

Dublin City Council

Ireland

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Dublin City Council

Dublin City Brief Background



Dublin and Surrounding areas



The greater Dublin area:

- +is home to 28 per cent of the population
- +it is the engine of the Irish economy
- +it generates 40% of the countries GDP
- +it generates 59% of tax revenue

Dublin City – City Limits and Layout



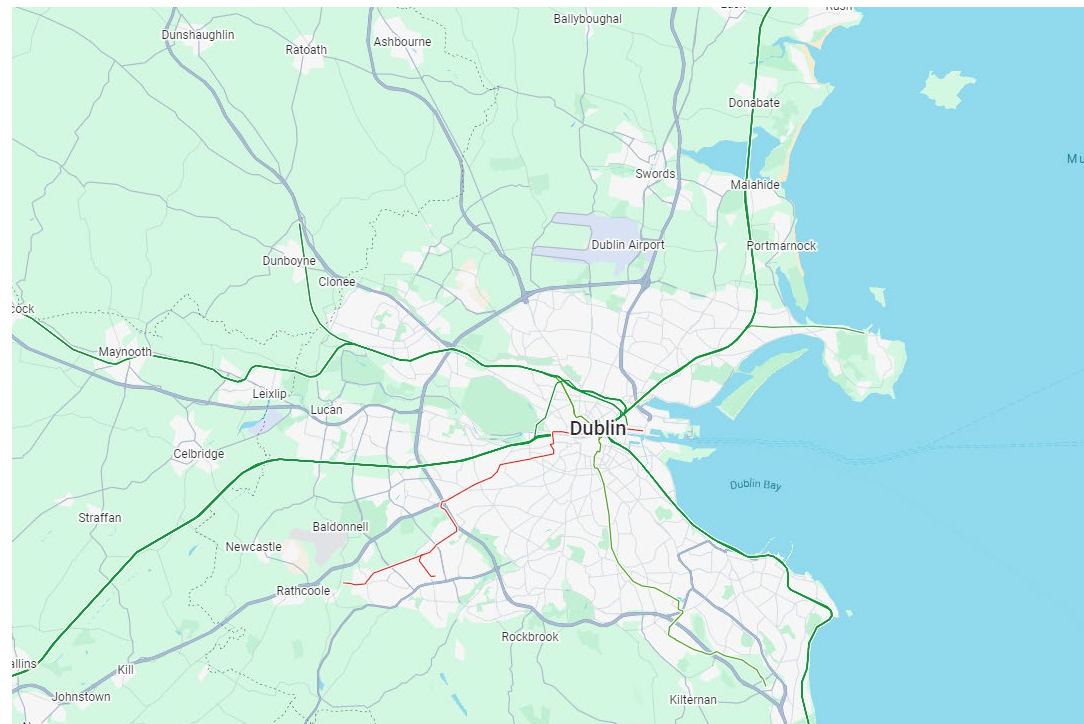
+ 19 C Map of Dublin

+ Dublin is now Modern City – A mixture of a medieval city with Georgian quarters

+ But we kept our organic street layout



- + Majority of Transport in Ireland is Road based
- + Converging in the city core
- + Slow planning & delivery of high capacity public transit

