

Fingal/North Dublin Transport Study**Dublin Bus Comments****January 2015**

Dublin Bus has now reviewed the above report and comment as follows.

The overall objectives are welcomed. It is time to get this matter resolved. While not explicitly stated it is apparent that the Swiftway schemes currently at the planning stage form part of the "Do minimum" option.

In framing the options for consideration it is clear that the Stakeholder consultation process formed a key stage in the process. Equally, the review of options and generation of Combined options at the Workshop was informative. It is unfortunate – and a big departure from established procedure – that Dublin Bus were neither consulted earlier nor invited to the Workshop. One would have thought that as the operators of the Swiftway that Dublin Bus are, de facto, stakeholders.

The options were reviewed by Dublin Bus. The appraisal process, at a very high level, appears reasonable. An option that Dublin Bus saw as having attractions – BRT 3 via Ballymun Road to the Airport – failed to progress. Its alignment seems to complement the planned City centre to Swords BRT route and does away with the latter having to enter the Airport. The second Combined option – C2 – features an "enhanced high-capacity 5km BRT line to Swords" from the Airport. Surely this suggests that this level of capacity should be considered, now, for the current routing over its entire length or where possible?

Given our lack of involvement to date we are not in a position to second guess the options review process. In terms of the next stage in the process Dublin Bus feels it is necessary that they be fully consulted at an early stage.



2

19th January 2015

North Dublin Transport Study,
National Transport Authority,
Dun Sceine,
Iveagh Court,
Harcourt Lane,
Dublin 2

Head Office,
Marlborough Street,
Dublin 1, Ireland.

T. +353 (0)1 8788957
F. +353 (0)1 8746408
I. www.q-park.ie
E. info@q-park.ie

North Dublin Transport Study – Stage 1 Appraisal Report.

Dear Sir,

Further to your requests for submission and comments in relation to the North Dublin Transport Study, we are pleased to submit the following.

Having studied the report by Aecom and further to our previous submission in relation to the NTA's previous proposal of the Swiftway Bus Rapid Transit link from Swords to The City Centre. We have chosen to rate the different proposals in our order of merit for the individual projects and briefly outline our views on the proposal.

We have listed projects in our most preferred options:

1. LR 3 – Light rail from Broombridge (LCC) to Airport and Swords via tunnel under Glasnevin and is the most practical and economical solution at a cost of under €800m or substantially less if EU funding is available.

The Extension of the Luas Cross City, offers the best option in our opinion, as a method of creating a high density mass transit system linking Dublin City Centre to Swords and Dublin Airport.

This proposal has a major significant advantage over all the other proposals in that it is in essence already under construction, as it is an extension to the Luas line which is currently being constructed in Dublin and could be delivered in a short period of time.

It also provides a fully integrated system providing the ability to in effect catch the Luas Red Line in Rathcoole and with 1 transfer at O'Connell Street transfer by Luas to Dublin Airport or Swords. This proposal also has the advantage of being built in mainly off-road areas which will allow the system to be constructed and operated in a more efficient manner, reducing the disruption, time and cost to communities.



2. C 1 – Combination of heavy rail spur from Clongriffin to Airport and light rail from Dublin to Swords via Airport.

This proposal has all the advantages of the LR3 Proposal with the addition of the HR1 Heavy Rail spur from Clongriffin. The Heavy Rail link from Clongriffin has one advantage - it links the Airport to the National Rail Network.

The only significant disadvantage of this proposal is that the two systems will be competing with each other and which will, in effect, reduce the financial viability of both services and for this reason the Luas only option is, in our opinion, the most financially and sustainable viable system.

3. HR 2 – The Heavy Rail link from Clongriffin has one advantage which is that it links the Airport to the National Rail Network.

The greatest difficulty of this proposal is the existing capacity issues at Connolly Station which draws into question if it is possible to bring an efficient and frequent rail link to both the Airport and Swords.

The cost of this proposal in relation to the improvement in the total Public transport network, would not, in our opinion, be good expenditure of public funds.

4. HR 8 – Heavy rail line from the Maynooth line to the Airport & Swords via a tunnel under Glasnevin.

While this proposal allows for integration to the national Rail Network, it does not allow for a link to one of the principle Rail Stations in the country. This means that in order for this proposal to be maximized, it would have to be developed in conjunction with a possible DART Underground development programme.

When this factor is taken into account it is very difficult to see how this proposal would be cost effective.

5. LR 7 – Optimised Metro North (off street building)

While this proposal already has planning approval the simple fact of the level of construction in the City Centre would again impact significantly on the commercial heart of the city Centre. Also this proposal does not provide any better level of service between Swords and the City Centre than the proposed Luas extension from Broombridge to Swords.

The Metro North also provides limited integration with the existing Public Transport notes; it is also questionable if Metro North is a commercially viable project.

6. BRT 5 – A number of Bus Rapid Transit routes

We have previously outlined in our submission on the 28th November 2014, that the Swiftway concept is not suited to the medieval layout of the City Centre of Dublin and in practice would undermine the accessibility of the city center to the vast majority of the population of the Island of Ireland.



The Retail core of the city depends on permeability of city, access by all means of transport Bus, Bicycle, Pedestrian and Private Motor Vehicles is necessary if we want the city center to remain vibrant and attractive to both tourist and Irish Consumers.

Our conclusion after studying the Aecom Report is that the proposed extension of the LCC to Dublin Airport and Swords provides for the most suitable solution put forward for a number of reasons including:

- Investment cost of under €800m or less
- Connection to existing Public Transport Network both Rail and Road
- Construction is primarily off-road thus less distribution to the city
- Delivery can be achieved in the shortest time period
- Integrated and allows connectivity and extension to other rail networks in the future

Yours sincerely

A handwritten signature in black ink that reads 'Raymond Peers'.

Raymond Peers
Managing Director
Q-Park Ireland



National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
Éire

Irish Water
PO Box 6000
Dublin 1
Ireland

T: +353 1 89 25000
F: +353 1 89 25001
www.water.ie

Dear Sir/Madam

I refer to the recently published North Dublin Transport Study – Stage 1 and the invitation for submissions. I am writing on behalf of Irish Water to draw your attention to the Greater Dublin Drainage project – a major wastewater project, which is currently at the planning stage and is being progressed by Irish Water.

