon Junction €0.8m
 - Barton Greenway
- Current Projects include funding the Dodder Greenway, and Grand Canal loop



Lucan Roundabouts



Before – Willsbrook Road facing north 8.43am

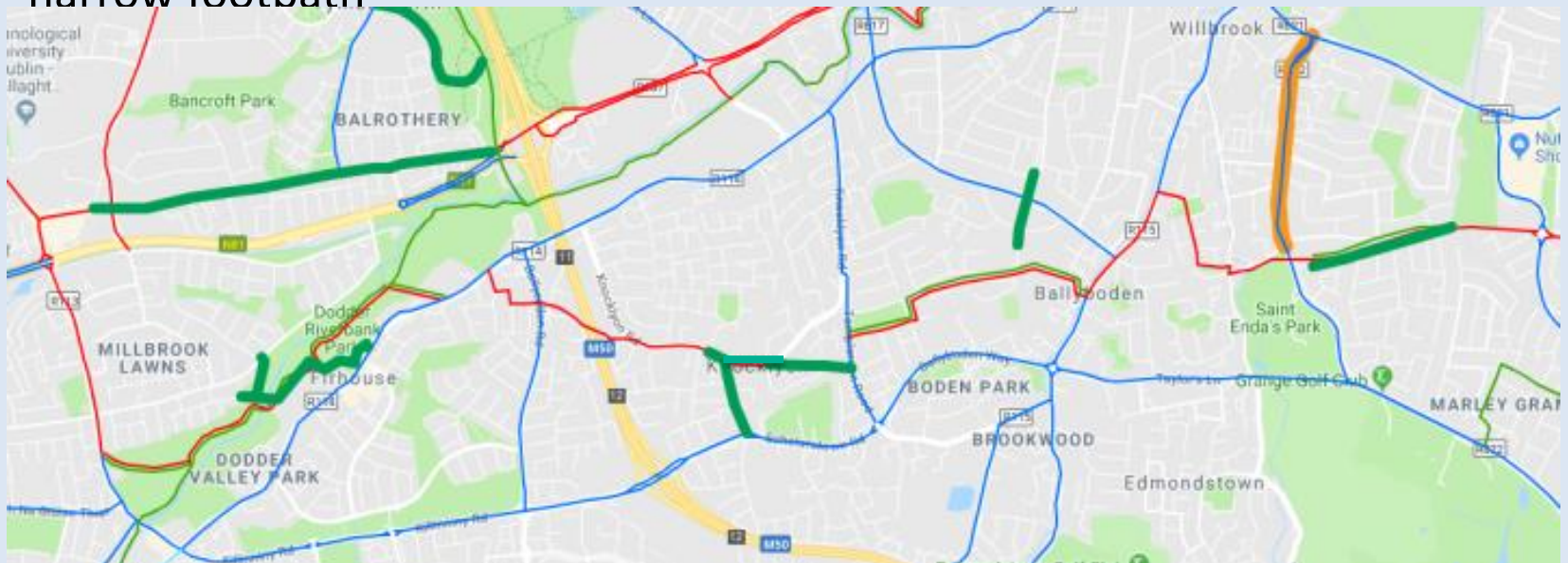
After – Willsbrook Road facing north 8.50

Results

- Over 5 times as many kids walking
- Over 3 times as many cyclists in am peak hour
- AM traffic decrease
- Minimal impact on daily traffic volumes

