



# COMMUTERS' CHARTER

SEPTEMBER 2018

Your **Time**  
Your **Access**  
Your **Money**  
Your **Choice**



**green**  
party  
comhaontas glas

The Green Party recognises that commuters are reliant on affordable and reliable transport but are often poorly served by our existing transport infrastructure. If Ireland is to address the challenge of decarbonising our economy while improving the lives of its citizens, we need to dramatically alter the direction of national transport policy.

The Green Party has thus formulated a '**Commuter's Charter**', based on the following two principles:

**Firstly** we want to create urban, suburban and rural places that are not dominated by cars. Our policy emphasises public transport for public good; shared transport methods use less energy than individual cars or other vehicles and improve the well-being of commuters. We pay particular attention to the fact that not everyone in our society who wishes to work can afford a private car, and children and many people with disabilities are often excluded. The availability of public transport for activities not connected with work also serves to improve social cohesion.

**Secondly**, commuting needs to be improved, and cities developed in ways that reduce long journeys: our transport policy needs to be linked with planning strategy, so that more people can live closer to their work, or can commute in a reasonable amount of time.

## YOUR TIME

### *Your Journey Should be Quick and Comfortable*

- Establish a 'Dublin Transport' office to improve co-ordination between Transport Infrastructure Ireland and the National Transport Authority and put one person in charge.
- We propose an independent Public Transport Regulator within the National Transport Authority, whose remit would be to facilitate greater integration between inter-urban and local transport services, thereby cutting travel times.

- We would increase the priority of buses on roads (thereby reducing journey times for passengers. This would be achieved by expanding the Quality Bus Corridor network; Constructing Bus Rapid Transit; implementing priority traffic signalling for buses.
- We support the BusConnects network reorganisation in Dublin, with changes that reflect bus users' concerns.
- We will push for a requirement for off-peak business deliveries, to reduce road congestion during peak commuting hours.
- We propose red line marking on main arterial routes where no stopping or loading is allowed at busy times to speed up vital journeys.

## YOUR ACCESS

### *Everyone Must Be Supported to Travel*

We will seek the creation of local authority 'Street Officers', to issue both parking fines; litter and dog fouling fines; and actively patrol communities to ensure that streets and neighbourhoods are accessible to all. This role would include identifying problematic surfaces and junctions for mobility/visually-impaired people.

We wish to reduce the waiting time to a maximum of 30 seconds for pedestrian signal times and ensure that all pedestrians have adequate time to cross the road.

We will improve the public realm in our cities, towns and villages by providing wider footpaths with quality materials and design that make it easier for people to walk instead of driving short distances.

We will provide more zebra crossings to prioritise walking as a way of getting around.

We propose the provision of secure and sheltered waiting spaces to all public transport hubs.

We propose an increase in the provision of cycling parking at all transport nodes and the facilitation of cycling storage on both coach and rail lines.

Provide for longer cycle commutes by considerably increasing the Greenways network alongside canals and National Road corridors.

## **YOUR MONEY**

### *Affordability is Key*

We advocate an increase in the provision of Park and Ride and Kiss and Ride facilities, a reduction in parking charges in under-utilised Park and Rides and heavily discounted tickets to monthly users. We will expand access to commuter car-parking in key commuter towns.

We propose a 5% reduction in fares for bus users, to be achieved by increasing the subvention to operators by €40m.

We propose to extend the LEAP card provisions beyond its current regional boundaries to develop a truly integrated national travel service that would offer regular commuters significant savings on travel.

# YOUR CHOICE

## *Commuters Know What Changes are Required*

We believe that commuters are well placed to advise transport authorities on their needs. A key component of our Commuters Charter is a large scale consultation with those who use our transport infrastructure every day and every week, asking them 'What do you need to make travel better?' This should form the basis for policy development. To start the conversation, we've been talking to our members, who have conceived the following suggestions:

- provide additional express buses for long-distance commutes from Drogheda, Dundalk, Mullingar, Tullamore, Portlaoise, Carlow, Arklow and Gorey.
- a number of key rail routes would improve access for commuters including lines in Limerick, Waterford, Sligo, and Derry. We believe government should prioritise funding for the Kildare Route Project Phase 2, the Navan Railway Line and the Interconnector (DART Underground) between Spencer Dock and Inchicore.
- an in-depth public review of a Light Rail system for the city of Galway to service its residents needs and drastically reduce Galway's chronic traffic problems.
- follow through on the electrification of the Dublin - Maynooth - Kilcock - Enfield line called for in the New National Planning Framework to significantly enhance capacity and reduce pollution from the current heavy diesel rail stock.
- relocate most Dublin bus garages to beyond the M50 to free up space for housing and reduce commuting for bus workers.
- create an additional bus station at Heuston/Conyngham road to take pressure of the overcrowded Busárus.

- extend the Cross-City Luas from Broombridge to Finglas and Blanchardstown, with park and ride at the M50.
- progress of the Metrolink planning and consultation to ensure the optimum route is chosen and community disruption is minimised.
- integration of LEAP card into bank debit cards as an option just like in London.
- increase capacity of commuter train lines serving Dublin, Cork, Limerick and Galway, to better serve demand on these overcrowded commuter lines.
- increase bike space on our trains, with flexible space for bikes (e.g. fold-down seating), and put in place more car-hire at main stations.
- Provide 'missing' Junction 8 on the M50 with park-and-ride and links to commuter rail station that service the Dublin Docklands along with more radial bus routes.
- promote teleworking by allowing more state and semi-state workers to work remotely one day a week or more.