The Greater Dublin Drainage project aims to provide the drainage infrastructure needed to allow the Greater Dublin Area to continue to develop, both socially and economically. The initiative involves the provision of a new wastewater treatment works, a marine outfall, and a new drainage network in the northern part of the Greater Dublin Area.

The Project Team completed site selection in 2013 and identified that the best solution for the future development of wastewater treatment capacity in the wider Dublin region comprises:

- an underground orbital sewer and two pumping stations;
- a wastewater treatment plant (WwTP) on a 23-hectare site at Clonshagh (Clonsbaugh);
- an outfall pipe from the wastewater treatment plant discharging 6km out to sea from Baldoyle.

I attach a map showing the preferred solution (location of wastewater treatment plant, marine outfall and orbital sewer). We are currently at the project planning stage and expect to lodge the project with an EIS and AA with An Bord Pleanála for planning approval in late 2016. It is envisaged that construction will begin in 2019/2020 with completion in 2022/2023.

In developing a transportation solution for the North Dublin area, I would ask that you would consult with us to ensure that the preferred solution is compatible with our drainage plans.

If you require any further information you could contact either – Peter O'Reilly [email:poreilly@water.ie], tel 01-8925390 or Jenna Holmes [jholmes@water.ie] tel 01-8925605.

Yours sincerely

Gerry Galvin

Chief Technical Advisor

From: David King
Sent: 21 January 2015 11:19
To: [REDACTED]
Subject: FW: North Dublin Transport Study
Attachments: 150120GDD1_North Dublin Transport Study.pdf

fyi

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2

Direct line: (01) 881 5504
Mobile: [REDACTED]
Email: David.king@nationaltransport.ie


From: Serena Keane [<mailto:skeane@water.ie>]
Sent: 20 January 2015 17:00
To: David King
Cc: Jenna Holmes; Peter O'Reilly
Subject: North Dublin Transport Study

Dear David,

Thank you for speaking with me earlier. Please find attached Irish Water's submission on the North Dublin Transport Study.

Kind regards
Serena Keane
Environmental Policy Specialist
Irish Water

Corvish House - Galbraith Street - Dublin 1
T: 01 392 5135 | E: skeane@water.ie

 Please consider the environment before printing this e-mail

 Every drop counts, save water.

From: Aine Murphy
Sent: 20 January 2015 16:56
To: Serena Keane
Subject:

Hi Serena,

Please see attached document you asked for.

Regards,

Áine

Download the Transport for Ireland Smartphone Apps:



Cycle
Planner



Real Time
Ireland



Journey
Planner



Taxi Driver
Check



Follow us on Twitter @TFIUpdates

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

④

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 17:11
To: northdublinstudy
Subject: Metro to Airport

Hi

I just learned of this study, closing today. Its a very short time for submissions.

In any case, can I voice my preference for the RPA proposed metro offshoot for Cabra to the Airport?

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

This email and any accompanying files are confidential and may be privileged and are intended solely for the use of the individual or entity to whom they are addressed. Any unauthorised direct or indirect distribution or copying of this message and any attachments is strictly prohibited. If you have received the email in error please notify the sender by reply or telephone [REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

5

FINGAL / NORTH DUBLIN TRANSPORT STUDY STAGE ONE APPRAISAL REPORT

Fingal County Council (Planning Authority) Submission

19th January 2015

FINGAL / NORTH DUBLIN TRANSPORT STUDY STAGE ONE APPRAISAL REPORT

Introduction

Fingal County Council (FCC) welcomes the publication of the Appraisal Report prepared as part of the FINGAL/ NORTH DUBLIN TRANSPORT STUDY and looks forward to continued engagement with the NTA to ensure the selection of the optimal high capacity public transport solution to best serve the Swords-Dublin Airport-Dublin City corridor.

FCC is pleased to see the progress achieved by the NTA and their consultants in evaluating the 25 potential schemes and reducing the route options to the current shortlist of 6 options. The selection shows a diverse range of the best options for each mode.

FCC has studied the 6 shortlisted schemes in the Appraisal Report. We appreciate that further detailed analysis needs to be carried out before arriving at a preferred scheme. However, based on the analysis presented to date we have set out below our initial comments.

General Comments

Fingal County Development Plan Review

The review of the County Development Plan (CDP) commences in March next. It is critical that a sustainable and viable high capacity rail route to the Airport and the City Centre is identified and protected in the new CDP, as is the case with Metro North at present. Without this protection, the possibility of planning and constructing a scheme in the future may be undermined or made impossible by new development projects ie. the opportunity is lost forever.

Strategic planning analysis underpinning Metro North

FCC would make the point that much of the detailed analysis that supported Metro North incl. population/economic growth in the Metro corridor is still valid, albeit may take place over a longer period than envisaged. This analysis was examined and approved by An Bord Pleanála as part of the MN consent process and it is strongly suggested that this remains the optimum strategic planning framework against which alternative transport systems should be benchmarked.

“Do Minimum Assumption”

FCC notes the key assumption in the analysis that the following schemes form part of the ‘Do Minimum’ expanded network for the study area in 2035:

1. DART expansion programme including the proposed DART underground project
2. Swiftway Bus Rapid Transit (BRT) scheme which includes the following 3 routes :

- Swords-Dublin City (DCC) BRT ;
- Blanchardstown–UCD BRT and
- Clongriffin –Tallaght BRT

While the DART underground has planning permission, the Swiftway BRT scheme is still at the planning stage and none of the three proposed BRT routes (including the Swords BRT) have as yet, been submitted as planning applications to ABP.

The capital costs for developing the Dart expansion programme (including the proposed Dart underground project) and the Swiftway BRT system are both significant.

As noted in the Appraisal Report, the provision of the Dart Expansion programme is necessary to provide capacity for any additional rail services proposing to use the rail network at Connolly and its environs. Accordingly, all proposals to serve the Swords-Airport-City centre corridor linking to the heavy rail network are dependent on early completion of the expansion programme.

