



Response from
Chartered Institute of Logistics and Transport in Ireland
To the Publication by Minister of Transport Mr. Martin Cullen TD of the Report by
the Dublin Transport Authority Establishment Team and the Subsequent
Invitation by the Minister for Written Submissions in Relation to the Report.

1. Introduction

- 1.1. The Chartered Institute of Logistics & Transport in Ireland (CILTI) is the independent professional body for those engaged in logistics and all modes of transport, enhancing the professional knowledge and competence of its members through comprehensive training, continuing professional development and certified educational programmes. For more than fifty years the Institute has promoted expertise and professionalism in logistics and all modes of transport through research and through its various programmes.
- 1.2. With members involved in all aspects of Logistics and Transport the CILTI has advised and contributed to transport developments in Ireland through ongoing activities and through membership of various consultative bodies. As an independent professional body, the Institute does not lobby on behalf of any individual modes of transport. Rather it strives to take a considered overview grounded in best practice, and tries to influence developments that are likely to impact on the transport and logistics sector as a whole.
- 1.3. CILTI's qualifications are recognised worldwide as proof of a high level of professionalism in the industry and the Institute in Ireland maintains close links with the International Institute which has a membership of about 31,000 logistics and transport professionals throughout the world. Currently Mr. Joe Walsh FCILT of the Institute in Ireland is President of the worldwide Chartered Institute of Logistics and Transport International.
- 1.4. The CILTI welcomes the invitation of Minister Cullen to submit comments on the recently published report by the Dublin Transport Authority Establishment Team. The Institute notes with much pleasure that in publishing the report the Minister concurs with the report's key recommendation that a single authority should have responsibility for surface transport in the Greater Dublin Area (GDA). The Institute also notes with much pleasure the Minister's affirmation that transportation planning, traffic management, ticketing and information dissemination should be managed in an integrated way.
- 1.5. The CILTI congratulate the DTAET on an excellent report and generally agrees with the findings. The Institute notes that the report concludes generally that good transportation planning must include land use planning and makes some recommendations in this regard. It further notes that the Minister while concurring with the conclusions does not intend to fully adhere to the recommendations. The CILTI accepts that the Minister's proposals go a very long way in aligning transportation and land use planning but may not be quite as efficient as the solution proposed by the DTAET.
- 1.6. This submission follows on from the original submission made by the CILTI to Dublin Transport Authority Establishment Team (DTAET). The submission at that time was of a general nature setting out broad recommendations that the Institute believed was a distillation of worldwide best practice applied to Irish/Dublin environmental, economic and political conditions. This submission is more detailed. This is not to quibble with the findings of the report, but rather to suggest refinements prior to an authority being set up under legislation.



2. Greater Dublin Area

- 2.1. Given the demographics of areas to the north of Dublin City and County as highlighted in the provisional figures of the 2006 census, the Institute feels that the GDA as defined in the report should be reviewed.
- 2.2. Fingal population increased overall by 22% in the very short time since the last figures were produced in 2002. The towns in Fingal served by the northern commuter rail service all increased their populations. This increase was quite dramatic in most of the towns. This increase is expected to continue as new capacity in sewage and water service is allowing large amounts of land to be developed for housing.
- 2.3. This increase continues north of Fingal into the coastal areas of Co. Meath and the southern areas of Co. Louth. The population of the town of Drogheda now stands at 28,894, while the Dundalk town figure is 29,010.
- 2.4. The combined population figures from the two Co. Louth towns are greater than the towns in east Co. Wicklow with rail stations. Arklow with a population of 11,721 and 46 miles from Dublin and connected by a single line rail track and a "National Road", is within the GDA as defined in the report, while Dundalk and Drogheda connected by upgraded twin rail track and a motorway are not. Dundalk is 51 miles from Dublin.
- 2.5. Given that Co. Louth is connected by the M1 motorway and a commuter train service (part of the Irish Rail "Outer Suburban Service") and that commuter traffic from the county into Dublin City is high and that demographic indicators suggest sustained growth, the definition of GDA seems to perfectly fit Co. Louth
- 2.6. **CILTI recommends that the definition of the GDA should include Co. Louth.**
- 2.7. **The Institute further recommends that the Minister in drafting the legislation on a transport authority should include Co. Louth in its administrative region.**