Origin of Scholarstown Road Scheme

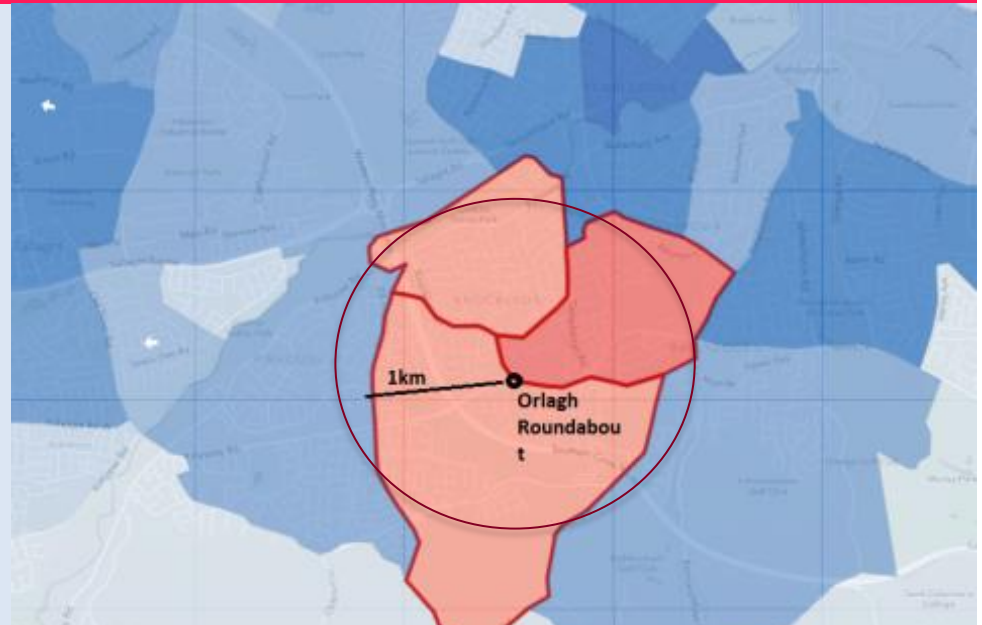
- It is a link on the Greater Dublin Area cycle network
- It was identified by the Council and St Colmcilles School (300 Surveys) as a barrier to walking and cycling in the area “Cars break lights, high speeds, narrow footpath”



