

Public Transport Policy

Cllr. James Lawless

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Context

- Overview
- Fianna Fáil's Record
- The Challenge
- Decision Points
- The Road Ahead

Public Transport - Context

- Economic Enabler
- Access to Work
- Access to Labour
- Access to Education

- Social Enabler
- Connecting People / Families
- Urban Spread / GDA
- Improved Social Capital (Spare Time)

FF Track Record - Road

- 6 Billion spent 1997 – 2010
- 750km of new motorways
- Faster, Safer, More Reliable
- 32km M50 upgrade completed Sept. 2010
- 900 Million for Regional Roads in Jan. 2011
- Road Safety Campaign; Halved deaths 97 – '09

FF Track Record - Rail

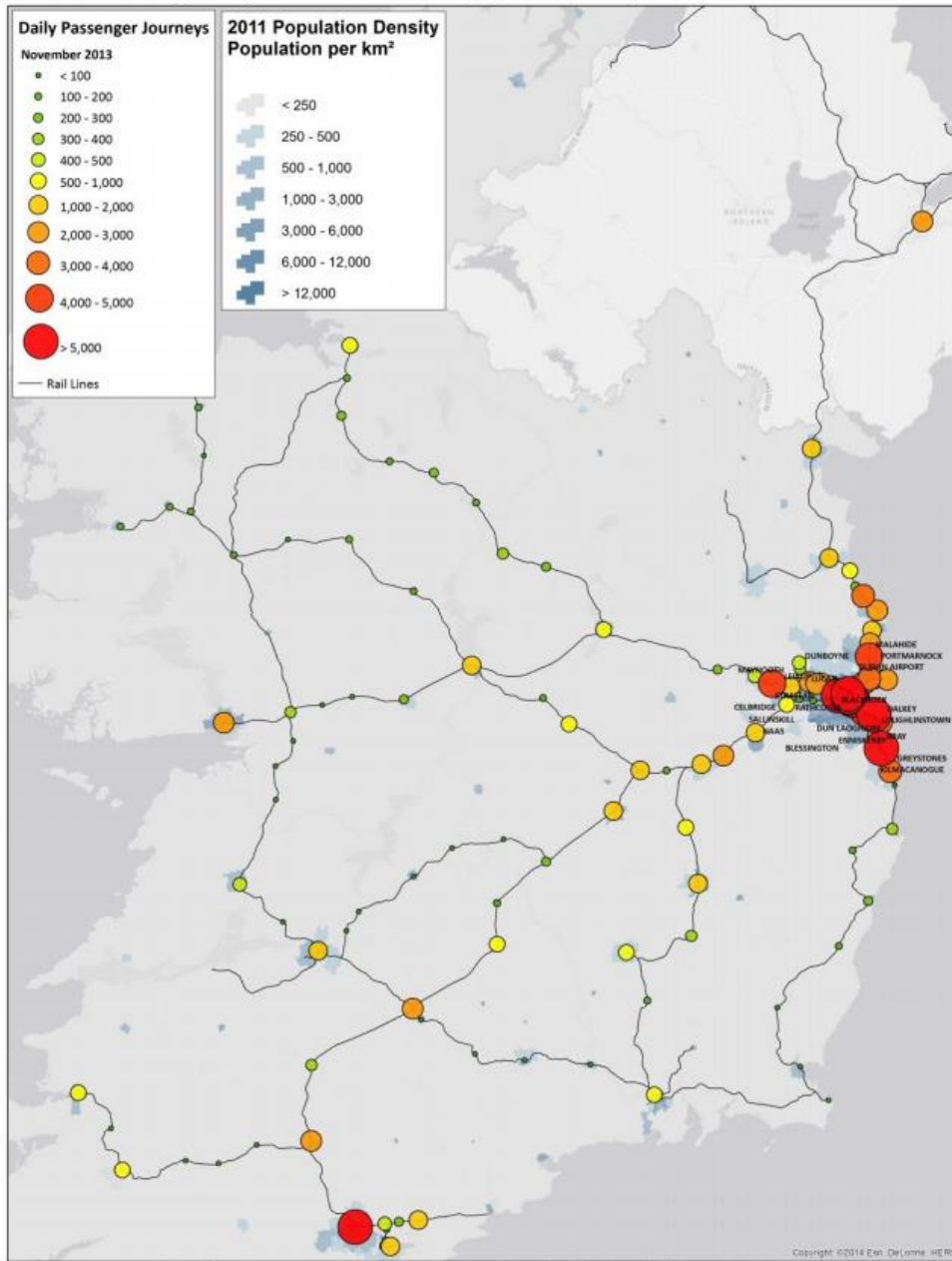
- Systems, Signals, Stations, Safety
- 250 new rail carriages, 2,000 new buses
- Doubled DART capacity 2002-2007
- LUAS – 26 million users annually
- LUAS Extensions, e.g. CityWest
- Phoenix Park Station
- Spencer Dock Station (first city centre since 1891)
- Kildare Route Project