3. Use of other Measures to Aid Integration

- 3.1. The CILTI welcomes the commitment to integration expressed both within the DTAET report and by the Minister of Transport in publishing the report. The Institute believes that all the empirical evidence from transport systems around the world points to real logistical efficiencies and effectiveness, for all stake holders, when all the component parts of a transportation system are integrated. The CILTI further believes that there are other opportunities to achieve greater integration of the transportation system within the GDA with the proposed overarching ground transportation authority. While some measures in this regard are raised in the report they do not seem to merit the level of attention the Institute believes they should. The CILTI would wish to see these measures gaining a higher profile and to be included in the proposed legislation.
- 3.2. Transport systems are nodes connected by networks of traffic flows. The nodes and flows are variously bigger or smaller. The flows to the nodes can range from trunk lines to very small single person/individual trip lines. All are very important to the very large numbers of individuals who use them each day. It makes great sense to a person with a long distance commute, and living and working close to a frequent and fast railway service to use that railway. However if any of the above criteria are removed or diminished then that person will be less inclined to use the railway (trunk line). Most of the DTAET report deals with trunk line issues and the CILTI agree that this should be



the case. However the evidence in the public domain points to the fact that people will not be attracted to the trunk train, bus or tram, unless issues around an individual commuter's nodal links are addressed. A person who has to do some travelling around the city in the course of his/her work, or who cannot park and ride at a train or bus main node will bring their car to work. The hub and spoke concept has been used in many circumstances worldwide to increase efficiencies in traffic flows. The idea is very old in Ireland, in the 19th century Charles Bianconi built a public transport network largely based on radial routes spreading out from trunk routes, usually the railways. In many circumstances where population densities are low, park and ride facilities can provide the "spokes" to the trunk routes. Operational, fiscal and insurance measures to encourage car-pooling have been found to aid the development of such hub and spoke systems based on park and ride facilities in the USA. A new authority should investigate their use and implement if found suitable in an Irish context.

- 3.3. **The CILTI recommends that the legislation on a transport authority should include provisions to use local authority funds for the construction of park and ride facilities at major nodes on trunk bus, train and tram routes.**
- 3.4. **The CILTI recommends that legislation on a transport authority should include provisions to introduce regulations on operational, fiscal and insurance measures to encourage car-pooling.**
- 3.5. Given that small public service vehicles (SPSV) can provide quick and convenient individual trips within urban centres, the CILT feel that they could be included in GDA traffic plans. Many models exist for use of SPSVs in such circumstances; particularly in cities like London or New York where well-established and efficient mass transit rail systems exist. However the comprehensive "Black Taxi" system in Belfast exists in a much smaller city with no mass transit system. Indeed the Belfast system exhibits features that would also appear to offer hub and spoke benefits to the commuter at the suburban nodes.
- 3.6. While the DTAET report does indicate that a proposed authority should ensure that taxi ranks are positioned at convenient locations, particularly key nodes; the CILTI believe that SPSVs are a small but essential part of the public transport system and are likely to play a bigger role given the opportunity.
- 3.7. **The CILTI recommends that the legislation on a transport authority should include provision for the authority to take on some or all of the taxi regulation functions for SPSVs operating in the GDA.**
- 3.8. **The CILTI recommends that the legislation on a transport authority regarding changes in the 1932 Road Transport Act should also deal with changes to legislation on SPSVs which would allow multi party carriage on SPSVs operating at nodal interchanges, where such service in Large Public Service Vehicles (LPSV) would not be economically or operationally viable.**