Swords-DCC BRT - Swiftway

FCC is strongly committed to the development of public transport solutions between Swords-Airport-City Centre which would have adequate capacity, frequency and reliability. We agree with the position of the NTA that while a BRT scheme may provide an interim partial transport solution in the shorter term, a higher capacity rail solution will ultimately be required on the corridor, connecting Swords-Airport-City Centre. FCC also notes that a similar viewpoint has been strongly and consistently articulated by our Elected Members. FCC has been assured by the NTA that the development of the Swords BRT will not prejudice the development of a future higher capacity rail system on this route in the future.

Scoring Matrix

FCC has concerns in relation to the scoring matrix used in the Aecom appraisal report, in particular with regard to Environmental and Economic impact. Table 8.2 “Summary Appraisal of shortlisted Schemes” should not have been included in the absence of further work being carried out on the shortlisted options as per the study brief and is premature. In addition, there are a number of inaccuracies in the matrix having regard to the analysis available at this stage.

Strategic Importance of the Swords-Dublin Airport -Dublin City Corridor

The Swords-Airport-City Centre corridor is a key economic driver in the Dublin Region and in the State.

Swords is the fastest growing and the third largest local authority in the State. It is strategically located with direct links to the M1 and M50, along the Dublin/Belfast economic corridor and adjacent to Dublin Airport.

Dublin Airport, the main 'Gateway' to the country, is a key driver of economic development in the Dublin Region and nationally, generating both direct and indirect employment. In addition, commercially zoned lands at the Airport have the potential to attract significant FDI and international corporate enterprises.

Dublin City is the main economic engine for the region and the country. It is a major tourist attractor and destination for employment, services, cultural and educational facilities.

Of strategic importance to Fingal, because of our young and growing population is access to Dublin Airport and access to 3rd level institutions such as DCU, TCD and Grangegorman DIT.

The existing population in Swords is circa 45,000. It is envisaged over time that Swords will grow significantly, up to a population of 100,000. Swords has undeveloped zoned lands with the potential to accommodate circa 9,000 new residential units together with significant amounts of commercial, industrial and retail development. In addition, a medium-long term development area to the north of Swords has been identified which has the potential for a further 8,000 residential units plus commercial and retail development.

The timely delivery of a high capacity public transport system linking Swords-Airport-City Centre is critical in the context of providing for the social and economic development of the North Dublin area and ensuring that visitors, residents and businesses have access to a modern integrated transport system which other areas of the City now take for granted.

A detailed report on the planning context for Swords and Fingal can be prepared if required.

Strategic considerations in relation to the choice of the optimal public transport system to serve the Sword –Dublin Airport –Dublin City corridor

It is critical that the option selected will:

- integrate with, and support the spatial plans and objectives of FCC and DCC
- link Swords and the Airport with key locations within DCC and the third level educational facilities at DCU, TCD (and Grangegorman if possible)
- serve and support Dublin Airport, a key strategic national asset
- support the social and economic potential of the Fingal/Airport/North Dublin region into the long term
- integrate with the modern transport network, operational in, and planned for the other areas of Dublin.

Initial Comments on Shortlisted schemes

Light Rail Options – LR3 and LR7

Option LR3: This scheme proposes to extend Luas Cross City (LCC) from Cabra to Dublin Airport and Swords. A tunnel is proposed under Glasnevin cemetery and the scheme is at grade through Ballymun. A major bridge structure will be required to cross the M50 motorway. It is at grade along the R132 to the Pinnock Hill junction. In Swords the line is aligned along Dublin Street, Main Street and North Street rather than along the R132.

LR3 does not go into Dublin Airport and will require a people mover or similar to access the Airport. This may need further analysis.

The route is 13.5 Km in length (circa 2.1 Km in tunnel). The RPA has estimated the cost of LR3 to be €640m and have included a sum for the required people mover in this estimate.

It is the view of FCC that the advantages of LR3 are significant and they include:

- It meets the strategic objectives of the study
- It integrates excellently with land-use planning objectives
- It has very high capacity and frequency
- It has good journey times
- It integrates well with other public transport modes
- It will have minimal traffic impact in the City Centre

Option LR7: The RPA have proposed this cost optimised approach to providing Metro North. This scheme follows the same route as Metro North with amendments to the vertical alignment. It is proposed to run mostly at grade in Swords along the R132 and at grade through Ballymun. There are fewer and smaller stations and less rolling stock is needed.

The estimated cost for LR7 is €1.43-2.86 bn. The cost of the scheme is 20% lower than the original Metro North Scheme with a saving of €461m.

The report points out that LR7 “Optimised Metro North” retains the main advantages of the approved Metro North scheme including

- It meets the strategic objectives of the study
- It integrates excellently with land-use planning objectives
- It has very high capacity and frequency
- It has good journey times
- It integrates well with other public transport modes
- It will have minimal traffic impact in the City Centre
- It will cost 20% lower than approved metro scheme

Serving Existing and future planned development: LR3 and LR7 will serve all the main trip generators within the study area, namely: Swords, Dublin Airport and Dublin City Centre. They will facilitate future residential and economic development along the corridor, as planned in the Fingal CDP. Both will serve Trinity College and DCU. LR3 will also serve the DIT Grangegorman Campus.

Potential to be delivered within a reasonable timeframe: LR3 and LR7 are independent of any other proposed schemes including BRT and the Dart Expansion Programme. Both BRT and Dart Expansion are subject to funding and timescale risks. Because LR3 and LR7 are independent, they have a higher likelihood of being delivered in a reasonable timeframe.

Initial and Longer-term Capacity: LR3 and LR7 will have the capacity to accommodate existing and projected demands in Swords, Dublin Airport and the North County within the time horizon of this study.

LR7 as proposed will be linked by tunnel to Stephen's Green. In the longer-term, LR3 could link to the LUAS Green Line by tunnel (circa 2.3 km) from Broadstone to Stephen's Green. Consequently, both options could ultimately provide a capacity comparable to Metro North, running from Cherrywood to Swords.

Integration with other public transport systems: LR3 and LR7 will have direct interchange with the Luas Red Line, the Dart Underground, BRTs, and buses. LR7 will also have direct interchange with the Maynooth Line at Drumcondra.

Run times and Reliability of service: For LR3, the RPA estimate a journey time of 25 minutes from O'Connell Street to Dublin Airport and 32 minutes to the terminus at Estuary. The Appraisal report estimate of 45 minutes for LR3 should be reviewed and the appraisal table should be corrected. For LR7, the estimated journey time is 27 minutes.

