



# **Swiftway – Bus Rapid Transit Dublin City**

## **Report on Public Consultation**

**June 2014**

# 1 Introduction

The NTA launched a public consultation on proposals for a Bus Rapid Transit (BRT) network for Dublin known as ‘Swiftway’ on 17<sup>th</sup> February 2014. Members of the public were invited to review the proposals and submit their suggestions and feedback prior to 18<sup>th</sup> March 2014. Submissions could either be made using the on-line submission facility or by post to the Authority’s Office.

BRT is a high-quality, high-capacity, and effective form of transport, offering attractive multi-door vehicles, off-board ticketing and frequent services along key strategic corridors using a priority bus lane. It seeks to emulate the performance and service characteristics of a light-rail system like Luas – but at about a third of the cost.

The consultation comprised the following three schemes, forming the proposed BRT network for Dublin, with the indicated corridors for each scheme identified as the “Emerging Preferred Route” for the particular scheme:

- Blanchardstown to UCD;
- Clongriffin to Tallaght; and
- Swords to City Centre.

These are currently indicative route corridors, pending consultative input and further analysis and development.

## 2 Outline of the Public Consultation Programme

Details of the proposals were on display between 10am and 5pm each weekday from 17<sup>th</sup> February to 14<sup>th</sup> March 2014 in the following six locations:

- Dublin Civic Offices, Wood Quay;
- Fingal County Council Offices, Swords;
- Fingal County Council Offices, Blanchardstown;
- South Dublin Council Offices, Tallaght;
- Dublin Council Offices, Bunratty Road, Coolock; and
- University College Dublin.

Members of the project team were available to answer queries at the exhibition locations on the following dates and times:

- Fingal County Council Offices, Swords: *Tuesday 18th of February from 2pm to 5pm;*
- Dublin Civic Offices, Wood Quay: *Wednesday 19th of February from 2pm to 5pm;*
- Fingal County Council Offices, Blanchardstown: *Tuesday 25th of February from 2pm to 5pm;*
- University College Dublin Restaurant Building: *Wednesday 26th of February from 2pm to 5pm;*
- Northside Civic Centre, Coolock: *Tuesday 4th of March from 2pm to 5pm;*
- South Dublin County Council Offices, Tallaght: *Wednesday 5th of March from 2pm to 5pm;*
- Fingal County Council Offices, Swords: *Tuesday 11th of March from 3pm to 6pm; and*
- Omni Shopping Centre, Santry: *Wednesday 12th of March from 3pm to 6p.*

These locations were advertised in several newspapers, along with details of attendance by the project team at the listed locations. These newspapers included the Swords Gazette, Northside People East, Blanchardstown Gazette, Southside People, Dundrum Gazette, Northside People West, Metro Herald, Evening Herald and the Independent.

Additionally, all of the consultation material was made available on the Authority's website and details of that web site address were also included in the newspaper advertisements.

Presentations were given to the local representatives of the relevant local authorities along the routes in advance of the public consultation. In addition, information packs were issued to all public representatives in Dublin - councillors, T.D.s and Senators.

### 3 Outcome of the Swiftway Non-Statutory Consultation Programme

A total of 546 submissions were received, one of which included a petition signed by 315 local residents. 17 repeat submissions were excluded.

A list of all the persons/bodies that made submissions is provided in Appendix A.

#### Summary of Issues Raised in Submissions

All 546 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. In total, 365 (66.8%) of the submissions were generally in favour of implementing BRT routes in Dublin. 63 submissions (11.5%) were totally against the concept of BRTs. The remainder - 118 submissions, 21.7% of the total - were undecided on their general view of the BRT proposals for Dublin.

A total of 27 core issues were identified during this review process. The main category headings and the number of times the issues were raised under each category heading are summarised in Table 1 below.

In terms of the issues that were raised most frequently, the highest number of instances (221 times) related to potential negative impacts on residential amenities. The second highest proportion of issues raised (209 times) related to safety concerns for children and pedestrians. The third highest proportion of issues raised (207 times) related to suggested extensions or changes to the BRT routes. These issues are further categorised in the next section.

<b>Category Headings</b>	<b>Number of times raised</b>
<b>Negative impact on residential amenities</b>	221
<b>Safety concerns for children / students / pedestrians</b>	209
<b>Suggested extensions to proposed BRT / changes to initial emerging preferred routes</b>	207
<b>Create parking problems along BRT route/nearby estates</b>	177
<b>BRT will delay the development of Metro North</b>	158
<b>Impact to existing bus services</b>	90
<b>No journey time improvement over existing services</b>	67
<b>BRT is not a substitute for Metro North</b>	58
<b>Impacts on environmental issues</b>	52
<b>BRT is not value for money</b>	33
<b>Park and ride facilities omitted</b>	18

<b>Category Headings</b>	<b>Number of times raised</b>
Integration with cyclists	15
Better integration with other transport modes	14
Increased anti-social behaviour	12
Impact on other road users	12
Enforcement of BRT road space required	11
Limited road space available	11
Priority at traffic signals	11
Articulated buses not suited for Dublin streets	9
Issues re access to residential properties and businesses	9
Deficiency in amount of detail available	7
Property impacts	5
Capacity	5
Vehicle type	3
Miscellaneous	10

## 4 Details of Submission Issues

This chapter sets out the details of the main comments raised under the various submission categories. This is not an exhaustive summary of all the issues raised.