4. Planning

- 4.1. Planning of the whole transportation system in the GDA has over the years been less than optimal. That is not to say that plans were or are bad. But the realities are that the separation of these organisations, the various experiences and training of their management and planners, led to plans that were modally orientated. Their plans rather than being multimodal and coordinated, tend to address issues by the application of what the planners know best. A planner with a background in road engineering asked to design more traffic capacity between two nodes would generally be expected to produce a road based solution, just as a rail orientated person would be expected to produce a rail solution. The CILTI welcome the multimodal planning that an independent GDA transport authority should bring. Planning that should bring about plans based on best solutions regardless of mode rather than suboptimal modal constrained plans, that have heretofore been the norm.
- 4.2. The CILTI understand the urgent transportation needs of the Dublin Region and hesitates to suggest anything that would delay delivery of urgently needed extra capacity. Notwithstanding this urgent need, the Institute believe that small delays to ensure optimal outputs are justified.
- 4.3. Two very major projects under the Transport 21 plans were, the CILTI believe, developed by organisations constrained by their respective modal backgrounds. These are the heavy rail inter-connector and the Metro projects.
- 4.4. Its is almost an article of faith in transport planning and operation not to “change the gauge”, yet two underground rail projects proposed for Dublin intend to use different rail gauges. The first railways in the world when being built by different companies to serve different locations in Britain were from an early date required to build to the same gauge. Most other countries adapted this standard national gauge idea as they developed their rail networks. There were (and still are) several very good reasons for this, not the least being the ability to amalgamate systems. Having different gauges in the same city for example rules against allowing the owners of the rail companies the opportunity to “mix and match” at a later date. It rules against a situation where the Irish Government could allow various companies to operate over railway lines operated by a different company. Such systems are the norm in many countries; they allow for competing train operating companies; and can offer choice to consumers. Developing performance indicators to measure the relative performance of a number of companies is less complex if the companies operate in similar circumstances.
- 4.5. A further consequence of differing rail gauges is the difficulty of connecting rail services to Dublin Airport. The experience worldwide is that airports with mainline rail services have a much higher proportion of access trips made by rail. In 2005 18.45 million passengers passed through Dublin Airport. There are also 15,000 employees based there. While bus service to the airport has improved most trips by staff, passengers and visitors are made by car. The planned metro service will go some way to reduce this. A metro system using the standard Irish rail gauge could quite readily be shared with main line trains. The airport is only six miles from the city centre, stops would not cause undue delay. The Metro system is planned to run north of Swords, to a point less than five kilometres, over mostly countryside and some in public hands, from Dublin’s main rail link to the north. Mainline or metro trains running through the airport and via Liffey Junction with its existing links to Heuston and Connolly and an existing way but no track to Broadstone are all possible. The possibilities of a reduction of at least 5,000 to 6,000 trips per day to and from the airport must be considered. It is not unreasonable to expect that a person making a journey from say Portlaoise to Dublin Airport would



choose to make it by rail if there was direct or even cross platform rail services available; rather than making a car trip that could take up to three hours.

