Submission to GDA Strategy Consultation

This submission takes the form of some comments and queries on the Strategy Development and Modelling Report

p. 15 Table 2.1

Comment: It's really interesting how public transport using the Port Tunnel is the best in the city. It provides the two fastest journey time comparisons in the table.

p. 15 “settlements within all areas of the GDA will support walking and cycling up to distances of 3 to 4km”

Comment: Walking and cycling are different modes with different distances! NTA's own graphs on the next page shows walking peak at 2km and with a short tail to around 7km, while cycling peaks at 3/4/5km and extends a longer tail to around 13km. All the evidence is that e-cycling facilitates longer trips and it should be factored in to the modal share planning.

p. 22 Section 3.4.2

Comment: Why is all of the analysis based on the am peak? Congestion is not the overriding objective or KPI of the strategy.

p. 22 Figure 12

Comment: What units are these? km or trips?

p. 27 “Dublin Port Tunnel >7,000pphpd”

Comment: The quality of Port Tunnel for buses is really showing up in the model.

p.28 “Orbital demand for public transport increased, with orbital demand on the M50 between 1,000 and 3,000 pphpd. There is an apparent drop in demand on the MetroLink, which appears to transfer to the Dublin Port Tunnel. This has been identified as an issue with this specific model run, as the unlimited bus capacity and lack of congestion on the road network makes using the bus through the Dublin Port Tunnel appear more attractive than MetroLink. This issue was resolved in the subsequent model runs.”

Comment:

What does "resolved" mean?

The Port Tunnel bus routes are v high quality public transport. Does this analysis substantiate or undermine the case for a metro serving many of the trips for which the tunnel is an alternative public transport route?

p. 29 “Bus Network Strategy Appraisal Report”

Comment:
Is this report available?
Did Bus Connects Network Design not identify other orbital bus routes with potential?
How about the E/W public transport demand identified for the North Fringe/South Fringe in the South Fingal Transport Study and recommended for study early in this current decade?

p. 41

“Finally, the Phase 1 modelling suggests that car demand management measures are needed to support and prioritise the movement of sustainable modes on the road network. This is particularly important in the context of targets to deliver higher cycling mode share by implementing a comprehensive cycle network and associated policies to support its uptake.”

Comment: The need for demand management was identified from the first phase of the modelling.

p. 57

“The AAV tests, which include a 60 second cycle time at all traffic signals and approximately an 18 seconds full wraparound pedestrian and cycle stage (which is consistent with BusConnects design objectives), provide more positive results in terms of car mode share of 16.6% in the canal and 40.1% within the M50 (excluding canal).”

Comment: Looking to see whether this is in the draft strategy, I note 10.5 and 10.6 “consideration of junction signalling changes”. Does that refer to this? It is very vague.

p. 63

“While this was useful to inform the potential for influencing mode shares using parking supply measures, it is unlikely that this level of influence on free parking provision is achievable.”

Comment:
Where's the explanation for this assessment?
What has been achieved elsewhere?
I understand that the legislation is in place.
Does the modelling then assume €10/day for the formerly free workplace spaces?
What's the market rate? Was the previous levy not €200/yr?

p.79 Figures 54 and 55.

Comment: It’s quite incredible that these are supposed to graphical representations of a 5% difference!

p. 87

The NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include parking restraint, zonal charging, additional tolling / road pricing and/or further vehicle electrification.

Comment: When/ how will this be done?

p.90 Strategic Road Network Improvements

Comment:

Was each of these checked for its impact on the overall situation (vehicle kms, modal split, emissions, etc.)?

What exactly are the proposals?

Why is additional capacity being proposed on radial roads?

p. 90

"The NTA's own National Household Travel Survey indicates a reduction in trip rates overall may already be an established trend, with weekday average trips recorded in the surveys reducing from an average of 3.07 per person per day in 2012 to 2.69 per person per day in 2017."

Comment: This is significant. What has happened since?

p.95 Table 5.1

Comment:

Are electric bicycles incorporated into these scenarios? At what levels?

The report should clarify what is designated a high cycle propensity and how it compares to climatically similar countries with good infrastructure e.g. NL

p.96 Table 5-2

Comment: What is Bus Connect Plus?

p.105 Table 5-4

"75% Cyc. Prop"

Comment: This is unclear. 75% of what?

p.107 Figure 75

Comment: Is this showing that the maximum modelled bike share within the canals is 23% in 2042? If so it indicates that the modelled options are not exploring full potential for active travel.

p.115 Figure 82

Comment:

Why is this car CO_2 and not all transport or all road transport?

What is the result for 2030?

p.127 Figures 89 and 90.

Comment: These graphical misrepresentations of data are completely inconsistent with each other.