Public Transport: Kildare North

- Rail Stations:
- Leixlip x 2
- Maynooth
- Kilcock
- Sallins & Naas
- Celbridge & Hazelhatch
- Bus Routes
- Clane
- Prosperous
- Naas
- Edenderry
- Maynooth
- Leixlip
- Celbridge

GDA – 83% of all journeys nationwide

Figure 5 - Level of daily journeys to stations relative to population density



Source: National Transport Authority based on data from the Iamród Éireann Census 2013

Kildare at
Heart of
Networks

FF : 2011 Manifesto

- Complete the Metro North project.
- Finish the Dart interconnector.
- Make public transport more accessible.

- Foundations laid: for DART Underground / Interconnector / Railway Orders still live
- As economy recovers, need will return
- Plan for Post-recession; EU Funding Option

Potential Future Investment

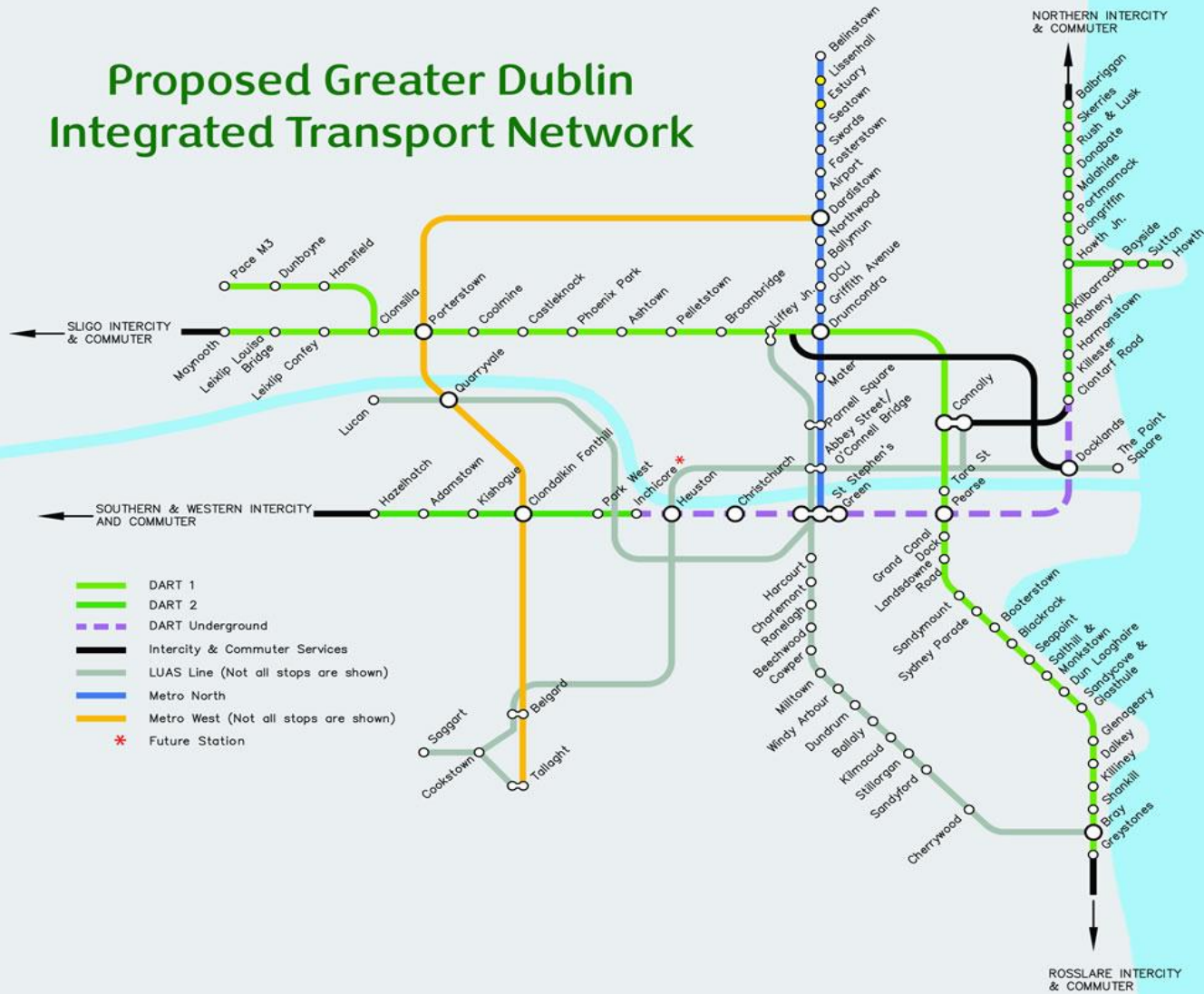
- Transport 21
- Interconnector
- Metro North
- Metro West
- Circle Line
- Meath on Track



