



Swords/Airport to City Centre

Proposed Scheme -

Public Consultation Report

March 2015

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List of Submissions Received

1 Introduction

The National Transport Authority (NTA) launched a public consultation on the Swords/Airport to City Centre Swiftway Bus Rapid Transit (BRT) Proposed Scheme on 14th October 2014. Members of the public were invited to review the preferred route and scheme proposals and submit their suggestions and feedback before 5pm on the 28th November 2014. Submissions could either be made using the on-line submission facility on the NTA website or by post to the NTA'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.

Key features of a BRT system are frequency of service and fast, reliable journey times. The proposed Swiftway service is intended to initially operate at a frequency of approximately every four minutes during peak commuter periods on the busiest sections of the route.

The Swords/Airport to City Centre corridor is a major transport artery with several key destinations along, or close to, the preferred route. These include Dublin Airport, Santry, Dublin City University, St. Patrick's College, Dublin City Centre, several hospitals, as well as the major growth area of Swords itself.

Various studies undertaken by the NTA have identified significant existing and future travel demand on the Swords / Airport to City Centre corridor. The Proposed Scheme will provide additional capacity along this corridor to meet its growing needs in the short to medium term.

The introduction of BRT is also intended to deliver benefits to the overall bus network in terms of efficiency and capacity. This will include for some complementary bus network reorganisation, while other bus services will also benefit significantly from the BRT priority infrastructure provided on the corridor.

2 Outline of the Public Consultation Programme

Details of the Swords/Airport to City Centre Swiftway BRT Proposed Scheme were on display between 10am and 5pm each weekday from 14th October to 25th November 2014 in the following three locations:

- Dublin Civic Offices, Wood Quay, Dublin 8;
- Fingal County Council Civic Offices, Main Street, Swords, Co. Dublin; and
- National Transport Authority Offices, Dún Scéine, Harcourt Lane, Dublin 2.

These locations were advertised in several newspapers, along with details of the manned sessions to be attended by the project team at a number of locations. These newspapers were the Swords Gazette, Northside People, Metro Herald, and the Irish Independent.

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

In addition, members of the project team were available to answer queries on the Proposed Scheme at the following locations:

- Croke Park, Jones' Rd, Dublin 3: *Monday 20th of October from 3pm to 9pm;*
- Fingal County Council Civic Offices, Main Street, Swords, Co. Dublin: *Thursday 23rd of October from 3pm to 9pm;*
- O'Callaghan Stephen's Green Hotel, 5 Harcourt St, Dublin 2: *Tuesday 28th of October from 3pm to 9pm;*
- Fingal County Council Civic Offices, Main Street, Swords, Co. Dublin: *Tuesday 4th of November from 3pm to 9pm;*
- Applewood Community Centre, Castlevew Lawn/ Bunbury Gate Road, Swords, Co. Dublin: *Tuesday 11th of November from 3pm to 9pm;*
- Whitehall Colmcille G.A.A Club, Collins Avenue, Dublin 9: *Thursday 13th November from 3pm to 9pm; and*
- Dublin Civic Offices, Wood Quay: *Tuesday 18th of November from 3pm to 9pm.*

3 Outcome of the Swiftway Non-Statutory Consultation Programme

A total of 500 submissions were received (four repeat submissions were excluded from this count).

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

3.1 Summary of Issues Raised in Submissions

All 500 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed.

A total of 20 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.

Of the submissions received, approximately 71% were from residents in the north-west Swords and typically were in regards to a number of local issues. The remaining 29% were associated with other issues along the preferred route or concerns related to the scheme concept.

In terms of the issues that were raised most frequently, the highest number of instances (287) related to concerns over safety as a result of the implementation of the proposed scheme, mainly due to the widening of the roads and removal of the green verge along Glen Ellan Road. The second highest proportion of issues raised (283 times) related to the concerns that there would be a negative impact on other road users, mainly cars, and that the BRT would cause excessive traffic problems along the preferred route. The third highest proportion of issues raised (251 times) related to the impacts that the BRT system would have on the prospects for the development of Metro North.