### 1. Negative impact on residential amenities

#### Main comments noted:

- The proposed route through the open space and park area at Pinegrove is disruptive to local residents and will have a negative impact on the quality of life for the nearby residents.
- The proposed route through the open space and park area at Pinegrove will adversely affect the peace and tranquillity currently enjoyed. Quiet residential areas will become bustling roadways causing distress to many current residents.
- The proposed route through the open space and park area at Pinegrove will result in a significant reduction in green space and a loss of a children's play area.
- The proposal would have significant adverse impacts on the amenity of City Centre in terms of noise, vibration, air pollution and the impact on its historic environment.

### 2. Safety concerns for children / students / pedestrians

#### Main comments noted:

- Parents may no longer be in a position to allow their children walk across to the shops and School through Pinegrove Park:
  - Danger for schoolchildren walking to and from St Finian's Community College;
  - Additional danger when crossing BRT line to go JC's Supermarket and to Library; and
  - Pinegrove Park will no longer be safe for children to play.
- Pedestrian safety needs to be taken into consideration when new bus routes are being designed. Provide safe pedestrian crossings at the new proposed BRT bus stops.
- Safe pedestrian crossing at Ashtown roundabout is required.

### 3. Suggested extensions to BRT / changes to route

#### Main comments noted:

The list of comments received regarding possible route changes or route extensions in relation to the proposed BRT routes and sub-divided into the three proposed schemes as set out below.

#### Swords to City Centre Route

- The proposed Swords BRT route does not take into account the large population living in the west of Swords. River Valley area has approximately

one third of the population of Swords. Consider operating a short spur of main BRT route into River Valley area during peak times.

- Follow emerging preferred route to Estuary stop, then follow Castlegrange Road, Balheary Road and Glen Ellen Road through Applewood and terminate in Oldtown.
- Follow emerging preferred route to Pinnockhill roundabout, then follow Dublin Road, Brackenstown Road, Murrough Road, Glen Ellen Road terminating in Oldtown.
- Alternative route to commence at Swords Manor, along Murrough Road, along Glen Ellen Ring Road and exit Balheary Road onto proposed route.
- Turnapin stop should be put in place from the start, not at a later date. Additional stops at Northwood apartments, Drumcondra road and Richmond Rd/Botanic Ave preferably northern side of Tolka.
- Extend bus service to Knocksedan Demesne.
- No BRT service in Santry village.
- Can the route be revised and go via Fitzgibbon Street and Jones Road onto Drumcondra Road rather than Belvidere Place and Dorset Street? This would also link Croke Park and the Conference Centre.
- Ballymum feeder route via Santry Avenue to Swords BRT.
- Extend from Earlsfort Terrace to Rathmines, Terenure, Rathfarnham to join the Proposed Tallaght/Clongriffin route at Rathfarnham.
- How can the BRT run on the Rathbeale Road when the road is already overcapacity?
- Careful consideration should be given to the section linking Grafton Street with O'Connell Street.

#### **Blanchardstown to UCD Route**

- Remove Castlewood stop and extend line from Huntstown Way to Littlepace Road to Beechfield stop. This would create a circular route which could be operated one way, thus allowing higher frequency along one line instead of dividing services between 2 branches.
- Extend to serve Castlegrange, Manorfields and Ravenwood to existing 39 terminus.
- Extend along Hartstown Road to terminate on Ongar/Hartstown Relief Road.
- Route should be extended to go past UCD along N11 to connect with DART.
- Introduce new stop at Blanchardstown.
- There is significant congestion on the N3 particularly southbound in the AM peak and northbound in PM peak. This may impact negatively on journey times.
- Route does not serve the significant population north of the N3.
- South Great Georges Street corridor is already very busy with existing buses and other traffic, it is not suitable for articulated buses.
- Significant traffic alterations needed along Old Cabra Road, Prussia Street and Manor Street to deliver the priority that BRT needs.

- Route the Blanchardstown line through Grangegorman DIT campus to avoid congestion in Stoneybatter.
- Continue Blanchardstown BRT to Pace/M3 train station and Park and Ride location.
- Extend from Belfield further south along N11.
- The proposed route crosses the M50 therefore consideration should be given to the construction of a new structure crossing the M50 dedicated only to BRT traffic.
- South Great Georges Street is not an attractive or easy route; it would be better to continue to College Green and share Luas route along Lower Grafton Street to Dawson Street then around St. Stephen's Green North and East to Leeson Street.
- There is no room for a bus lane on the Old Cabra Road and Prussia Street. Should convert Blackhorse Ave and Aughrim Street into bus lanes.
- Belfield flyover needs a structural assessment to ensure it can take additional loading.

#### **Clongriffin to Tallaght Route**

- There is insufficient road space to allow two BRT lanes and two general traffic lanes especially at Malahide Road and Harold's Cross.
- Extend westwards to utilise either Templeogue Bridge or Spawell Bridge.
- Extend bus service to Clongriffin DART station, this is a more appropriate northern terminus.
- Suggested additional stops Greencastle road, Kilmore, Royal Canal Bridge, Capel Street, Harolds Cross, Rathgar and Kenilworth Park junctions.
- The proposed route crosses the M50 therefore consideration should be given to the construction of a new structure crossing the M50 dedicated only to BRT traffic.
- The proposed BRT would increase the difficulty of accessing Christ Church Cathedral. The proposed swiftway interchange at Winetavern St and Christchurch Place would make the Cathedral a traffic island.
- Develop Tallaght to Dublin airport route (through Rathfarnham, Terenure etc) instead of Tallaght to Clongriffin as proposed.