Traffic and Environmental Impacts on Dublin City Centre: LR3 and LR7 will have minimal traffic impact on Dublin City Centre. It should be noted that the 'Do Minimum' includes three BRTs through the City Centre, which will require significant lengths of bus lanes and will consequently reduce the amount of road space available for general traffic. An important advantage of the light rail options is that they require no additional road space in the City Centre, as they make use of either LUAS Cross City or new tunnels. It does not appear that the light rail options would cause any significant adverse environmental impacts in the City Centre.

Optimal alignment within Swords: the Council notes that a further assessment of the alignment within Swords between Pinnock Hill and Estuary roundabout will be required to decide whether the light rail would best be routed along the R132 or along Dublin Road, Main Street, and North Street.

Section 49: A Section 49 supplementary development contribution scheme could be adopted to cover some of capital costs of the Light Rail options.

BRT 5 – Combined Bus Rapid Transit schemes

Introduction: This scheme is a combination of a number of additional proposed Bus Rapid Transit services: BRT routes 2, 3 and 4. These BRT routes (2, 3 and 4) are additional to the Swords BRT which is taken as a given in this report.

The report states the following:

‘..This scheme combines BRT2, BRT3 and BRT4 to provide an additional 32.7km of BRT lane provision. This option would strengthen the Swords to City Centre corridor whilst significantly increasing the destinations served by the proposed Swiftway BRT system to include Ballymun, Phibsborough, Clongriffin (with DART connection), Dublin Docklands and Connolly Station....’

‘ ... If future demand is relatively low, BRT 5 may be the most cost effective approach to meeting the public transport needs of the airport and Swords....’ page 93 of report.

This latter statement is a source of concern. FCC has an expectation that the public transport options being evaluated at present will facilitate the long term need of the important and growing North Dublin area.

It is noted that the Summary Appraisal Table assigns a code to BRT based on an incorrect calculation of likely journey times. The Appraisal Report shows a journey time for BRT5 of 27 minutes. This is the journey time via the tunnel for buses. The journey times for BRT2 and BRT3 are not given but are likely to be in the order of 45/50 minutes. This code requires rectification. As stated previously, FCC considers this table premature and flawed.

BRT Swords to City Centre is considered as a “given” Do Minimum project by 2035. In effect the BRT4 route from Swords and the Airport to City Centre, via the Port Tunnel, will therefore exist as a Do Minimum for each option. Indeed, bus services already use this route with attractive journey times – Swords Express and the 41X.

Impact on traffic: BRT will have significant impacts on the carrying capacity of the road network for other traffic (both during the construction and operational phases), particularly within DCC. It is essential that the wider impact of the reassignment of street space to these routes (termed BRT2 and BRT3), as they traverse the city, be properly evaluated so as not to endanger long term route journey times. As the journey time assessment forms an input to the appraisal matrix, it is essential that correct values are determined. It is noted that the times inserted in the matrix at present refer merely to the journeys via the Port Tunnel and could not be said to accurately reflect expected times through the suburbs, without severe impact on adjoining and crossing routes. These proposals will require a high level of segregation and priority at junctions.

Cost: The Appraisal Report states that the total cost of BRT5 is €250-€330m. The cost of the Swords to City Centre BRT is likely to be approx. €200m giving a total BRT cost for links to Swords and the Airport of c. €500m.

Run times and Reliability of service: Guaranteed short journey times and reliability of service are critical to achieving a modal shift from the private car to public transport. These will be more difficult to achieve with BRT as opposed to other schemes. The Aecom report shows a journey time for BRT 5 of 27 minutes. This is the journey time via the Port tunnel for buses. The journey times for BRT 2 and BRT3 are not given but likely to be in the order of 45/50 minutes. This journey time of 45 minutes assumes a high level of segregation and priority at junctions (similar to LUAS). This has not been tested in the Dublin context and these are not approved schemes. As the BRT is not "full" BRT and will share lanes with other public transport vehicles, there is a concern that journey times and reliability cannot be accurately estimated.

Impacts in Dublin City: The environmental, conservation, traffic and economic impacts of BRT in the City Centre are likely to be significant. Disruption is likely to businesses both during the construction and operational phases. The work to date does not appear to have adequately considered the environmental and economic implications of taking up significant road space and junction priority. It is a concern that BRT 5 in addition to Swords-City Centre BRT and others, which will involve several BRT routes on key traffic routes from North Dublin to, and through the City Centre, may not be effective or desirable given the road space required for buses and bus facilities on active functioning streets at the expense of other modes. The level of priority achievable by these schemes while allowing the City and its transport networks to function adequately is not yet fully considered.

Heavy Rail Options – HR 2 & HR 8

Both Schemes require significant further detailed analysis.

HR 2: This scheme proposes a heavy rail spur from Clongriffin to the Airport and Swords. This is an extension of HR 1 to Swords

The report states that *'... this scheme appears to provide a high quality, high capacity service to the airport and Swords. However, further work is needed to ensure that it is practical to bring a heavy rail service through Dublin Airport....'*

This route is 12 Km in length (10km at grade and 2 km of tunnel under Dublin Airport).

The estimated cost is €600-790m. The estimated journey time is 44 minutes, from Pavilions in Swords to presumably Connolly Station.

HR8: A new heavy rail line from the Maynooth Line (from Drumcondra station) to the Airport and Swords via a tunnel under Glasnevin.

The route is 12.6 Km in length, circa 6.6 Km of which is in tunnel. It is stated that the cost would be high due to amount of tunnelling.

It links into line at Drumcondra station and is half underground and half at grade with tunnelling under Glasnevin cemetery and Ballymun. A railway bridge would be required to cross the M50 motorway, before turning north east and underneath Dublin Airport in tunnel.

The estimated cost is €1.76-2.13bn. The estimated journey time is 28 minutes, from Pavilions in Swords to presumably Connolly Station.