Table 1: Summary of Issues Raised

Category Headings	Number of times raised
Safety concerns / local issues	287
Impact on other road users	283
BRT will impact the delivery of Metro North	251
Create parking problems along BRT route/nearby estates	227
Environmental impacts	203
Need for the Proposed Scheme	171
No Park and Ride facilities	164
Suggested extensions to proposed BRT / changes to initial emerging preferred routes and design	162
Impact on existing bus services	154
Vehicle Type	105
Access to residential properties and businesses	63
BRT Concept	59
Land-take and property impacts	57
Enforcement of BRT road space required	37
Deficiency in amount of detail available	39
Improve existing services/amenities	34
Integration with cyclists	29
Increased anti-social behaviour	21
Better integration with other public transport modes	16
Limited road space available	14

3.2 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. Safety concerns / local issues

Main comments noted:

- Increased volumes and regularity of the BRT vehicles using the Glen Ellan Road will result in children being unable to walk safely across to their local shops and playground;
- Removal of the grass margins along the length of the Glen Ellan Road will effectively bring pedestrians closer to the road;
- The preferred route will have direct negative impacts on the skate park at Balheary Park in Swords (either to be relocated or removed);
- The preferred route will remove green areas, a particular concern of residents near Glen Ellan Park, which is currently viewed as a safe play area used by children;
- Increased number of vehicles (buses) along Glen Ellan Road will reduce the safety of the area;

- The proposed removal of the pedestrian overpass at Estuary Roundabout will reduce safety of young children walking from the Fingallians GAA club on the east side of the R132 to the playing pitches on the west side of the R132;
- Increased traffic around Gaelscoil Bhrian Bóroimhe and Swords Educate Together will pose a danger for schoolchildren and other pedestrians;
- The proposed reduction in the width of the footpaths in certain sections of Swords Road represents a risk for pedestrians; and
- The proposed removal of footbridges along the route in favour of signalled road crossings is dangerous.

2. Impact on other road users

Main comments noted:

- The BRT system should have dedicated bus lanes aligned to the centre of the road, but the Proposed Scheme predominantly uses kerb side lanes which are shared with other buses and taxis;
- Concerns raised in relation to how different transport providers will operate on the same route without impinging the efficiency of each other;
- The BRT system will take the road space from private motor users which will make city centre inaccessible to the vast majority;
- Arguments were made for both the inclusion and exclusion of taxis to operate on the BRT lanes;
- General traffic will back up significantly around schools around Gaelscoil Bhrian Bóroimhe and Swords Educate Together, as well as at the Collins Ave. Swords Rd junction;
- Arguments were made for both assigning, and not assigning, traffic signal priority to Swiftway vehicles; and
- Traffic signal priority for Swiftway will have a negative impact on other road users and may lead to the deterioration of other bus services operating in the area and general traffic congestion.

3. Create parking problems along BRT route/nearby estates

Main issues noted:

- Commuters will travel to the BRT stops by car and park their cars in nearby estates;
- Local residents fear Pay and Display arrangements would need to be introduced which in turn would mean their visitors would also need to pay;
- The preferred route will greatly reduce parking facilities at local schools such as Gaelscoil Bhrian Bóroimhe and Swords Educate Together, and will cause problems for parents dropping children to and picking them up from schools; and
- Existing on-street parking will be removed along the preferred route affecting businesses.

4. BRT will impact on the delivery of Metro North

Main issues noted:

- The Swords to City BRT corridor only provides an interim solution. A higher capacity rail solution is necessary;
- By catering for some of the demand that would have been there for the Metro North project, BRT will lessen the urgency to develop the Metro North project; and
- BRT must not be viewed as a cheap alternative to Metro North. Metro North is needed with or without the BRT.