#### **4. Create parking problems along BRT route/nearby estates**

##### **Main issues noted:**

- Commuters will park their cars in nearby estates while they travel on the BRT service.
- Local residents fear Pay and Display arrangements would need to be introduced which would mean their visitors would also need to pay.

#### **5. BRT will delay the development of Metro North**

##### **Main issues noted:**

- The development of this BRT will delay the development of the Metro North project by reducing the funds available for capital transport infrastructure investment and by catering for some of the demand that would have been there for the Metro, thus lessening the urgency to develop the metro project.

## **6. Impact to existing bus services**

### Main issues noted:

- Subsidised state BRT system will be competing with already existing commercial services. BRT will make existing routes unviable.
- It is vital that the frequency of existing services is maintained as some people (the elderly/young) rely on buses as their main source of travel. The following is a list of some of the local bus services named: 1, 11, 13, 16, 33, 41, 44, 104.
- Comprehensive scheme of feeder or orbital bus routes will have to be introduced along with the BRT to compensate for the possible diminution of existing services.
- The BRT bus stops are often too far apart for elderly people to walk to.

## **7. No journey time improvement over existing services**

### Main comments noted:

- The existing Swords Express route via Dublin Port is currently achieving similar travel times.
- The additional walking distance to the BRT bus stops outweigh any time saving in bus travel.
- How can the proposed BRT deliver the required reliable option when the BRT vehicles will be sharing the lane with other buses, taxis and bicycles?
- Dublin Bus could also save time if they introduced off-vehicle fare collection.
- 35 minutes to city centre from Swords is very optimistic.
- Extra buses will cause extra congestion.
- Airport is already served by a number of express routes to city. It would be better to spread money on improving their frequency.
- Swiftway will be a slow unreliable service especially at peak rush hours. The speed of the BRT bus will be only as fast as the slowest bus.

## **8. BRT is not a substitute to Metro North**

### Main issues noted:

- The Swords to City BRT corridor only provides an interim solution. A higher capacity rail solution is necessary.
- Would not favour the Swiftway option if it ultimately impinges the provision of the Metro North.
- BRT must not be viewed as a cheap alternative to Metro North.

## **9. Impact on Environmental issues**

### Main issues noted:

- The proposed BRT bus stops may result in littering and loitering at these locations.

- The concentration of these large buses, with diesel or diesel-hybrid propelled engines, passing at frequency of one minute intervals will have a deleterious impact in terms of air, noise, vibration and streetscape impacts.
- Potential negative impacts on architectural and streetscape heritage:
  - Impacts to the Georgian housing along the historic streets and squares such as Mountjoy Square; and
  - Even though no protected structures are proposed to be demolished, Mountjoy Square, O'Connell St. and D'Olier St are all Conservation Areas.
- New BRT bus stops will result in significant uptake of littering and loitering in the area of the stops.
- Felling of trees will be required along the R132 in Swords, Broadmeadows Road and Pinegrove.
- Increased carbon emissions - motive power should not be diesel.

## **10. BRT is not value for money**

### Main issues noted:

- Why do we need Swiftway when Dublin Bus already operates QBCs from Swords to City Centre?
- Large capital investment for a temporary infrastructure option.
- More practical and economic to simply improve the existing bus routes not creating a new one.
- Important that capital investment required to maintain existing bus services is maintained to ensure a two tier bus system does not develop.
- Off-bus ticketing is unworkable because revenue protection is more difficult.
- This proposal needs a full economic appraisal and cost benefit analysis.
- Private sector provides vehicles at little or no cost to taxpayer.
- Outline capital costs seem high for what is proposed.
- Who will operate the BRT service and who will manage and maintain the supporting infrastructure?
- Unnecessary expense of removing roundabouts to implement signalised junctions.
- Additional buses on this route would provide additional capacity without the construction costs of the Swiftway.

## **11. Park and ride facilities omitted**

### Main issues noted:

- Without park and ride facilities commuters are forced to carry on driving into city centre.
- Without a Park and Ride how can Swiftway generate passenger numbers to make it economically viable?
- Parking costs built into the pricing structure of BRT would be a powerful tool in attracting car drivers onto public transport.
- There is sufficient space along River Dodder on Dodder Park Road (R112) which could provide car parking spaces. Other locations include Spawell.

## **12. Integration with cyclists**

### Main issues noted:

- Are cyclists excluded from the BRT routes? Concerns about how a 18.7 m bus would overtake a cyclist safely.
- BRT stations should have safe and secure bike parking facilities.
- The bike stations for “dublinbikes” should be integrated with BRT stations.
- BRT vehicles should allow bikes to be transported.

## **13. Better integration with other transport modes**

### Main issues noted:

- Connectivity to DART and Luas lines would enhance usability and achieve a greater sense of network with useful redundancy. At Clongriffin, Malahide and Dun Laoghaire there is an opportunity to connect BRT to the DART line. Blue line should be extended to Stillorgan Luas station.
- BRT stations should match the Luas or Train services where stops are integrated. The station at “Clonliffe” should be called Drumcondra.
- BRT system should integrate well with other public transport facilities, allowing passengers to transfer easily to other services. Should ensure there is no cost to transfer from one mode of transport to another - passengers should just pay for length of trip.
- The interchange at O'Connell Street seems complicated for tourists who are unfamiliar with the area.
- Integration with taxi services need to be addressed.