FCC notes the following with regard to the two heavy rail options:

HR 2: Between Clongriffin and Dublin Airport this route goes through 5-6 km of designated strategic 'Green Belt' where the service demand is and will continue to be very limited. This 'GB' area forms part of a strategic green belt in Fingal which extends from the coast to the Meath border, the protection of which is a key element in the CDP. The lands across which a rail line would be taken are also impacted by a number of restrictions associated with the safe operation of Dublin Airport (Inner and Outer Noise Zones; Airport Red approach areas and Inner and Outer Public Safety Zones.). The existing and future catchment populations along this line would be very small, because of the land use restrictions along the route.

HR 2: Further consideration is necessary as to the practicality of a station on a curved section of track at Dublin Airport. The feasibility of this proposal is uncertain.

HR 2: This route does not serve Ballymun or Dublin City University and does not link Swords to key locations including Ballymun, DCU and the DIT Grangegorman Campus.

HR2 and HR8: Both route options could improve public transport services and facilitate development in parts of the corridor ie Airport and Swords in line with CDP objectives. HR2 may only serve Swords in a limited way if the route has to be aligned to the west part of Swords.

HR2 and HR8: It is not clear that either route would be sufficiently effective or capable of serving the long term development area of Lissenhall in comparison with other schemes.

HR2 and HR8: The routes are dependent on the completion of the planned DART Expansion Programme, which incorporates the DART Underground Project. Consequently HR2 and HR8 would take significantly longer to deliver than other schemes. Even following the completion of the Programme, it is not clear that there will be sufficient long term capacity available on the Northern and Western lines. Even if capacity is available, it is likely that the frequency of service will be significantly less than other options.

HR 2 and HR 8: FCC is also concerned regarding the land use and environmental impact of the heavy rail options due to the inflexibility of heavy rail. It requires flatter gradients (3% and 1% at stations) and longer bends (400m radius and 10,000m radius at stations). Given the gradient constraints of heavy rail, a fully elevated scheme may be required over much of the 5km section of the R132 north of the Airport. Further consideration has to be given to the severance impact of the options in Swords.

Note : *In relation to HR 2 ,there appears to be discrepancies in terms of the description of vertical alignment of HR 2: (1) Page 14 states that it is at grade mainly for 10 Kms.(2) It also states that the alignment between Clongriffin and the Airport would be identical to the HR1 option-it is noted however that HR1 shows the Clongriffin to the Airport section mostly elevated.*

(3) In addition it is stated that the section between airport and swords could be elevated on either viaduct or embankment.

C1 - Combination of rail and light rail

C1: Combination of HR1 and LR3, i.e. a heavy rail spur from Clongriffin to the Airport and light rail from Dublin to Swords via the Airport. HR1 and LR3 would interchange at the Airport. It is stated that the HR 1 scheme could be an effective way to provide a high capacity link to the airport and that combining this with a light rail service may meet the needs of both the Airport and Swords in a cost effective way.

The estimated cost is €0.81-1.31bn. The estimated journey time is given as 45 minutes. This needs further analysis.

Many of the comments in respect of HR2 in previous section apply to HR1, in particular the development constraints on the route which must negatively impact on the cost benefit analysis applicable to this section.

The rationale and analysis presented for this option is limited. FCC does not see the advantage in providing HR1 in addition to LR3. Viewing this proposal as the merger of two standalone proposals, the provision of HR1 only does not fulfil the brief as it does not serve Swords. Provision of LR3 obviates the need for HR1.

If LR3 or a variant of this is ultimately chosen and has the capacity to serve the airport, there is no need for a second connection (HR1) to Dublin airport.

Initial Conclusions

From the initial analysis to date, both the LR3 and LR7 light rail options appear to best serve the medium to long term future demands along the Swords-Airport-City Centre corridor. They both serve the main trip generators within the study area and will facilitate and promote sustainable residential and economic development along the corridor.

Both LR3 and LR7 integrate best with FCC CDP objectives, providing a high quality, high capacity, frequent service which links well to land use objectives, key trip generators and 3rd level institutions. They are not dependent on the Dart Expansion Programme being in place.

Both LR3 and LR7 would have limited impact on city centre streets and public realm areas.

Both LR3 and LR7 have the potential to contribute to capital costs via a Section 49 Supplementary Development Contribution Scheme. This should be considered as part of the final assessment. The other route options do not have this potential to the same degree.

FCC looks forward to working in detail with the NTA and Aecom on the next phase of the Study and will shortly be arranging a meeting in this regard. We look forward to the selection of a modern transport system for the region which will integrate with FCC development objectives, providing a high quality, high capacity frequent service which will link well to key trip generators and 3rd level institutions.

We are happy to discuss and elaborate on our initial comments.

Regards

Gilbert Power
Director of Planning & Strategic Infrastructure

From: Jim Cleary <Jim.Cleary@fingal.ie>
Sent: 19 January 2015 17:05
To: northdublinstudy
Subject: North Dublin Study
Attachments: final submission FNDTS 19 1 15.docx

Please ignore previous email as incorrect attachment was used.

The correct attachment is herewith.

Regards,

Jim Cleary.

This email and any files transmitted with it are confidential and may be legally privileged. It is intended solely for the addressee. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this electronic message in error, please notify the sender or ithelpdesk@fingal.ie. Internet communications cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete. Therefore, we do not accept responsibility for any errors or omissions that are present in this message, or any attachment, that have arisen as a result of e-mail transmission. This message has been swept by Anti-Virus software.

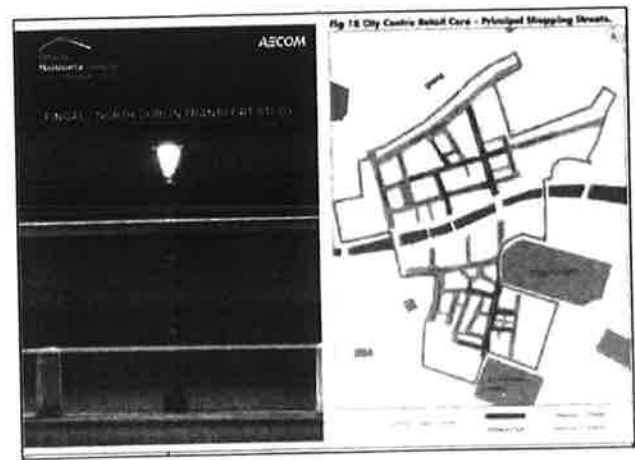
Watch Council Meetings at <http://www.fingalcoco.public-i.tv/>