5. Environmental impacts

Main issues noted:

- The proposed BRT stops may result in littering at these locations;
- Felling of (mature) trees will be required along the R132 in Swords and Santry;
- Increased carbon emissions. Money should be invested in sustainable and renewable energy transportation;
- Particulate Matter (PM) emissions are a concern – air quality will be diminished;
- Concerns over the additional noise caused during the construction of the scheme and operation of the system;
- Concerns over the impacts on climate change arising from the use of diesel engine vehicles; and
- Concerns that introducing yet more road vehicles that burn hydrocarbons will not contribute towards encouraging a shift from fossil fuel engines to electric. Equally it will not encourage a modal shift towards walking/cycling because the infrastructure will prioritise vehicles.

6. Need for the Proposed Scheme

Main comments noted:

- North Dublin does not need any more bus services – it needs a light rail system;
- No need for the BRT Scheme as all it will do is cause disruption to general traffic;
- The Proposed Scheme will be a waste of money; and
- There are already excellent public and private buses servicing this route and there is no need to undermine them with yet more buses that will only clog commuter routes and will not improve journey times.

7. No Park and Ride facilities provided

Main issues noted:

- Without Park and Ride facilities commuters will be forced to park in neighbouring estates;
- The BRT system is unattractive if there is nowhere to park in order to avail of the service; and

- If there is no Park and Ride, the BRT system will only serve those who already live along the preferred route, which itself is already served by other bus services.

8. Suggested extensions to BRT / changes to preferred route or design

Main comments noted:

- The preferred Swords BRT route does not take into account the population living in Knocksedan Estate, where there is currently no easily accessible bus stop. It was suggested that the BRT system be extended to serve this estate;
- The preferred route would disrupt parents trying to bring their children to schools and should be rerouted to avoid this;
- The preferred route should provide more direct access to Dublin City University and Beaumont Hospital;
- The preferred route should be reconsidered to avoid the proposed removal of the left turn slip lane from Collins Avenue to the Swords Road (northbound);
- The proposed removal of the right turn into Iveragh Road is a major concern for local residents accessing this area;
- The preferred route should be changed in order to safeguard other infrastructure such as cycle lanes and footpaths;
- The position of several stops is contested, particularly the terminus at Gaelscoil Bhrian Bórimhe ;
- City Centre stop locations need to be reassessed;
- The BRT system should be designed to use central rather than lateral lanes, which may be blocked by taxis/deliveries/traffic trying to turn;
- Suggest the preferred route terminates at Parnell St. as very few passengers will board after this stop; and
- The preferred route does not take account of the transport objectives within the Fingal County Development Plan 2011 to 2017 or the specific objectives of the Oldtown – Mooretown Local Area Plan (LAP).

9. Impact on existing bus services

Main issues noted:

- Subsidised State BRT system will be competing with already existing commercial services. BRT system 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;
- 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; and
- Extra buses will cause extra congestion and slow down the existing services.

10. Vehicle type

Main comments noted:

- Swiftway buses will require passengers to be standing for an inordinate amount of time. Standing for over 30 minutes will not be viewed as a good means of public transport;
- Sharp turns on narrow and windy streets will make standing very uncomfortable for passengers and discourage them from using the service;
- Bendy buses have been tried in Dublin before and were phased out because they were unsuitable. They are also unsuccessful in other cities; and
- Diesel is an inappropriate choice for these buses – they should at least be hybrid.

11. Access to residential properties and businesses.

Main comments noted:

- There are currently difficulties exiting some estates/entrances along the preferred route. Additional buses with higher frequency will further restrict accessibility to driveways/entrances that open directly on to the preferred route;
- Some business premises along the preferred route may not have off-street parking or delivery facilities, and depend on the space outside their business for customer parking which may be taken up by commuters, particularly close to stops;
- Access routes to city centre car parks will become more restricted resulting in the city centre being a less attractive location to shop compared to out of town shopping centres; and
- Difficulty entering and exiting certain estates due to closure of slip lanes and turn bans (e.g. Iveragh Road) to accommodate the Swiftway lane.