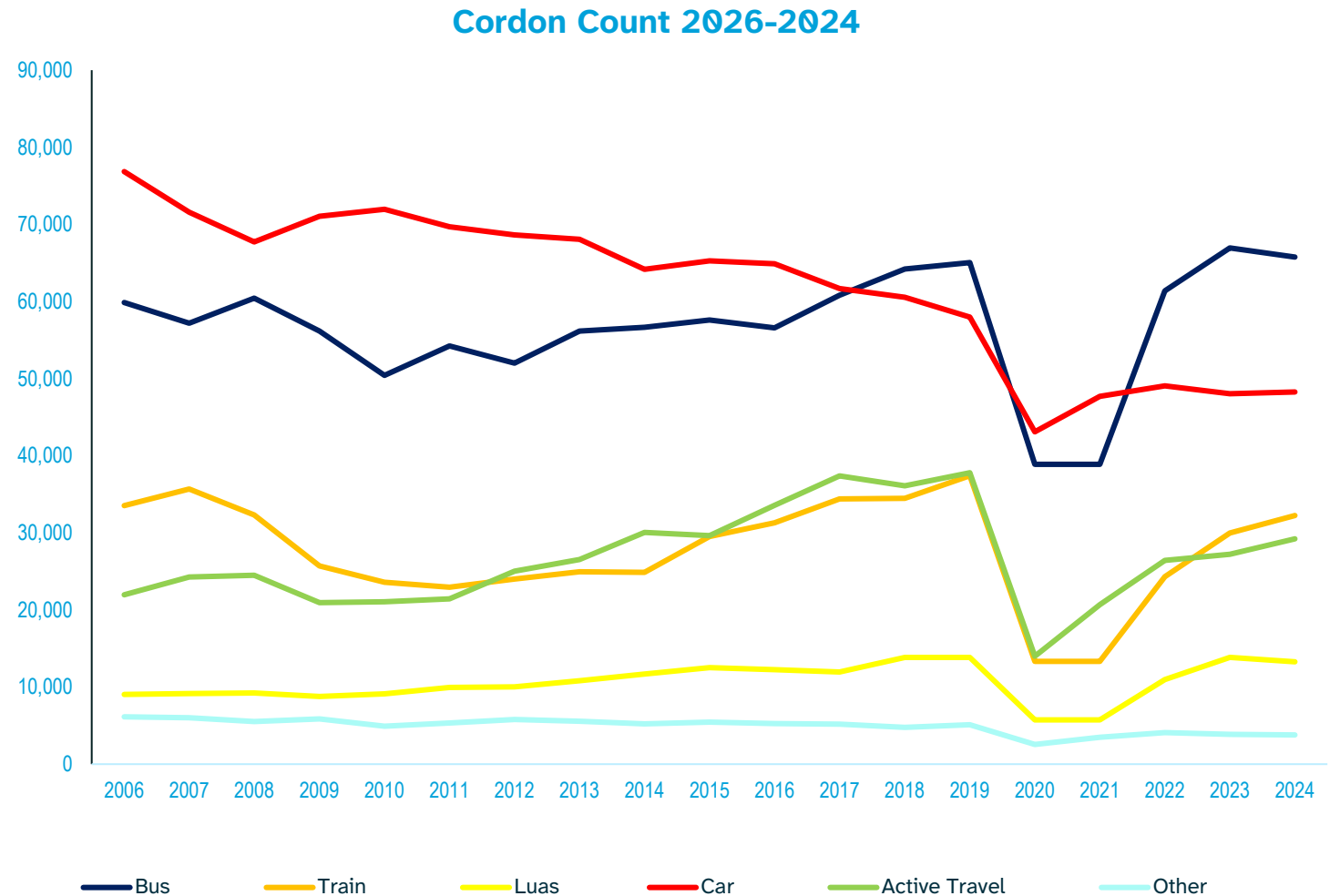


A blue-tinted photograph of a pedestrian bridge over a canal. The bridge has a white metal railing and a decorative lamp post. Several people are walking on the bridge. The background shows buildings and a clear sky. The text is overlaid on the left side of the image.