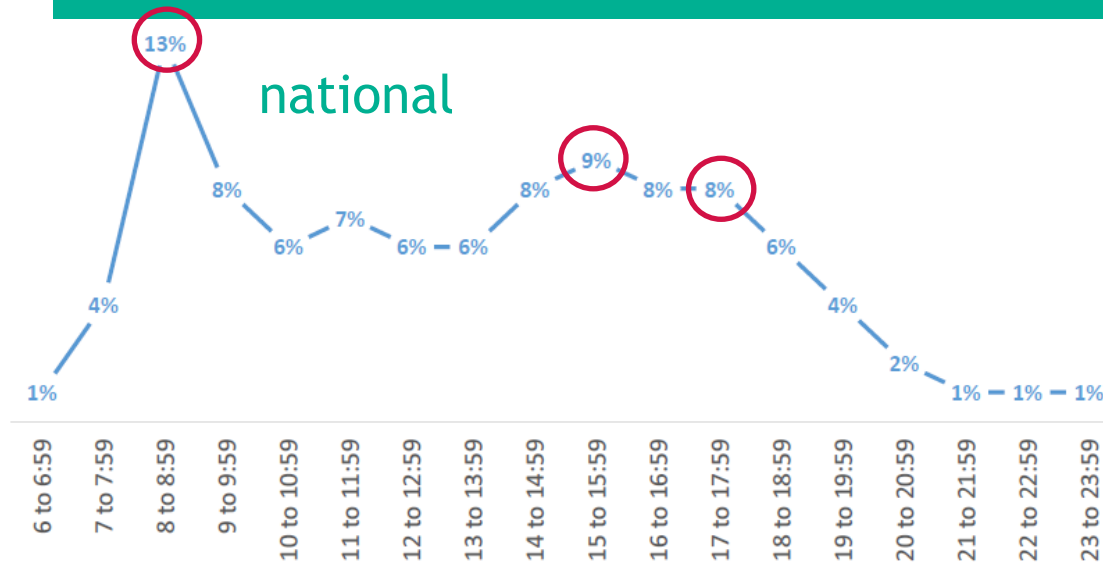
Local Trips are a key issue

**25% of trips in the Red Area
are to destinations
in the Red Area**

**36% of trips nationally and 35% in
the GDA are under 3km**

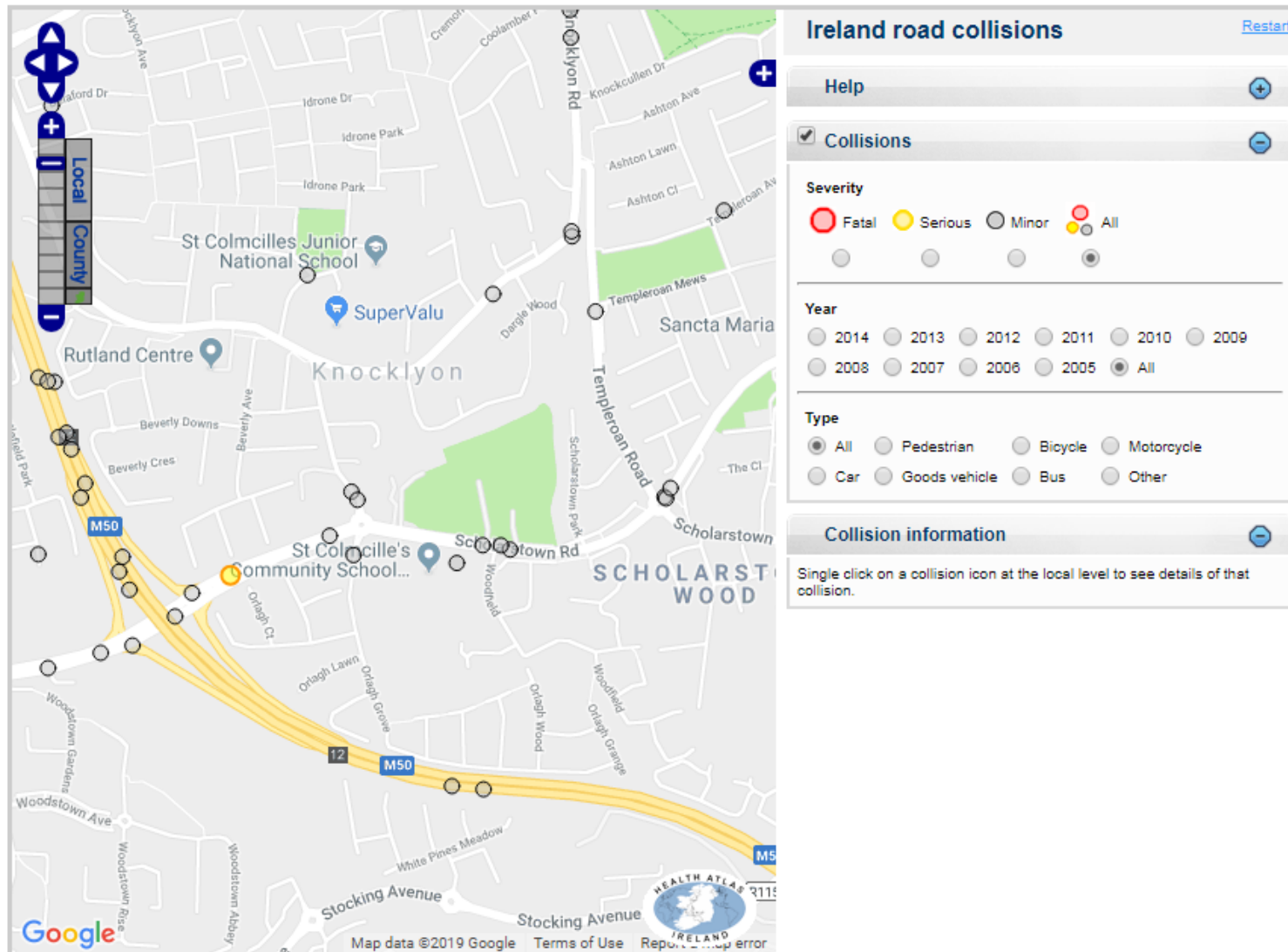


School Run busier than PM peak



- Morning peak hour **08:00 – 09:00** still dominant
 - Evening peak hour 17:00 – 18:00 no longer “second surge”
- “School Run” 15:00-16:00 busier than traditional evening peak hour, nationally