12. Enforcement of BRT road space required

Main comments noted:

- The BRT scheme will not work unless there is Garda enforcement making sure other traffic doesn't use the lane;
- There should be cameras making sure other road users do not use the BRT lane and block it; and
- Concrete or rubber dividers should separate BRT lane from car lanes to avoid rat-running before junctions where they must use the lane to turn left.

13. Deficiency in amount of detail provided during the consultation

Main comments noted:

- Not enough has been done to inform the residents of the impacts;
- The consultation only covers the Proposed Scheme and not the concept. It is unclear what purpose the BRT system serves. The results of the previous consultation, which dealt with the BRT concept, have neither been published nor taken into account;
- Consultation with residents deemed inadequate; and

- Many questions regarding the route/pricing/impacts/funding/pricing remain unanswered.

14. Improve existing services/amenities

Main comments noted:

- Any walls taken down must be replaced and the appearance improved;
- Existing infrastructure for buses, cyclists, and even the roads themselves should be improved;
- Dublin Bus services should be improved and then the BRT would not be needed;
- Dublin City Council did not improve roads and general appearance in the vicinity of Collins Avenue after the building of the Port Tunnel and there are concerns over this for the BRT;
- Upgrade the roads in Drumcondra whilst building the BRT lanes;
- Upgrade traffic lights for pedestrians adjacent to Iveragh Road;
- Improve cycling infrastructure;
- Better regulation and higher frequency of existing bus services would be sufficient;
- Dublin Bus could also save time if they introduced off-vehicle fare collection; and
- Dublin Airport is already served by a number of express routes to city. It would be better to spend money on improving their frequency.

15. Landtake and Property Impacts

Main comments noted:

- Permanent landtake from private property is unacceptable. Temporary landtake is unnecessary and can be avoided with better planning. The length of time it will be taken for is unclear;
- Removal of green areas for bus lanes is contested;
- Widening the road will remove trees from around people's homes;
- Seen as landgrabbing and it is unfair to take green spaces, parks, roundabouts and verges away;
- Footpaths will become narrower due to land being taken for bus lanes;
- Demolition of estate walls along Glen Ellan Road an issue;
- Potential decrease in property value as a result of increased traffic, noise, pollution, bus stops and removal of amenities such as green areas and skate parks;
- Removal of trees that provide privacy and protection; and
- Roads will be moved closer to houses.

16. BRT Concept

Main comments noted:

- The existing Swords Express route via Dublin Port Tunnel is currently achieving similar travel times to those expected with the BRT system;

- How can the proposed BRT system deliver the required reliable option when the BRT vehicles will (potentially) be sharing the lane with other buses, taxis and bicycles;
- Swiftway will be a slow unreliable service especially at peak rush hours. The speed of the BRT vehicle will be only as fast as the slowest bus as it will be sharing lanes for part of the preferred route;
- Concern that the Swords BRT system will not meet future demand;
- Need for Proposed Scheme called into question by the fact that existing services that operate along the preferred route are often empty;
- Large capital investment for a temporary infrastructure option;
- More practical and economic to simply improve the existing bus routes rather than create a new one;
- No indication of exact pricing of tickets; and
- Additional buses on the preferred route would provide additional capacity without the construction costs of the Swiftway.

17. Integration with cyclists

Main issues noted:

- Are cyclists excluded from the BRT route? Concerns about how an 18.7 m vehicle would overtake a cyclist safely;
- Cycle lanes should be separated from bus lanes/stops so that buses do not cut off cyclists;
- Roads should be widened in order to put in proper cycle lanes and not just painted strips on the side of the road that do not protect cyclists from traffic;
- Concerns over the pollution that cyclists must endure in terms of exhaust fumes due to sharing the road with yet more buses;
- Cycle lanes must be separated from footpaths by a height difference in order to prevent collisions with pedestrians;
- Cyclist access to certain amenities may be cut off as a result of the BRT lane, and the presence of increased buses may make it more dangerous for cyclists to cross traffic;
- Particularly dangerous for cyclists crossing extra lanes of traffic at junctions to turn right, and where vehicles turning left cross the cycle lane;
- Cycle tracks alongside parked vehicles is very dangerous – car doors opening and cars pulling out with no regard for cyclists pose a threat; and
- City centre cycle tracks are far too narrow.