Transport and Public Realm Department – People Movement

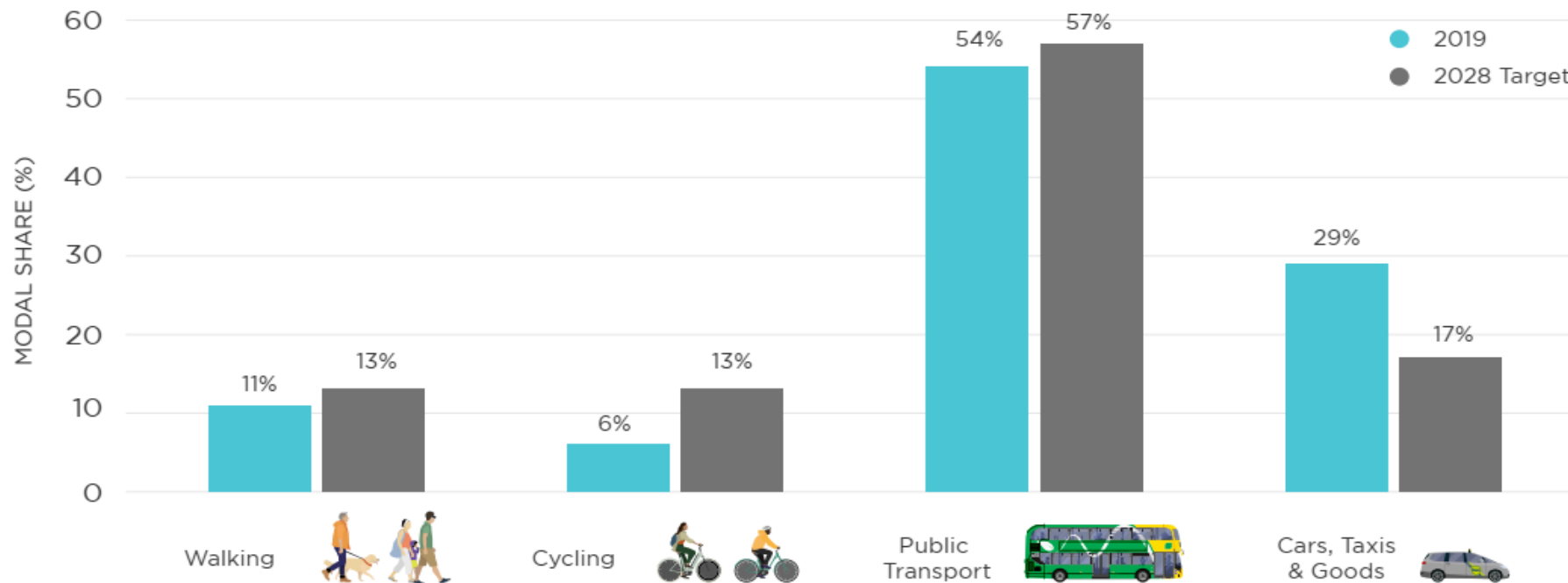
People Movement in Dublin

- + It is the objective of the Dublin City Council development plan to transition to more sustainable travel modes including walking, cycling and public Transport
- + Annual count at 33 locations entering the city centre?
- + Year on Year map the modal share of all road users



Dublin City Development Plan 2023-2028

- + Majority of People come by Public Transport but this is mainly on limited space and non continuous Bus Lanes
- + Move towards additional space for active modes – reducing road space further