RSA Accident Data - Map



Drone video footage

May 2018

<https://www.youtube.com/watch?v=evLfzhW6Vhs>

- Erratic driving
- Side swipe risk
- 2 lanes going merging into one before a ped crossing
- No dedicated crossing on Orlagh Grove

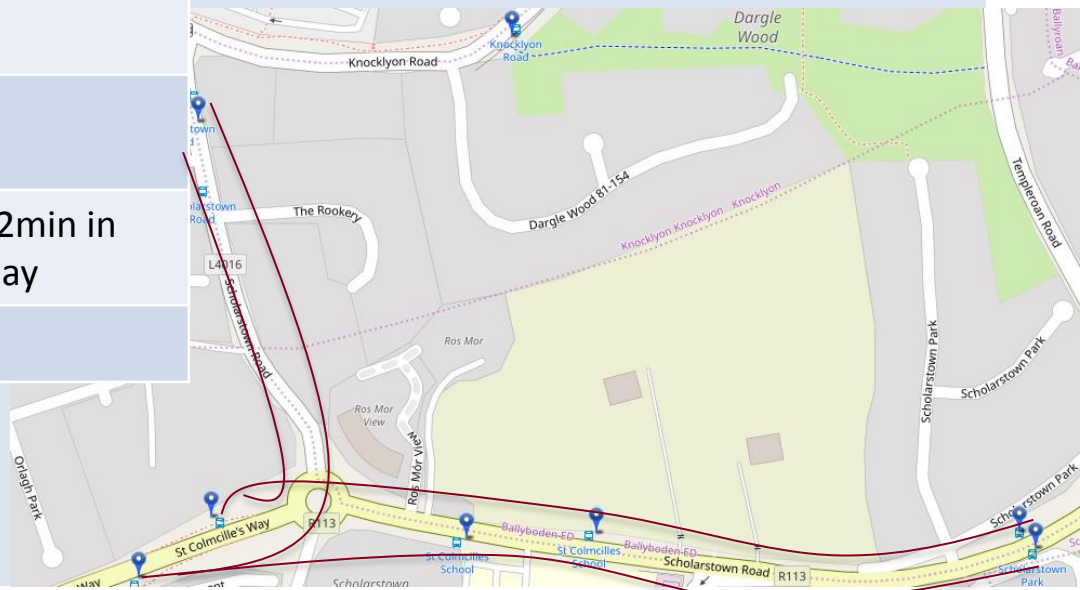
Results

	General Traffic	Buses	People Carrying Capacity of Buses	Peds	Total Cyclist
7am-7pm					
25 Nov 2014	18,975	214	19,260	1,112	401
28 Feb 2019	20,137	259	23,310	2,588	562
Increase	6%	21%	21%	133%	40%

- 715 more pedestrians 8-9am in those figures
- 7.8% drop in traffic volumes during the AM traffic peak (7.30-8.30)
PM peak volumes have risen by 5.7%. (17.30-18.30) – average over 2 days Feb

Time taken by Bus

15 Bus	Average Run time Pre Construction Jan-Jun 2018	Average Run Time Post Construction Jan-Feb 2019
15 AM peak Southwards	1.15 Sec	1.6 sec
15 AM peak Northwards	1.3min	1.6mins
175 AM eastward		6min
175 westwards		1min, 2min in peak day



Car Journey Times from rear of queue (Templeroan - Orlagh)

8.30am

6 min, 1 sec

± 1 min, 25 sec

8.45am

2 min, 52 sec

± 2 min, 11 sec

9.00am

2 min, 19 sec

± 1 min, 51 sec

Time	8.30am	8.45am	9.00am
Average Duration	00:06:01 ± 00:01:25	00:02:52 ± 00:02:11	00:02:19 ± 00:01:51

Conclusions

- Safer for motorists pedestrian and cyclists
- Huge Increase in Pedestrians
- Big increase in Cyclists
- Overall Increase in Person Capacity
- Future proofing – capacity for more peds, more cyclist and more buses