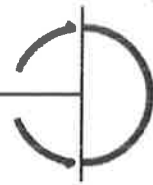
--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



Submission to NTA Fingal / North Dublin Transport Study

Client: ILAC Shopping Centre & Chartered Land





**SUBMISSION TO NTA FINGAL / NORTH DUBLIN TRANSPORT
STUDY**

Description:

Submission to NTA

Author:

Michael Higgins

Ben Waite

Approved By:

Christy O'Sullivan

19th January 2015

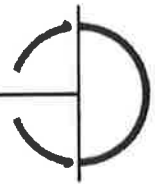
Distribution:

National Transport Authority

ILAC Centre

Chartered Land

ILTP
Head Office:
St. Albert's House
Dunboyne
Co. Meath
tel: 01-8255700
fax: 01-8255730
info@iltp.ie
www.iltp.ie



SUBMISSION TO NTA FINGAL / NORTH DUBLIN TRANSPORT STUDY

CONTENTS :

	Page
1 INTRODUCTION	1
1.1 Background	1
1.2 Purpose of Submission	1
1.3 Structure of Submission	2
2 OVERVIEW OF APPROVED DUBLIN CENTRAL DEVELOPMENT AND ILAC AND EXISTING / APPROVED TRANSPORT PROVISIONS	3
2.1 Introduction	3
2.2 The ILAC Centre	3
2.3 Dublin Central	3
2.4 Access to the ILAC Centre and Dublin Central	3
2.5 O'Connell Street Bus Services – Overview of Current and Planned Network	4
2.6 Rail Services O'Connell Street / Parnell Street - Current, Existing and Planned Overview	4
2.7 Metro North Project	5
2.8 Vehicle Access to Dublin Central and the ILAC Centre	6
2.9 Summary	7
3 ECONOMIC AND POLICY BACKGROUND	8
3.1 Introduction	8
3.2 Economic Overview	8
3.3 Transport Overview	9
3.4 Air Transport	9
3.5 Road Transport	9
3.6 Movement To/From City Centre	9
3.7 Economic and Transport Growth Summary	12
3.8 National Policy Review – Statement of Government Priorities 2014 – 2016	12
3.9 National Policy Review – Infrastructure and Capital Investment 2011 – 2016	12
3.10 National Policy Review – <i>Action Plan for Jobs</i>	13
3.11 Regional Policy	13
3.12 County Development Plan	13
4 FINGAL / NORTH DUBLIN TRANSPORT STUDY STRATEGIC CONTEXT TECH NOTE OVERVIEW AND ANALYSIS	17
4.1 Introduction	17
4.2 Population Assumptions	17
4.3 Population Distribution Assumptions	17



4.4	Employment Growth	18
4.5	Economic Growth	19
4.6	Transport Demand Growth	19
4.7	Assumptions Underlying Report - Bus Rapid Transit in Place	20
4.8	Assumptions Underlying Report – Dart Underground in Place and Phoenix Park Tunnel	21
4.9	Summary - Fingal / North Dublin Transport Study Strategic Context Tech Note	22
5	FINGAL / NORTH DUBLIN TRANSPORT STUDY - ANALYSIS	23
5.1	Introduction	23
5.2	Shortlisted Schemes	23
5.3	Other Transport Modes	24
5.4	Metro North Costs and Savings	24
5.5	Metro North Additional Infrastructure Required	25
5.6	Summary of Analysis of the <i>Fingal / North Dublin Transport Study</i>	25
6	IMPACT ON DUBLIN CENTRAL AND ILAC CENTRE	27
6.1	Introduction	27
6.2	Impact on Dublin Central – Uncertainty	27
6.3	Inadequate Public Transport Provision	27
6.4	Connectivity with City Centre	27
6.5	'Optimised' Metro North	28
7	SUMMARY AND CONCLUSION	29
7.1	Background	29
7.2	Conclusion	30

FIGURES :

Figure 2.1: BXD Cross City Luas in vicinity of Dublin Central (Source: RPA)	Page 5
Figure 3.1: LUAS Ridership 2006 -2013 (Source: Canal Cordon Survey)	10
Figure 3.2: Heavy Rail Ridership 2006 -2013(Source: Canal Cordon Survey)	11
Figure 3.3: Bus Ridership 2006 -2013(Source: Canal Cordon Survey)	11
Figure 3.4: City Centre Retail Core (Source: DCC Development Plan)	15
Figure 4.1: Employment Growth Assumptions (Source: Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA.)	18
Figure 4.1: Proposed BRT Swords / Dublin Airport - City Centre (Source: NTA)	20
Figure 4.2: 2033 Do Minimum Transport Network 2033 (Source: <i>Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA</i>)	21

TABLES :

Table 2.1: Dublin Bus Routes Serving O'Connell Street	Page 4
---	-----------

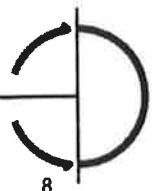


Table 3.1: Population Ireland 200 6 – 2014 (Source: CSO)	8
Table 3.2: Dublin Airport Passenger Numbers (Millions) 2005 - 2014	9
Table 3.3: Sample Traffic Growth within the Study Area 2013 - 2014	9
Table 3.4: Canal Cordon Survey – Total Person Trips 200 6 - 2013	9
Table 5.1: Areas Served Directly by Shortlisted Schemes	23
Table 5.1: Mode Share 2013 Canal Cordon Survey	24