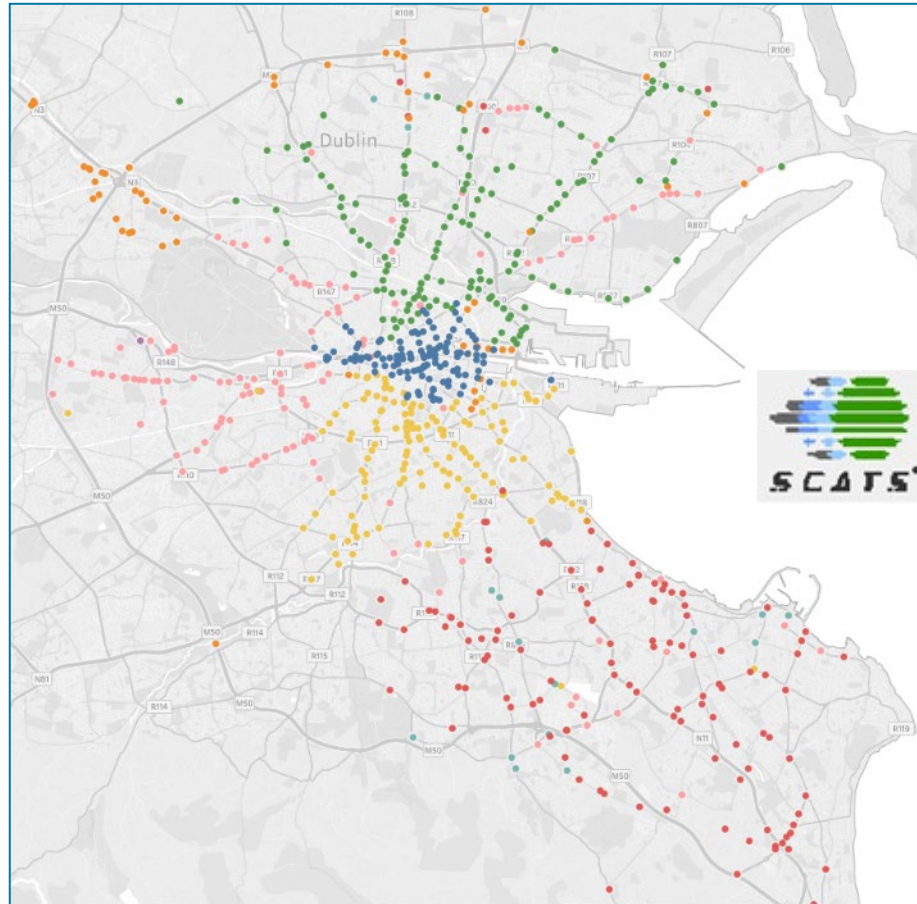
Innovation



Add on and Plug in to SCATS – ITS Port

SCATS system –
since 1988

- + 980 + sites
- + Manage 9 different regions
- + Host sites for three other connected Local Authorities (airport and Ports)
- + One regional Authority



Centralised Bus
Priority System
DPTIMS

Automatic Fault
Management
System (AFMS)

DPTIMS – Bus Priority

- + Real time location of the Bus
- + DPTIM system tracks the location of all Buses on an assigned route
- + Virtual detectors created in the DPTIMS system
- + Once the bus enters the detectors and all conditions are met
- + DPTIMS sends a message to SCATS via the ITS port to call and actions list, apply a plan etc.. at a set junction or several junctions
- + The traffic signals changes and the bus moves
- + DPTIM system creates reports to track the progress and allow for ongoing analysis and refinement of the system



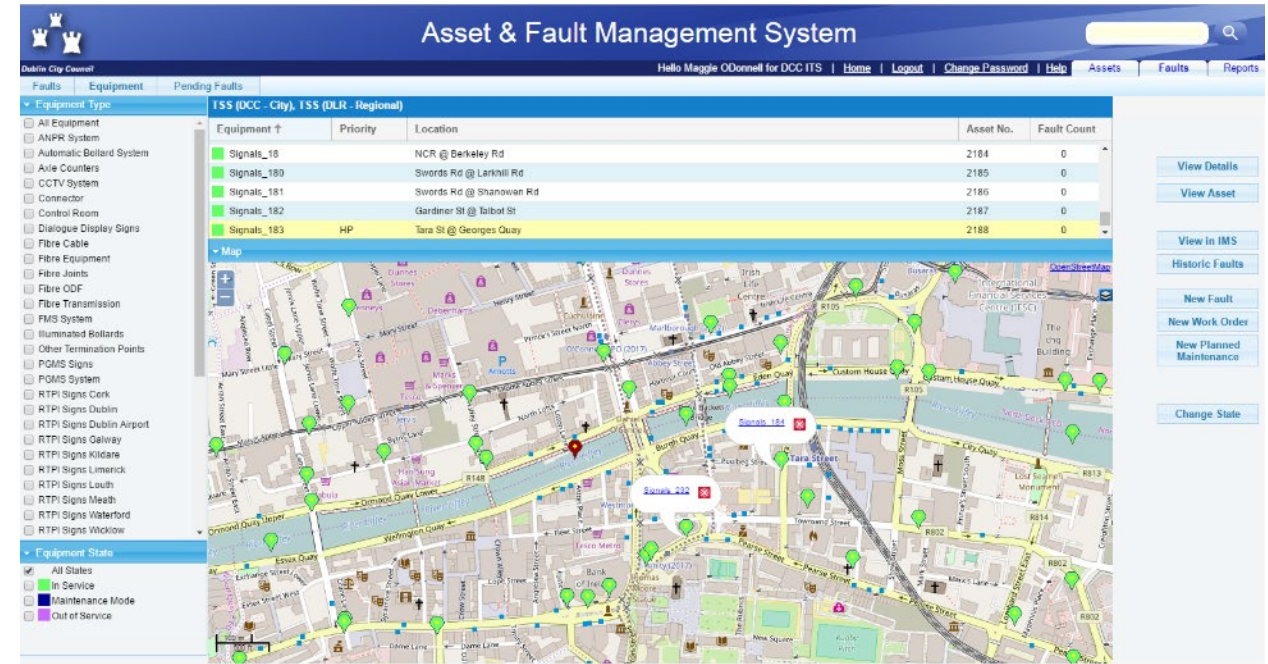
Automatic Fault Management System

- + Use the ITS port to extract alarm data from SCATS
- + System is multi user, multi contract
- + Faults go directly to relevant contractor

Alarmist Online Alarm Manager

Filter: 1: (null) Customise...