## **14. Increased anti-social behaviour along proposed routes**

### Main comments noted:

- Additional bus stops will cause unsociable activity on proposed route.
- A large number of people who will be the worst for wear will arrive home late at night.

## **15. Impact on other road users**

### Main comments noted:

- BRT should have dedicated bus lanes aligned to the centre of the road, but the proposed Swiftway uses kerb side lanes which are shared with other buses and taxis.
- How can different transport users operate on the same routes without impinging the efficiency of each other?
- A detailed analysis should be carried out to assess the impact of BRT corridors and movements of goods and road freight in the city.
- The BRT will take the road space from private motor users which will make city centre inaccessible to the vast majority (economically destructive).
- Taxis should be excluded from BRT route.

## **16. Limited road space**

### Main comments noted:

- Parts of the route do not currently have a bus lane nor have road space to provide one.
- The introduction of an additional bus corridor will reduce the remaining road capacity and increase congestion, not only at peak hours but throughout the day.
- Difficulties at pinch point locations such as Drumcondra.
- How will BRT have space within the “canals cordon” when most routes are only 2 lanes wide; i.e. road width in Prussia Street/Stoneybatter will present problems.
- BRT buses will be forced to stop at unscheduled stops if behind other buses which have stopped and will be restricted, due to both their length and traffic congestion, from moving into an adjacent lane.

## **17. Priority at traffic signals**

### Main comments noted:

- Traffic signal priority will have a negative impact on other road users and may lead to the deterioration of other bus services operating in the area.
- Signal priority makes little difference if left-turning traffic is blocking the BRT bus lane, thus causing buses to miss the traffic lights.
- Swiftway will have no priority at roundabouts.
- More information required on the potential impact of less green-light time on the east-west traffic flows through the Swords Road/ Collins Avenue junction which is already at saturation point

## **18. Articulated buses not suited for Dublin streets**

### Main comments noted:

- Not suited to narrow streets.
- Single deck articulated buses were withdrawn from service as they were not compatible to Dublin city centre medieval layout.

## **19. Access to residential properties and businesses.**

### Main comments noted:

- Expected congestion at Jugback Lane/Broadmeadows Road Junction.
- There are currently difficulties existing some estates/entrances along the proposed routes, additional buses with higher frequency will further restrict accessibility to driveways/entrances that open directly on to proposed routes.
- Some business premises along the proposed routes may not have off-street parking or delivery facilities. Early consultation with these businesses will be required.
- Shops, factories and other business premises have a range of access requirements which need to be assessed and provided for.
- Restricted accessibility to driveways that open directly onto the proposed routes.

## **20. Deficiency in amount of detail**

### Main comments noted:

- Deficient in design and detail on how the BRT could fit into the existing road space in the City.
- Unclear where bus stops are to be located.
- The alternatives to BRT proposal have not been fully evaluated. No comparative analysis of this proposed BRT model versus a partnership alternative with private sector bus operators coupled with a series of target measures including enhancement of bus stops, QBCs, priority at junctions, new park and ride facilities.
- Difficult to provide focused responses as there is no framing questions as per other NTA consultations
- Second consultation to take place after design work which would mean it would be difficult for NTA to take on board good advice as it may be costly/effect timeline for planning.
- No mention of the existing public transport services and whether they will be maintained.

## **21. Enforcement of BRT road space required**

### Main comments noted:

- No physical separation only road markings.
- Consideration should be given to concrete, plastic or rubber physical separators to exclude general traffic.
- Garda Siochana Enforcement may be required to penalise drivers who block BRT lanes.
- Left-turning traffic may block the bus lane.
- Drivers will use the BRT lane for speeding.
- Install enforcement camera in front of BRT buses.
- Is the Swiftway concept intended as an 'open or closed' system?

## **22. Property impacts**

### Main comments noted:

- Demolition of properties.
- Increased number of pedestrians passing through estates causing the loss of privacy, safety and security.
- Potential decrease in value of adjacent properties.

## **23. Capacity**

### Main comments noted:

- The report on BRT in Dublin published Oct 2012 concluded that the Swords BRT route will not meet current capacity demand. NTA reported the ultimate capacity of 3,600 passengers per direction per hour. Available data shows that current operational capacities of between 5,000 – 16,000 passengers per direction per hour are already being achieved within sections of QBC network.
- The demand on the Swords to City section greatly exceeds the capacity that can be provided by a BRT solution.

- Increased congestion in theory should encourage commuters to switch from car to bus. But since the BRT bus will not meet capacity demands this switch is unlikely to occur so congestion continues.
- A lot of on-street parking and taxi ranks would have to be removed.

## **24. Vehicle type**

### Main comments noted:

- Swiftway buses will carry 120 people (50 sitting with 70 standing) whereas a tri-axle double decker has 90 seats with 30 standing.
- Standing for over 30 minutes will not be viewed as a good means of public transport.
- Longer vehicles of 24m are available and could be used, increasing the capacity by up to 25%.
- Dublin Bus already tried articulated buses on Dublin roads which failed.