1 INTRODUCTION

1.1 Background

- 1.1.1 ILTP Consulting were engaged by the ILAC Centre and Chartered Land Limited (CLL) to examine and assess *Fingal / North Dublin Transport Study* published in December 2014 and to prepare this submission to the NTA on their behalf.
- 1.1.2 The ILAC Centre is a major retail centre located off Parnell Street and Henry Street. The ILAC Centre is located in a key trading area in Dublin City centre, and extends between Henry Street, Parnell Street and Moore Street.
- 1.1.3 The permitted Dublin Central Site is located on the northern end of O'Connell Street and extends from Parnell Street to the north to Henry Street to the south. The site is bordered by O'Connell Street, Parnell Street, Moore Lane, Rahilly Parade, Moore Street and Henry Street.
- 1.1.4 The permitted Dublin Central development is approximately 122,000sqm and includes retail units, café/restaurant/bar units, a small number of residential units, a commemorative centre, two new public streets, approximately 650 no. bicycle parking spaces and approximately 700 no. car parking spaces accessed from Parnell Street.
- 1.1.5 The Dublin Central permitted development is of such a scale that on completion it will generate large scale employment and promote retail and economic activity in the north inner city.
- 1.1.6 ILTP Consulting acted as Transport Consultants for the Dublin Central development throughout the pre-planning and planning processes. Extensive work was undertaken to ensure that the Dublin Central development was accessible for pedestrians, cyclists, public transport users, taxis and car users from all parts of the city and beyond.
- 1.1.7 ILTP on behalf of CCL also engaged with RPA, Dublin City Council and other stakeholders in the preparation of the Dublin Central planning application and as the BXD Cross City Luas Line and Metro North proposals were progressed. Dublin Central is designed to integrate with the BXD Cross City Luas line currently under construction and the approved Metro North Scheme.
- 1.1.8 ILTP have also previously prepared a submission on behalf of CCL and the ILAC centre on the proposed preferred route for the Swords / Dublin Airport to City Centre BRT.

1.2 Purpose of Submission

- 1.2.1 The NTA launched a public consultation on the *Fingal / North Dublin Transport Study* in December 2014.
- 1.2.2 ILTP Consulting subsequently requested and obtained from the NTA the *Fingal / North Dublin Transport Study Strategic Context Tech Note* which sets out many of the assumptions and projections underpinning the Transport Study.
- 1.2.3 Our client was not consulted on this report prior to its publication. As such this is the first opportunity for Dublin Central to view and comment on the transport options and proposals now being put forward by the NTA.
- 1.2.4 This submission to the National Transport Authority (NTA), *Fingal / North Dublin Transport Study* outlines the initial findings of this assessment and outlines proposed amendments on behalf of our Clients.
- 1.2.5 The submission should also be read in conjunction with the earlier submission made on behalf of our client on the proposed Swords / Dublin Airport to City Centre BRT.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

1.3 Structure of Submission

- 1.3.1 Chapter 2 provides a high level review of existing transport and accessibility provision in Dublin City Centre.
- 1.3.2 Chapter 3 provides an update on current economic, transport and population data and forecasts.
- 1.3.3 An assessment of the *Fingal / North Dublin Transport Study Strategic Context Tech Note* is provided in Chapter 4.
- 1.3.4 The Transport Study and schemes shortlisted are analysed in Chapter 5.
- 1.3.5 The implications of the proposals and are outlined in Chapter 7
- 1.3.6 Chapter 7 provides a summary and conclusion.

2 OVERVIEW OF APPROVED DUBLIN CENTRAL DEVELOPMENT AND ILAC AND EXISTING / APPROVED TRANSPORT PROVISIONS

2.1 Introduction

- 2.1.1 O'Connell Street is the Nation's Capital Street and forms part of the Tier 1 retail core. The ILAC Centre and Dublin Central Site are within this Tier 1 retail core and adjoin Henry Street, which is the busiest pedestrian street in the State with a footfall of approximately 30 million per annum.
- 2.1.2 Access to Henry Street and the Tier 1 Retail Core by public transport, walking, cycling and private cars is crucial for business and employment in the area.

2.2 The ILAC Centre

- 2.2.1 The ILAC Centre is a major retail development located on Parnell Street and includes a 1,000 space multi storey car park operated in tandem with an adjacent 1,000 space multi storey car park owned by Dublin City Council. The ILAC Centre is located in a key trading area in Dublin City centre, and extends between Henry Street, Parnell Street and Moore Street.
- 2.2.2 The Centre is approximately 27,000 sq. metres with 85 retail units and 12 kiosks. The Centre includes Dunnes and Debenhams department stores. Other key retailers include, River Island, H&M, Argos and TK Maxx. ILAC is part of c. 55,750 sq. metres of retail under one roof. The ILAC Centre attracts over 17.5 million visitors a year,

2.3 Dublin Central

- 2.3.1 The Dublin Central site is located on the northern end of O'Connell Street and extends from Parnell Street to the north to Henry Street to the south. The site is bordered by O'Connell Street, Parnell Street, Moore Lane, Rahilly Parade, Moore Street and Henry Street.
- 2.3.2 The permitted development is c. 123,000sqm and includes approximately 75 retail units, 14 café/restaurant/bar units, a small number of residential units, a commemorative centre, some office space, two new public streets, approximately 650 no. bicycle parking spaces and approximately 700 no. car parking spaces.
- 2.3.3 The Dublin Central development is one of the largest developments ever planned within the state. The scale of the development has the capacity to transform the north inner city. On completion the development will provide employment for thousands of people and greatly enhance the shopping experience in the city centre.
- 2.3.4 A new east-west pedestrian route from O'Connell Street to Moore Street is provided and a north south pedestrian route from Henry Street to the new east-west route is also provided. This will create a much finer pedestrian network which will benefit the area in general.

2.4 Access to the ILAC Centre and Dublin Central

- 2.4.1 The Dublin Central Development, due to its scale and prime location in the centre of Dublin City, can be expected to draw visitors from all over the city. The economic viability of the development is premised on attracting visitors from all over the city and by all modes of travel.
- 2.4.2 As outlined at the Oral Hearing for Dublin Central approximately 20,000,000 visitors to Dublin Central are expected annually. This equates to approximately 55,000 visitors per day. Approximately 10 to 15% of these were estimated to arrive by private car, with the balance arriving by other modes.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

- 2.4.3 The ILAC Centre attracts an average of 17.5 million visitors per year. Recent surveys of customer profiles for the ILAC Centre indicate that 49% of visitors come by public transport, 26% by car, and 23% walk.