JOINED-UP THINKING FOR DUBLIN
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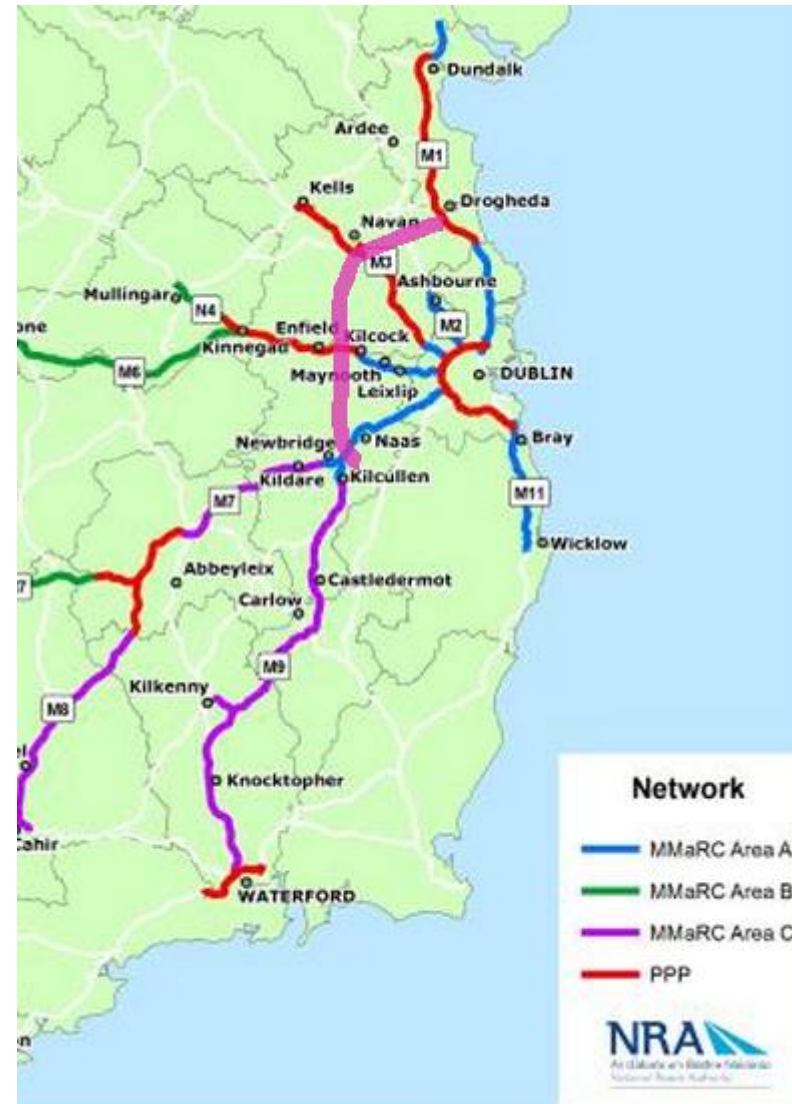
Future Connections

Proposed Greater Dublin Integrated Transport Network



Potential Future Investment

- Leinster Outer Orbital Route
- 80km-long motorway beyond M50, from M1 at Drogheda, through N2 at Slane, N3 at Navan, N4 at Kilcock, and M7 at Kilcullen.
- Avoids Rat Runs, Bottlenecks



Needed Future Investment

- M7 Widening; Sallins Bypass ; Osberstown



Transport Challenges

- Economic Recovery
 - Trains Busy Again
 - Roads Busy Again
- Congestion Options:
 - Prohibit Deliveries at Rush Hour
 - Penalty points for obstructing bus / cycle lanes
 - Improve and Connect Bus Lanes
 - Stagger school opening times
- More Lines ; More Routes ; Greater Connectivity

Policy Decision Points

- Restart Capital Investment? Also Economic Stimulus.
- Motorway Enhancements & Orbital Routes
- Finish the Dart interconnector
 - (Railway Order with Government; July 2015)
- Funding Model?
 - Less Government Subvention
 - Focus on Cost Cutting and Service Delivery
 - Cheaper, Better Services => More Revenue
- Road User Diversity; Bike / Bus / Car

Political Representation

- Organise and Assist Commuter Bases
- “Naas & Sallins Rail User Group”
- Advocacy & Representative Group
- Apply Model to other Stations / Services

Public Transport



- Questions?
- Feedback?

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