## **25. Miscellaneous**

### Main comments noted:

- The bus licence to operate the BRT routes should be put out to tender - this should increase competition in the transport sector.
- Need to have an integrated fare system across all public transport systems, using zones of charges per km travelled.
- Swiftway branding and graphic design is weak. Needs to be sold to the public as 'Luas on tyres' rather than upgrade to bus.
- To help break the dependency on cars people need to be able to rely on BRT system 7 days a week, 24 hours a day. The service does not need to be frequent at night and on Sundays but does need to be reliable.
- Implement alternative "CAT" proposal from Drumcondra association instead of BRT.
- Build an underground transport system.
- Upgrade all QBCs and radial corridors to a higher standard instead of new BRT routes.
- The following are comments addressed to the Dublin Airport service:
  - Should run 24 hour service to airport;
  - Special provisions for heavy bags would be required on BRT services to/from airport. Many passengers to and from the airport have multiple pieces of luggage.
  - Dublin Airport should have a rail service to the city centre; and
  - Adequate capacity should be provided to Dublin Airport to cater for passengers departing in early morning flights.

## 5 Next Steps

The purpose of this public consultation process was to introduce the concept of BRT to the public, indicate what it would look like, and how it would work, in addition to displaying the emerging preferred corridors for each of the three proposed BRT routes, and to elicit the public's views.

The feedback from this consultation will be carefully considered and incorporated as appropriate during the further planning and design work to be undertaken in relation to these BRT schemes.

It is intended to have further public consultations during the development of these projects. Currently, it is anticipated that a second public consultation will be held for the Swords/Airport to City Centre scheme in Autumn of this year.

This will be followed by a second consultation in relation to the Blanchardstown to UCD scheme, with the Clongriffin to Tallaght scheme to follow subsequently.

An application for planning approval for the Swords to City Centre Scheme is expected to be made to An Bord Pleanála early in 2015. As part of that application process, a statutory consultation process will be undertaken at that stage in relation to the Environmental Impact Statement and property acquisition requirements associated with the scheme. Similar processes will be undertaken for the other two schemes at later dates.

## Appendix A

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
TJ Clare	Independent Local Representative	0001
Mark Barlow		0002
Jackie Oglesby		0003
Anne Devitt	Fingal County Council	0004
Cllr Chris Bond	Public Representative	0005
Paul Flynn		0006
Christopher Harris		0007
Miriam Bowden		0008
Pat Ivory	Ibec	0009
Babette		0010
Cillian O'Morain	Green Party	0012
Edward Mac Manus	Local Election Candidate Castleknock Electoral Area	0013
Paul Arnold	Paul Arnold Architects	0014
Maurice Wood		0015
Dermot O'Leary	National Bus & Rail Union	0016
David O Connor & Brendan Finn	BRT for Dublin Workshop	0017
Declan Raftery	Dublin City University	0018
John O'Flaherty		0019
Austin Barrett	Greenfield Residents Association, Santry	0020
Graham Hickey	Dublin Civic Trust	0021
Tanya Murray	Dublin Airport Authority (DAA)	0022
Andrew Montague	Dublin City Council	0023
Tom Dempsey		0024
Eileen Byrne		0025
Michael Higgins	ILTP Consulting on behalf of Bovale Developments	0026
Allen Parker	Aircoach	0027
Donal O'Brolchain		0028
Kevin Duff	An Taisce (Dublin City Association)	0029
Daniel Fitzpatrick	Bord Gáis Networks	0030
Deirdre Scully	Old Swords Rd. Residents Association	0031
Pamela Connolly	Ballymun Regeneration Limited	0032
Kevin Traynor	Coach Tourism and Transport Council (CTTC)	0033
Michael Higgins	ILTP Consulting on behalf of National Sports Campus Development Authority	0034
Gilbert Power	Fingal County Council	0035
Paddy Matthews	Matthews Coach Hire Limited	0037
Duane Browne		0038
Niamh McGrath		0039
Jim Dowling	Terenure Residents Association	0040
Robert Power		0041
Kerry-Ann Glynn		0042

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Colette Fay		0043
Clare Burke	Conroy Crowe Kelly Architects & Urban Designers on behalf of Hansfield Investments Ltd	0044
Aileen Clarke		0045
Kenneth Clarke		0046
Alice B. McGinnis		0047
Georgina Baker		0048
Duncan Smith	Swords Labour Party	0049
Peggy Gibson		0050
Paul Gibson		0051
Ross Baker		0052
Lincoln Shields	Trampower Ltd.	0053
Bernadette Keogh		0054
Sean Quigley		0055
Michelle McSweeney		0056
Dolores O'Rourke		0057
Mary Gohery		0058
Eoin McSweeney		0059
Gary Gibney		0060
Robert Mongey		0061
Richard Lawlor		0062
Desmond Boylan		0063
Goretti Becton		0064
Carol Mahony		0065
Roisin Shortall T.D.	Public Representative	0066
Murray Rees		0067
Beryl Walsh		0068
Pamela Gill	Conroy Crowe Kelly Architects & Urban Designers on behalf of Gannon Properties	0069
Patrick & Noeleen Hughes		0070
Martha Mousally		0071
Alan Morris		0072
Paddy Mullen		0073
Bernadette Quigley		0074
James O'Rourke		0075
Colm Clarke		0076
Marie Quinlan		0077
Mary McKiernan		0078
Anthony Cronin		0079
Brendan Finn	ETTS Ltd.	0080
Tom Kelleher		0081
John Deasy		0082
Joe Newman		0083
Stella Coughlan		0084