Site ID	Al...	Alarm Time	Count
720	IH	06/11/2023 16:19:46	1
724	SC	06/11/2023 20:02:24	1
777	LC	06/11/2023 18:06:56	1
782	IH	06/11/2023 08:50:36	3
857	NF	06/11/2023 22:56:26	1
866	IH	06/11/2023 16:44:26	1
867	IH	06/11/2023 22:58:14	1
867	SC	06/11/2023 23:05:50	1
878	OD	06/11/2023 22:54:36	19
908	IH	06/11/2023 16:21:02	3
923	IH	06/11/2023 08:46:20	1
926	LC	06/11/2023 15:56:22	1
935	NF	06/11/2023 15:55:10	1
946	SC	06/11/2023 20:08:02	1



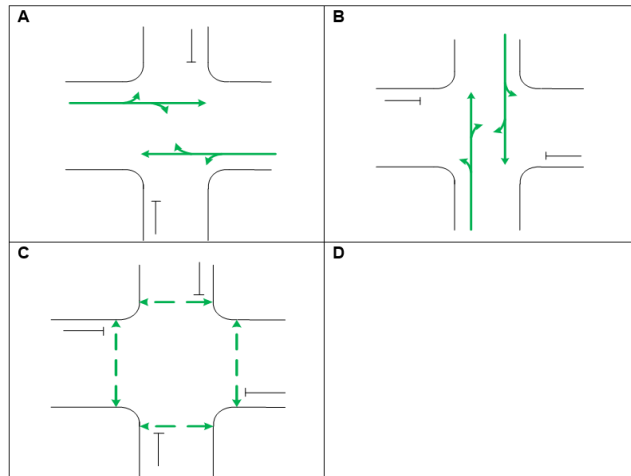
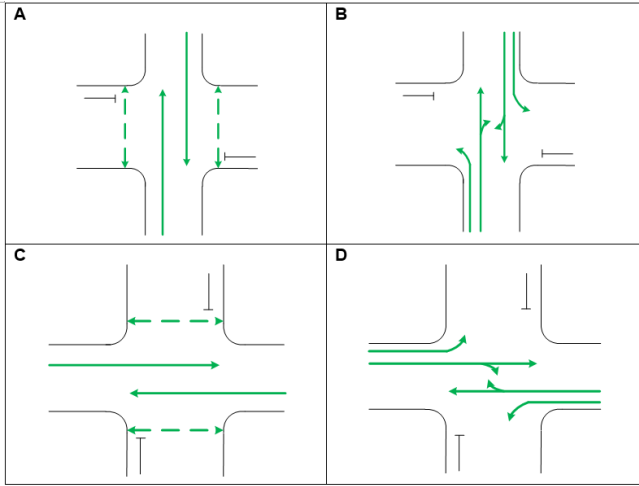
- + Covers the whole life cycle of a fault
- + System covers all our ITS equipment
- + Asset management functionality



Dublin's Challenges

SCATS and Wider

SCATS Phasing



- + Not enough time in the SCATS Pie chart to satisfy everyone
- + Unlike most other European cities, the Traffic legislation in Ireland does not allow for us to operate a Pedestrian crossing at the same time as vehicle Traffic
- + This leads to additional phases at most junctions