18. Increased anti-social behaviour along preferred route

Main comments noted:

- Additional bus stops will cause unsociable activity on the preferred route.
- A large number of people who will be intoxicated will arrive home late at night disturbing residents in the vicinity of BRT stops;
- The closure of Jugback Lane to vehicular traffic may create a hub for anti-social behaviour; and
- Littering and loitering may become an issue amongst youths at bus shelters, particularly if skate parks and other amenities/hang-out areas are removed.

19. Better integration with other public transport modes

Main issues noted:

- Connectivity to DART and Luas lines would enhance usability and achieve a greater sense of integrated network;
- Dublin Bus services should connect with BRT stops – feeder buses required;
- Integration with taxi services. Use of the BRT lane for taxis and other Dublin Bus/private coach services needs to be addressed; and
- Pricing of tickets is a concern – one ticket should cover a whole journey and there should be no penalty (i.e. need to purchase another ticket) when making a connection between the BRT system and other modes of transport.

20. Limited Road Space Available

Main comments noted:

- 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 Collins Ave;
- BRT vehicles will be forced to stop at unscheduled stops if impeded by other buses which have stopped and will be restricted, due to both their length and traffic congestion, from moving into an adjacent lane, if bus stops remain in the lane rather than in hubs;
- If there is insufficient space for the BRT system to have its own lane, it will be stuck behind regular Dublin Buses;
- In some areas there is no space to widen the road, both for the BRT lanes and for cycle lanes and footpaths;
- In congested areas, regular traffic uses the bus lanes because there is not enough space for existing traffic, let alone increased volumes thereof; and
- There will not be enough space for Metro North if the BRT goes ahead.

4 Next Steps

The purpose of this public consultation process was to present the Proposed Scheme for the Swords/Airport to City Centre Swiftway BRT route and to elicit the views of the public.

A final preliminary scheme design will be completed, taking on board feedback from the public consultation process where practical, to confirm a preferred scheme for the Swiftway service, including land acquisition requirements where necessary.

An application for planning approval for the Swords/Airport to City Centre Scheme is expected to be made to An Bord Pleanála 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 (EIS) and property acquisition requirements associated with the preferred scheme.

Subsequent to the planning stage, the detailed scheme design will be finalised and tender documents for infrastructure procurement, associated systems and vehicle fleet acquisition will be prepared.

Subject to funding approval, the preferred scheme could then proceed to procurement and construction stages. It is anticipated that the construction period would be about two and a half years.

Appendix A

List of Submissions Received

Ref No	Surname	First name	Body Represented (if applicable)
1	O Brolchain	Donal	
2	Fitzsimons	Charles	
3	Murray	Victor	
4		Oisin	
5	Killeen	Anne	
6	O Connor	Paul	
7	Baker	Robert	
8	Moore	Colm	Rail Users Ireland
9	Bryne	Pauline	
10	Butler	Darragh	
11	Maddy	Denis	
12	Hand	Patrica	
13	Murray	Joe	Knocksedan Residents Group
14	Curran	Eanna	
15	O Brien	Andy	
16	Proudfoot	Gary	
17	Dromgoole	Suzanne	
18	O Brolchain	Donal	
19	Walker	Peter	
20	Flynn	J	
21	Cooney	Martin	Renishaw Ireland Ltd
22	Coates	Michael	
23	Carroll	Matt	
24	O Kelly	Ciaran	
25	Finlay	Michelle	
26	Burch	Dawn	
27	Bebbington	Catherine	
28	Bear	Baby	
29	Herrity	Maura	Beaumont Hospital
30	O Carroll	Tony	
31	Fisher	DG	
32	Jones	Jennifer	
33	Cowap	Gillian	
34	Butler	Andrew	Knocksedan Residents Group
35	Farrell	Lisa	
36	Cooper	Simon	
37	Hoey	Gerard	
38	Philip	Sebastian	
39	Sutton	Lorraine	
40	Bolger	Niall	
41	Kearns	Vinny	Xpert Taxis Ltd
42	Browne	John & Ann	
43	Browne/Finney	Julieann & Alan	
44	Browne / Gibney	Leesa & Kenneth	
45	Casserly	Anita	
46	Byrne	Martin	