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Tim Quigley		0085
Caroline Stewart		0086
Neill Proudfoot		0087
Robert McDermott		0088
Shane Slevin		0089
Yvonne Retig		0090
Phillip Glynn		0091
Peter Byrne	South Dublin Chamber	0092
Emma-Louise Glynn		0093
Tom Coughlan		0094
Anthony Ryan		0095
Geraldine Moriarty		0096
Teresa McQuillan		0097
Clare Burke	Conroy Crowe Kelly Architects & Urban Designers on behalf of Gannon Properties	0098
Michael Moriarty		0099
Paraic Murphy		0100
Joe Shortall		0101
Dayna Sara Baker		0102
James Monaghan		0103
Garrett Fennell	Mountjoy Square Society Limited	0104
Deirdre Moore		0105
Neil Donnelly		0106
Elizabeth Madden		0107
Marina Cudden		0108
Priscilla Brosnan		0109
Mary Conway		0110
Emma McGonigle		0111
Michele Keogh		0112
Vincent & Brid McAree		0113
Michael Keogh		0114
Bernadette Keogh		0115
Michael Keogh		0116
Conor Keoghan	Stanberry Investments Ltd	0117
Louis O'Flaherty	Omni District Residents' Association	0118
Tom O'Connell		0119
Jason Fitzharris		0120
Bernard Fox		0121
Toivo Villau		0123
Kathy Dridi		0124
Emily & Ronan Barrett		0125
Aine Wilson	Greenfield Park Resident's Committee	0126
Edward + Frances Thomas		0127
Aine Bannon	Trinity College Dublin (student)	0128

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Annie Bergin		0129
John Deegan		0130
Fiona Devlin		0131
Roderic O'Gorman	Dublin West Green Party	0132
Sandra Curtin	Santry Community Residents Forum	0133
Michael McHugh		0134
Dermot Dunne	Board of Christ Church Cathedral	0135
Transportation Department	Dun Laoghaire Rathdown County Council	0136
Mairead Forsythe		0137
Elizabeth Harbourne		0138
Lena Doherty		0139
Etaoin Donohoe		0140
Treasa Lynch		0141
Piers Marlow	Arriva plc	0142
Olivia Lane O'Brien		0143
Brid Pentony		0144
Bernadette Kearns		0145
Vincent		0146
Thomas Gill	All Hallows Residents Association	0147
Donal Farrell		0148
Michelle Farrell		0149
Public commuters	Public commuters	0150
Padraic Farrell		0151
Paul O'Brien		0152
Anne Farrell		0154
Mr & Mrs Ormond		0155
K Buckley & E Bosonnet		0156
Sean Maher		0157
Michael O'Gorman		0158
Maeve & Richard Slattery		0159
Anthony Hoey		0160
Gladys Moore		0162
Patrick Kinsella		0164
Breda McGuigan		0165
Brendan Colgan		0166
Mark Dunne		0167
Warren Whitney		0168
Terry Hurrell		0169
Anne Rocca		0170
Dawn Burch		0171
Aine Wilson	Greenfield Park Resident's Committee	0172
Kieran Barry		0173
John Phoenix		0174
Brigid Murphy		0175

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Siobhan O'Regan		0176
Conor Davis		0177
Brian Brophy		0178
Richard Guiney	Dublin City BID	0180
Ann Hickey		0181
Susan Aqil		0182
Paul Delaney	Arena School of English	0183
Darren Finn		0184
Joe Cunnion		0185
Roy Harford		0186
Marian Byrne		0187
Andrew Butler		0188
Brian Hennessy	Improved Transport for Dublin	0189
Lourda Kenny		0190
Eugene Barrett	Knocklyon Network	0191
Joseph Maguire		0192
Councillor Darragh Butler	Fingal County Council	0193
James Monaghan		0194
David Power		0195
Siobhan		0196
Frank Slater		0197
Dennis Hogg		0198
Patrick Dalton		0199
Theresa Crothers	Rathbeale Residents Association	0200
Thomas Cashman		0201
Pauline Byrne		0202
Brigid Manton	Pinegrove Park resident / Fianna Fail	0203
Eriko Matsumoto		0204
Eithne McIvor		0205
Ali Al SHamsi		0206
Ronan O'Neill		0207
Catherine O'Neill		0208
Maureen Tucker		0209
Michael J Moran		0210
Gerard McCormack		0211
Catherine Bebbington		0212
John McCarthy		0213
Kathleen McDonnell		0214
Tony McDonnell		0215
Martin O Neil		0216
Carina Batt		0217
Ed Mahoney		0218
Sylvia Taylor		0220
Councillor Darragh Butler	Fingal County Council	0221