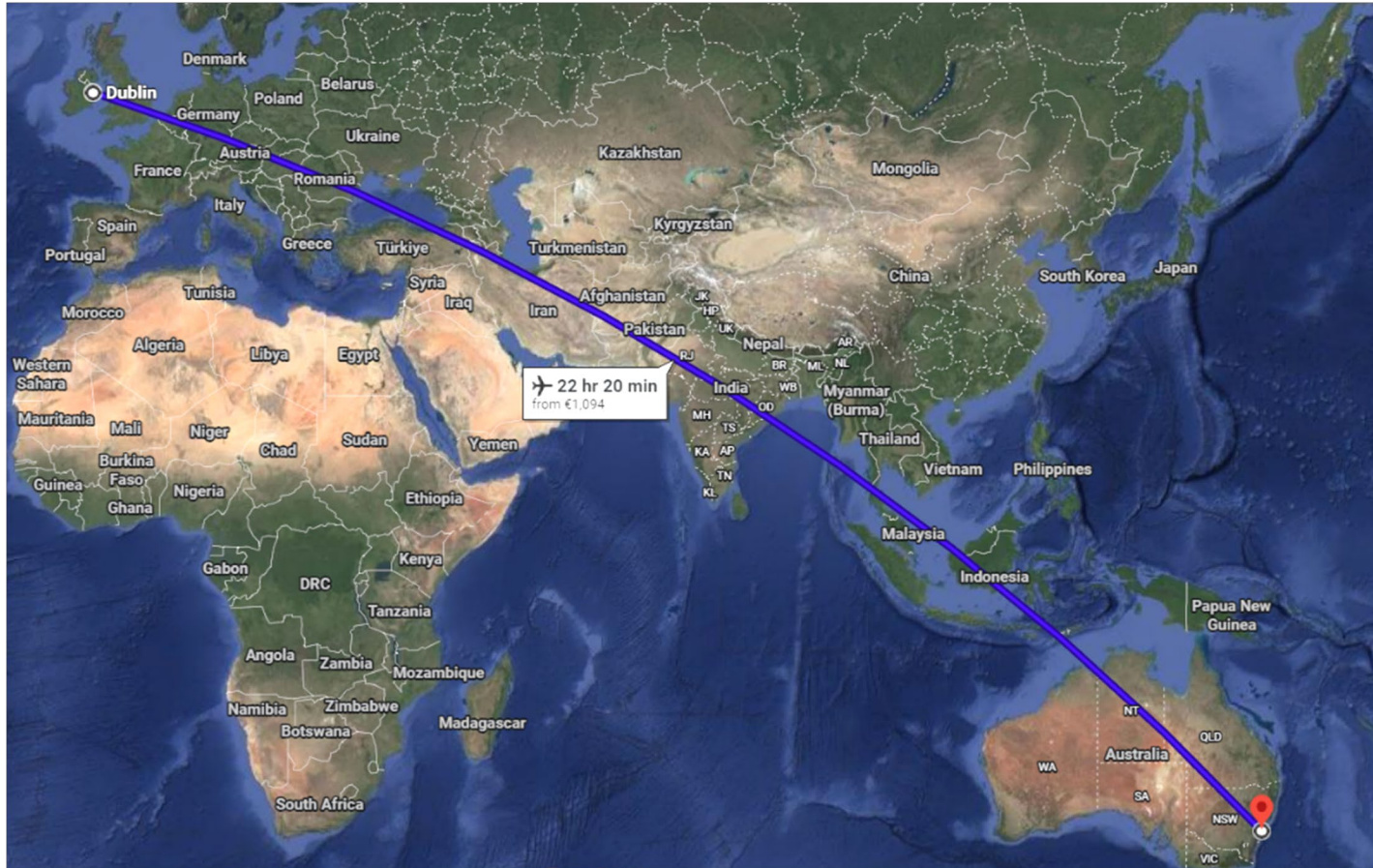
SCATS Priority

- + With the aim of the city development plan to place active modes and Public Transport above private vehicle movements this leads to some issue with the operation of SCATs
- + The Requirement to accommodate active modes can lead to additional phases in SCATS and more intergreen time at junctions
- + Move towards additional priority for Public Transport to provided via a separate phase
- + This can lead to reissues of rebalancing what SCATS wants to do and what the City is trying to achieve with limited road space

Up and coming Issues- Projects

- +Bus Connects Corridors - 12 corridors fully approved – Two in construction, all requiring signification junction redesign, Bus Priority and additional Pedestrian and Cycle phases
- +Metro Link Construction to start in 2027
- +Active Travel – Pedestrians and Cyclist improvement schemes

Issues – We are very Far away from any SCATS friends



+ Most LA in Ireland the UK use SCOOT

Issues- SCATS

- + SCATS is very data heavy and real time – but sometimes you are not looking at the system at the correct time!
- + More data analysis tools in SCATS would be helpful – lack of seemly integration between SCATS application for example history viewer and Traffic Reporter
- + Issues with trying to compare multiple sites in history viewer
- + Fractional time gain – ability to allow incremental increases
- + Transferring other SCATS programs to our system has not always been successful
- + Looking forward to the new interface if only just to stop students asking do you really use that ! It looks ancient !!