Ref No	Surname	First name	Body Represented (if applicable)
92	Brereton	Ruth	
93	Nolan	David	
94	Mhic Choinshleibhe	Cait	
95	Reilly	Kevin	
96	Levey	Ciaran	
97	Reilly	Erica	
98	Molloy	Brendan	
99	Dadabhay	I.	Glen Ellan and Sandford Wood Residents Association
100	Kelly	Ronan	Glen Ellan and Sandford Wood Residents Association
101	Walsh	Michelle	
102	Breen	Emmett	
103	Bulman	Eve	
104	Murphy	David	
105	Ormond	Damien &	
106	Heaphy	Fintan	
107	O Meara	Jowanka	
108	Anna		
109	O Meara	Padraic	
110	Dunne	Denise	
111	Brosnan	Peter	
112	Cummins	David & Anita	
113	Finlay	Nicole	
114	Barnwall	Betty	Oak View Residents Association
115	Murphy	Paul	Swiftway Stayaway
116	Costelloe	Noelle	
117	Coventry	Karl	
118	Killi	Marica	
119	Campbell	Victoria	
120	Barker	Declan	
121	Coventry	Yvonne	
122	Hartnett	Denis	
123	Nolan	Grainne	
124	Lynch	Alan	
125	Reilly	Stephanie	
126	Fitzsimons	Caroline	
127	Fitzsimons	Dominick	
128	Laird	Bob	
128	Laird	Bob	
129	Morgan	Ciaran	
130	Clarke	Wendy	Cheek to Cheek
131	Lee	Deirdre	
132	Heron	Brian	
133	Fagan	Lisa	
134	Warren	Kieran	
135	Fagan	Mark	

Ref No	Surname	First name	Body Represented (if applicable)
136	Masterson	Brendan	
137	Keating	Tara	
138	Fleming	Billy	
139	McQuaid	Paul	
140	Nevin	Aveen & David	
141	Hayes	Tim	Chartered Institute of Logistics and Transport
142	Fay	Stephen &	
143	McCormack	Paul	
144	Kelly	Amanda	
145	Kelly	Rory	
146	Lynch	Maria	
147	Martin	Louisa	
148	Walsh	Rosalind	
149	Dolan	Marian	
150	Redmond	Glen	Rohan Holdings & Airspace Investments
151	Redmond	Glen	Rohan Estate Management Ltd
152	Hourigan	Tara	
153	Mongey	George	
154	Keating	Maurice	
155	Spain	John	John Spain Associates on behalf of IPUT plc & Irish Life Assurance plc
156	Smith	Marc	
157	Feeney	Mark	Fleet St Car Park Limited
158	Boyle	Rhoda	
159	Beirne	Sandra	
160	Early	Seamas	
161	Middleton	Sue	
162	Hourigan	Bethany	
163	O Doherty	Frank	
164	Quinn	Seana	
165	Quinn	Patrick	
166	Martin	Deborah	
167	McDermott	Sean	
169	Mc Sweeney	Ciaran	
170	O Reilly	Martin	
171	Repeat		
172	Markham	Katrin	
173	Ryan	Paraic	
174	Mc Cann	Ruth	
175	O Donovan	Rossa	I Love Terenure/Terenure 2030
176	Brady	David	
177	Mc Carthy	Siobhan	
178	Bastos	Fabiana	
179	O Riordan	Steven	
180	Merrigan	Denise	
181	Egan	James	