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Declan Myers		0222
John Bird		0223
Jean O'Neill		0224
Paul		0225
Lulu Wang		0226
Patricia Cox		0227
Charles Nolan		0228
Casey		0229
Paul Horan	Dublin Institute of Technology	0230
Catherine Walsh		0232
Damien O Tuama	Dublin Cycling Campaign	0233
Clare Daly TD	Public Representative	0234
Tim Hayes	Chartered Institute of Logistics and Transport	0235
Gerry Cudden		0236
Lynda Lawlor		0237
Martina Mullane		0238
James Leahy	An Taisce - The National Trust for Ireland	0239
Vincent Sheehan	Bus Eireann	0240
Michael Hand	Grangegorman Development Agency	0241
Maynooth Green Campus	NUI Maynooth	0242
Sean Quigley		0243
Paul Corcoran		0245
Bob Laird	Laird Aviation & Transport Consulting	0246
Alan Caffrey		0247
Sean McCabe		0248
Michael Murphy		0249
Caroline Maloney		0250
Britta Stordal		0251
Kevina McGill		0252
Kevin Cannon		0253
Linda Barry		0254
Eugene McHugh		0255
Stephen Deegan		0256
Rob Quigley	Motionfox and Dublin Cycling Campaign	0257
Finbarr Nangle		0258
Mealla Barry		0259
Marcello Bertucelli		0260
Artur Zawadzki		0261
Jennifer Oliver		0262
Pauline Treanor	The Rotunda Hospital	0263
Mary Oliver		0264
Juliana + Joseph Boland		0265
John P. Gregan		0266
Elaine Mongey		0267

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Will Andrews	Dublin Cycling Campaign	0268
Marie Watts	Bristol Myers Squibb	0269
Deirdre Foley		0270
Adrian Wall		0271
Shane Hayes		0272
Gary McCallion		0273
Genieve Hanratty		0274
Fiona Ryan		0275
Pat		0276
Stephen Doyle		0277
G Macken & T O'Shea		0278
Bob Kerr	Castleknock Park Residents' Association	0279
Yvonne Kenny		0280
Valerie Ryan		0281
Barry McMullin	Dublin City University	0282
Robert Coyle		0283
Louise Doyle		0284
Conor Casey		0285
Donal Casey		0286
Ruth Kennedy		0287
Gerry & Jeanette Doyle		0288
Colin O' Reilly		0289
Frank Keoghan	TEEU	0290
Fianna Fail Dublin Fingal	Fianna Fail Dublin Fingal	0291
David Millmore		0292
Stephen Little	Stephen Little & Associates on behalf of TEBA, Irish Life & IPUT	0293
Edward and Angela Lodge		0294
Tom Greeley		0295
Rossa O'Donovan	Terenure 2030- Terenure Environmental Improvement Subgroup	0296
Rory Muldowney		0297
Vivienne Hall		0299
Michael Kavanagh		0300
Mark McEntyre		0301
Paul Mullins		0302
Billy Fleming		0303
Martin & Brid Daly		0304
Graham Morris		0305
Gemma Hanratty		0306
Frank Hanratty		0307
Margarer Hanratty		0308
James Freeman		0309
Justin Sinnott	Parklands Residents Association - Northwood Santry	0310

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Ray Smyth		0312
Daragh Madden		0313
Carol Madden		0314
John Fagan		0315
Alex Eustace		0316
Martin Blake		0317
Paul Fearon		0318
Paul O Driscoll		0319
Maureen O Driscoll		0320
Martina Keating		0321
Paul Carney		0322
Richard Pender		0324
Carol Mahony		0325
Darren Turner	Turner Media	0326
Sheila Gannon		0327
David Crowley		0328
John Hempenstall		0329
Nicola McGrath		0330
Declan Power		0331
Peter Hinch		0332
Kevin Cannon		0333
Roma Byrnes		0334
Deirdre Harte		0335
Monica Fagan		0336
Anthony Moore		0337
Lyndsey Bryce		0338
David Gray		0339
Stephen Little	Stephen Little & Associates on behalf of Tempore	0340
Tara Spain	National Roads Authority	0341
Sarah Herman		0342
Federico Feraboli		0343
Paraic + Anna Murphy		0344
Kathryn McGran		0345
Tom McArdle		0346
Kevin Cashell		0347
Aine Hickey		0348
Brian Mc Kenna		0349
Niall		0350
Michael Ryan		0351
S McDonnell		0352
Ciaran Blackall	Blackall Financial	0353
Hugh Fitzpatrick	Dublin City Council	0354
G Wilkinson & E Brady	The Park Shopping Centre Ltd	0355
Mary Keogh		0356

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Fidelma Halligan		0357
	Eirebus Limited	0358
Julie Noonan	Broadmeadows committee	0359
Anonymous		0361
Alexander Byrne	Dublin Institute of Technology	0362
Julie Noonan		0363
John Deasy		0365
Marina Cudden		0366
John Sherwin		0367
Sarah McCabe		0368
Tom Coughlan		0369
Darren Cooke		0371
Alison Deasy		0372
Louise Kiernan		0373
Gerardine Hinch		0374
Cllr. Cian O'Callaghan	Member of Fingal County Council	0375
Tadhg O'Donovan		0376
Eugene O Reilly		0377
George Mongey		0378
Anonymous		0379
Anne O'Connor		0380
Simon Alvey		0381
Vivienne Hall		0382
Donal Murray		0383
Jacqueline Jago-Stafford		0385
Philip Davis		0387
Fran O Gorman		0388
Anna-Maria and Simon Harvey		0390
TCD		0394
Seibh Conroy	NDTC	0396
Elizabeth Madden		0397
Margaret Grogan		0399
David Armstrong		0400
Noel O'Reilly		0401
Agnieszka Trzos		0402
Jeanette McGrath		0404
David McArdle		0405
Chris Nivard		0406
Brendan Supple		0407
Kieron O'Connor		0408
Brendan Supple		0409
Oisin Galvin		0411
Andrew Doyle T.D.	Public Representative	0412
Michelle Molloy	Pembroke Communications	0413