- 4.6. The rail system described above, taken together with the planned metro system would deliver a large integrated mass transit system with as much track per square kilometre as the best in Europe.
- 4.7. Another gain from a same gauge rail link from the northern rail line via the airport would be to relieve congestion on services to Connolly Station. Currently the lines into Connolly are almost at capacity and demand is rising (see section 2 above) with little scope to meet it from existing capacity. A commuter rail system that could take traffic from the towns in North Fingal, East Meath and Louth into Dublin City could reduce the necessity for increasing the number of tracks north of Connolly to Malahide.
- 4.8. Another project that will take capacity pressure off Connolly is the building of the new Spenser Dock rail station. This is part a plan for an underground inter-connector that will join this line to Heuston. While it seems obvious that a line which will allow northern and western suburban passengers further into the city centre will be very attractive to a large number of passengers, it is less obvious that large numbers will be attracted to trains serving the Spenser Dock station, when the distance from the city centre and the fact that these trains will not stop at Connolly are factored in.
- 4.9. The CILTI believes that the proposed use of a different gauge on the metro and the timing of the proposed rail projects under Transport 21, while excellent plans taken individually, may not be optimal solutions to the urgent need for an integrated mass transit system for Dublin. The Institute further feels that an overarching body with a multi modal focus such as that outlined in the DTAET report if tasked with deciding on solutions to these problems would have proposed similar projects; but may have differed over detail and timing. The CITLI believe that none of these projects are at a stage where significant costs, both operationally and financially would be incurred if such changes were made. The Institute believe that there is scope, on a total life cycle cost basis, for significant benefits in the level of service offered, customer choice and cost saving for projects if reviewed by a non modal constrained team of transportation experts.
- 4.10. The CILTI understands the commercial realities and the drive to achieve best value, which will not allow the Minister to publish detailed budget costs for projects in advance of contracts being signed. The Institute does believe however that the application of comparative indices to Social Cost Benefit Analysis could allow some information into the public domain, which would allow for informed public debate without giving away the Minister's commercial advantage in achieving best value for the Irish people.
- 4.11. **The CILTI recommends that the Minister's intention to proceed with a transport authority before legislation is complete should be a priority, and that the first task should be to assemble a multi modal team to retrospectively evaluate Dublin's rail projects.**
- 4.12. **The CILTI recommends that legislation on a transport authority should include provisions requiring the authority to develop a range of indices to be used to measure the performance of the organisations it regulates and controls, and for use in project evaluation. The authority should be required to publish ,at least annually, statistics based on the indices as used to measure performance and evaluation.**



5. The Ports and Airports

- 5.1. The CILTI feels that while the Ports and Airports within the GDA are primarily focused on their own particular transport modes, they do generate significant amounts of surface traffic. The amount of surface traffic generated by ports and airports in the GDA has been rising and is expected to continue rise for some time to come. Given the exponential nature of congestion added to road traffic, even small reductions in demand or some modal shift of this traffic would be expected to generate disproportionate benefits on GDA traffic generally. The Institute notes that the DTAET report recommends that land use planning functions for the Docklands and Grangegorman Development bodies should be consistent with land use planning within the area coming under the proposed transport authority.
- 5.2. **The CILTI recommends that legislation on a transport authority should include provisions requiring Ports and Airports in the GDA to coordinate their surface traffic planning and management with the transport authority.**

6. Freight

- 6.1. Any economy exists only when it can trade. Ireland trades most of what it produces with the outside world. A large proportion of the trading activity takes place within the GDA. The report of the DTAET does not single out freight traffic. The CILTI feels that any improvements in traffic management will assist in increased efficiency of freight operations. While the report recommends on structures for the proposed traffic authority that would formalise relations between different passenger operators and so allow consultation; there are not really any structures which would allow for direct consultation/coordination between the large number of usually small freight operators who carry the goods our economy requires to exist.
- 6.2. **The CILTI recommends that legislation on a transport authority should include provisions requiring the authority to set up a formal consultative process for freight operators.**

7. Contingency and Business Continuity Plans

- 7.1. The recent incident on the M11 motorway where a small water main maintenance repair brought large parts of South Dublin and North Wicklow almost to a halt, demonstrates poor coordination and contingency planning. Worldwide experience shows that having good contingency plans greatly assists business continuity and resumption during and after the loss of vital infrastructure.
- 7.2. **The CILTI recommends that legislation on a transport authority should include provisions requiring the authority to develop, publish and test contingency and business continuity plans to cover significant events likely to remove or disable large parts of the GDA transportation system. Tests to be annual tabletop exercises and bi-annual full exercises, and should include major organisations in the transportation system, local authorities, Gardai and emergency services.**