Ref No	Surname	First name	Body Represented (if applicable)
182	Egan	Ann R	
183	Munoz	Santiago	
184	Vaughan	PJ	
185	Berminham	Elaine	
186	Mc Donnell	Collette	
187	Mc Dermott	Robert	
188	Madden	Marjorie	
189	Fitzpatrick	Hugo	
190	McKay	Cormac	The Iona & District Residents Association
190	McKay	Cormac	The Iona & District Residents Association
191	Kenny	Conor	Clancourt Group
193	Faughey	D	
194	Keelan	Emma	
195	Whitney	Warren	
196	Gaelscoile Bhrian Boroimhe		Cairde na Scoile
197	Smith	Carol	
198	Rees	Murray	
199	Cassidy	Donal	
200	Gallagher	Sean	
201	Crowley	Jerry	
202	Daly	Antonia	
203	Carleton	Jason	
204	Gill	Thomas	
205	Clifford	Yvonne	
206	Senator Darragh	O Brien	Fianna Fail - Dublin Fingal (Swords)
207	Senator Darragh	O Brien	Fianna Fail - Dublin Fingal (Swords) on behalf of local residents
208	Stanley	Colm	
209	Flanagan	Colum	
210	O Hanrahan	Feargal	Fingallians GAA
211	Comiskey	Stephen	Ghaelscoil Bhraim Boroimhe
212	Hobbs	Roisin	
213	McQuaid	Karen	
214	Mitchell	Darren	
215	Boyle	Rhoda	
216	Edwards	Stuart	
217	Boyle	David	
218	Bebbington	Catherine	
219	Boyd	Catherine	
220	Boyd	Alison	
221	Boyd	Liam	
222	Boyd	Sean	
223	Boyd	Rebecca	
224	Boyd	Chaotte	
225	Donnellan	Steve	
226	Blake	Stephen	
227	Rafferty	Stephen	

Ref No	Surname	First name	Body Represented (if applicable)
275	Morney	Philip	
276	King	Pamela	
277	Byrne	Damien	
278	Byrne	Jennifer	
279	Mc Grath	Nicola	
280	Donovan	Claire	
281	Bennett	Catherine	
282	Corrigan	Paddy	
283	Patton	Ailish	
284	O Mahoney	Alan	
285	Eustace	Rachel	
286	Rhattigan	Jennifer	
287	O Mahoney	Carmel	
288	Browne	ken	
289	Hanna	Clare	
290	Keane	Suzanne	
291	Cassidy	Grainne	
292	O Connor	Jason	
293	Markham	Thomas	
294	Markham	Betty	
295	Butler	Mark & Deborah	
296	Lawton	Kieran	
297	Troy	Mick	
298	Dowling	Martina	
299	Melinn	Valerie	
300	Markham	Katrin	
301	Markham	Katrin	
302	Mullen	Lisa & Vinny	
303	Melinn	Olivia	
304	Heneghan	Grainne	
305	Lee	Gillian	
306	Gillen	Janet	
307	Un-named		
308	Delahunty	Martina	
309	Knight	Niamh	
310	Mc Carthy	Tara	
311	Fusciardi	Silvio	
312	Fitzpatrick	Nicolina	
313	Murphy	Joe	
314	Robinson	Jason	
315	Marshall	Trevor	
316	Palmer	Alice	
317	Swan	Lorriane	
318	Swan	paul	
319	Eustace	Alex	
320	Sheridan	Ross	
321	Culbaird	Liam	