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Niamh Coen		0415
Silvia Vitali		0416
Anne Weber-Grange		0418
Andrew Mahon		0419
James Evers		0420
Riona		0423
Stephen West		0424
Thomas Ryan		0425
Jack Burrows		0426
R. Fitzpatrick		0427
Noel Wilson		0428
Daniel Lowry		0429
Martin Byrne		0430
Aoife Lally		0431
Niamh Dalton		0432
Matthew Finnegan		0433
Michael		0434
Neil Peirce		0435
Breda McCullagh		0436
John M		0437
John M		0438
John M		0439
Siofra Kavanagh	Earth Horizon	0440
Anonymous		0441
Alan	Cleere	0442
Fergal Duffy		0443
Karl Carroll		0444
David Connellan		0445
Phillip Glynn		0446
Shane Wims		0447
Victoria	SMH	0448
Sam Duff		0449
Linda Toner		0450
Ray Hunt		0451
Glenn Roche		0452
Amy Callan		0453
Caelum Bourke	Bourkes Wines	0454
Daniel Dudek	The Irish Times	0455
Shane Regan		0456
Gareth McGrath		0457
Darren Mitchell		0458
Siobhan Mooney		0459
Peter Brosnan		0460
Declan Carroll		0461

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Derek May		0462
Dermot Downes		0463
Alan Doyle		0464
Eithne Cullen		0465
Alan Casey		0466
Ashling McKenzie		0467
Alan G Graham	A G Graham & Co	0468
Dennis Jennings		0469
Richard Lawler		0470
Colm Moore	Dublin Cycling Campaign	0471
Michael & Bernadette Keogh		0472
Trevor Fitzpatrick		0473
Gillian Jones	Pioneer Investments	0474
Garrett O'Neill		0475
Ruadhán MacEoin	Mountjoy Square Community Association	0476
Tony Flood		0477
Laura Weir		0478
Ellen Harris	Greenfields Residents Association	0479
Peter Walker		0480
Rita Callaghan		0481
Daphne Whitehead		0482
Karen O'Callaghan		0487
Des Gilhawley		0489
Dorothy Wood		0490
David Rouse		0491
Donal Minnock	Engineers Ireland	0494
Tom Newton		0495
Pat O'Byrne		0496
Annette O'Connor		0497
Deirdre Maxwell		0498
Anna Mullen		0499
James Francis Walsh		0500
Anne O'Reilly		0501
Clare Daly TD	Public Representative	0502
Dermot Cudden		0503
Nicole Mallin		0504
Helena Daly		0505
J Cullen		0506
Brendan Mooney		0507
Theresa Mooney		0508
K. Tormey		0509
Karen Gallagher		0510
Bernard Harford		0511
Catherine Harford		0512

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Ann Duffy		0513
Simon Fox		0514
William Cawley		0515
Gerard Keane		0516
John Mc Mahon		0517
Kathleen MC Mahon		0518
M Mooney		0519
Caroline Richmond		0520
Sally Byrne		0521
Maureen Colgan		0522
Dianne Farrell		0523
Amie Gibson		0524
Cora Beveridge		0525
Michael Valentine		0526
William Keane		0527
Peter Keane		0528
Patricia Flanagan		0529
Margaret Dempsey		0530
Ethna Mc Donnell		0531
Erica Devine		0532
J Quinn		0533
Lanna O'Neill		0534
Pauline Kavanagh		0535
Denis Kavanagh		0536
Adrian Kavanagh		0537
Kristina Mazeikaite		0538
Martin O'Neill		0539
Mary Dowling		0540
Daniel Devine		0541
Lorraine Callan		0542
Theresa Dennis		0543
Eddie Byrne		0544
Patricia Hagan		0545
Ivan Sherlock		0546
Brendan O'Reilly		0547
Deirdre O'Brien		0548
Paul Cogley		0549
Geraldine Murphy		0550
Patrick Harboud		0551
Mr + Mrs Behan		0552
Bridget Green		0553
Deirdre Savage		0554
Kevin Savage		0555
Gary Caffrey		0556

<b>Name</b>	<b>Body Represented (If applicable)</b>	<b>Ref No.</b>
Graham Caffrey		0557
Richard Woodruffe		0558
Michael + Marie McCardle		0559
Pat + Joan Connell		0560
Paul O'Donoghue		0561
Marie Corrigan		0562
Carmel Hayden		0563
Will Scalan		0564
Robert Pepper		0565
Joseph Mahony		0566
Edel Farren		0567
Susan Matthews		0568
Alan Power		0569
Laura Griffin		0570
Zara Cudden		0571
Lucia Cudden		0572
Ericka Cudden		0573
Liam O'Donnell		0574
Dermot Plunkett		0575
Denis + Hannah McGrath		0576
Luke Molloy		0577
Lisa + Shane Slevin		0578
Megan Gibson		0579
		0580 -
Local residents' petition	315 names signed to petition	0895
Geoff Emerson	Clifton Scannell Emerson on behalf of Green Property Ltd	0896
Michael Kelly	Fingal County Council	0897
Dan Holland	Sandyford Business District Association (SBDA)	0898

(Note: The above reference numbering sequence excludes 17 duplicate submission items and 15 other spam items received.)