Ref No	Surname	First name	Body Represented (if applicable)
322	Cregg	Deborah	
323	Marksden	Mark	
324	Marksden	Maeve	
325	Shields	Robert	
326	Boland	Joseph & Juliana	Joe Boland & Son Motor Salvage
327	Brennan	David	Dublin City Business Association
328	Cassidy	Pat	
329	Toselli	Camillo	
330	Kenny	John & Jean	
331	Broderick	Philip	
332	Fitzpatrick	Fran & Eileen	
333	Conway	Elaine	
334	O Connell	Seamus	
335	Traynor	Kevin	Coach Tourism & Transport Council of Ireland
336	Feeney	Mark	Parnell Centre car park
337	Feeney	Mark	Ilac car park
338	Feeney	Mark	Abbey car park
339	Daly TD	Clare	
340	Spain	John	John Spain Associates on behalf of Highfield Healthcare
341	Hughes	Helen	National Roads Authority
342	Stephen Little & Associates		Stephen Little & Associates on behalf of Swords Pavilions Co-Ownership (TEBA, Irish Life Assurance plc & IPUT)
343	Stephen Little & Associates		Stephen Little & Associates on behalf of Tempore
344	Clifford	Paul	
345	Cantwell	Amanda	
346	Hannigan	Michelle	
347	Smith	Duncan	Labour Party Councillor
348	Ryan	Regina	
349	Brophy	Cliona	
350	Curtin	Sandra	Royal Oak Residents Association
351	Ó'Scanaill	Domhnall	Ó'Scanaill & Co. Solicitors on behalf of Ó'Scanaill Veterinary Hospital
352	Hamilton	Richard	Dublin Town
353	Delargy	Orlaith	Dublin Chamber
354	Power	Gilbert	Fingal County Council
355	Rock	Noel	Public Representative
356	O'Brolchain	Donal	
357	O'Connor	David	
358	Hernan	Ray	Arnotts Limited
359	Naughton	Liam	Applewood Community petition

Ref No	Surname	First name	Body Represented (if applicable)
448	Merrigan	Dermot	
449	Molloy	Lisa	
450	Mongey	George	
451	Mongey	Paul	
452	Mongey	Orla	
453	Mongey	Leah	
454	Mongey	Sophie	
455	Mongey	Jessica	
456	Morrissey	Helen	
457	Murray	Chantal	
458	Myers	Declan	Centra Santry
459	Naughton	Julie Ann	
460	Nevin	John	
461	NicGiolla Mhicil	Dearbhail	
462	O Hara	Derek	
463	O Tuama	Damien	An Taisce
464	O Tuama	Damien	The Irish Cycling Advocacy Network
465	O Tuama	Damien	Dublin Cycling Campaign
466	O'Donnell	Fergus	
467	O'Flaherty	John	
468	O'Meara	Padraic	
469	O'Neill	Aidan	
470	O'Neill	Clare	
471	O'Rourke	Bernie	
472	O'Shea	Carla	
473	O'Sullivan	Christy	ILTP Consulting on behalf of Chartered Land and the Ilac Centre
474	Parker	Allen	Aircoach
475	Peers	Raymond	Q-Park Ireland
476	Reilly	Robert	
477	Smith	Helen	
478	Stynes	Deirdre	
479	Swaby	Ken	ILTP Consulting on behalf of The Comer Group
480	Swaby	Ken	ILTP Consulting on behalf of Frank Grant Garages Ltd.
481	Swaby	Ken	ILTP Consulting on behalf of Carlton Hotel Dublin Airport
482	Swaby	Ken	ILTP Consulting on behalf of Dan Dooley Group Ltd.
483	Treadwell	Matthew	
484	Walsh	Rosalind	
485	Walsh	Darren	
486	Walsh	Lisa	
487	Ward	Pat	
488	Weldon	Garrett	JW Weldon
489	Whelan	Sarah	

Ref No	Surname	First name	Bodies Represented (if applicable)
490	White	Grainne	
491	White	Joe	
492		Paolo	
493		Anna	
494		Alan	
495	Un-named		
496	Ferris	Ian	Dubh Linn
497	Graham	Derek	Swords Express
498	Duffy	Eric	
499	Mooney	Aoife	
500	McNally	Danny	
501	McNally	Danny	
502	NicGiolla Mhicil	Dearbhail	
503	Kenny	Francis and	
504	Ormonde	Michelle	