2.5 O'Connell Street Bus Services – Overview of Current and Planned Network

- 2.5.1 O'Connell Street is at the centre of the Dublin bus network. Bus stops are located north and south bound on the Street as shown in Table 2.1

Table 2.1: Dublin Bus Routes Serving O'Connell Street

Dublin Bus Routes Serving O'Connell Street	
120	44a
122	41a
123	41b
38	41c
38a	9
38b	13
38d	16
40	16c
8	13
747	4
116	9

- 2.5.2 The range of bus routes serving O'Connell Street ensures that there is comparatively good public transport connectivity with all areas of the city.
- 2.5.3 Bus stops are located north and south bound on O'Connell Street, particularly on O'Connell Street.
- 2.5.4 Some other bus services, such as Aircoach and City Tour buses have stops on O'Connell Street.
- 2.5.5 ILTP surveys for the Dublin Central planning application found there were 303 buses stopping in the city centre during the AM Peak (08:00-09:00). While in the PM Peak (17:00-18:00) there were 328 buses stopping in the City Centre. These buses currently stop on Parnell Square, Parnell Street and O'Connell Street.
- 2.5.6 There have been some improvements for the users of public transport, particularly bus transport in recent years. The introduction of the 'Leap card' and real time information for bus services has provided real benefits to passengers.

2.6 Rail Services O'Connell Street / Parnell Street - Current, Existing and Planned Overview

- 2.6.1 The Luas Red line serves Lower O'Connell St. at present. There are stops in the vicinity of O'Connell Street at the Jervis Shopping Centre and Abbey Street.
- 2.6.2 The BXD Cross City Luas line was approved in August 2012 (Ref. 29N.NA0004). The BXD Cross City Luas line is currently under construction and is expected to commence service in 2017. The cross city route connects the Luas Green Line from St. Stephens Green with the Luas Red Line at Abbey Street and interchanges with rail services at Broombridge.

- 2.6.3 Northbound a stop is to be provided on O'Connell Street adjacent to the Dublin Central Development. Southbound a stop is provided on Parnell Street between O'Connell St and Marlborough St as shown in Figure 2.1.

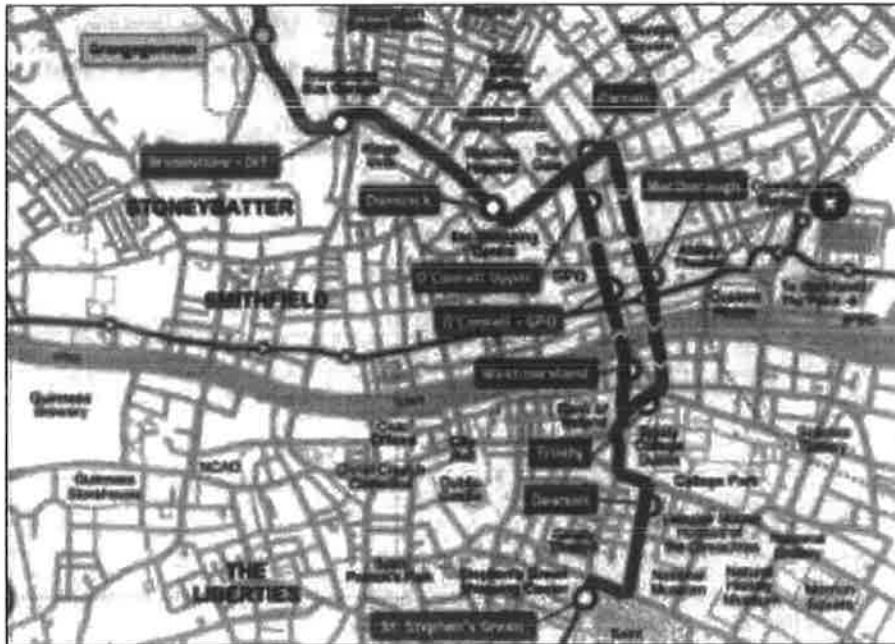


Figure 2.1: BXD Cross City Luas in vicinity of Dublin Central (Source: RPA)

- 2.6.4 During the pre-planning phase of the proposed Dublin Central Development, meetings were held with the LUAS Cross City BXD Project Teams and Dublin City Council Roads & Transportation Departments, during which the appropriate integration of the proposed LUAS proposals with Dublin Central Project was developed.
- 2.6.5 These meetings resulted in the LUAS on Parnell Street being located to the north side of the carriageway and an all movement junction at Moore Street / Parnell Street to / from the Dublin Central Development being provided.
- 2.6.6 ILTP are currently in discussion with DCC and RPA on the detailed junction design and the discharge of the planning conditions in respect of the Dublin Central project. This demonstrates the commitment of our clients in working with DCC and the transport agencies on finding mutually agreeable solutions that will benefit all stakeholders to promote the redevelopment of the city centre.
- 2.7 Metro North Project**
- 2.7.1 The Metro North Rail Order was approved in 2010 (Ref. 06F.NA.0003). This approved a Metro from St. Stephen's Green to Swords via the city centre, where it would be tunnelled. Metro Stations are to be located at O'Connell Bridge and Parnell Square in the vicinity of the Dublin Central development and the ILAC Centre.
- 2.7.2 Our client fully supports the provision of the approved Metro North Scheme.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

- 2.7.3 In 2011 the Government published the *Infrastructure and Capital Investment 2012 – 16: Medium Term Exchequer Framework*. This stated with regard to Metro North:

"In the context of reduced resources, larger public transport projects proposed for the GDA (such as Metro North and DART Underground which were to be advanced as PPP projects, but which require very significant Exchequer contributions) cannot proceed at this time. They are being postponed for consideration in advance of the next capital programme which will be drawn up in 2015 and will cover the period from 2016 onwards. These projects are being deferred, not cancelled: they remain key elements of the overall integrated transport strategy for the GDA and will be progressed when fiscal and market conditions improve."

- 2.7.4 The provision of Metro North remains central to Government planning and is to be reviewed this year.

- 2.7.5 In 2013 the NTA published the *Integrated Implementation Plan 2013 – 2018*. This plan confirmed that the Swords / Airport – Dublin City Centre corridor will require a high capacity link in the medium term and that a BRT could only be an interim solution. The Implementation Plan states that the BRT could:

"provide an interim transport solution in the shorter term, pending the development of a higher capacity rail solution, such as a metro, on this corridor."

- 2.7.6 The re-emergence of sustained economic growth would now suggest that the need to progress Metro North, as currently approved, should be progressed in the next few years.

2.8 Vehicle Access to Dublin Central and the ILAC Centre

- 2.8.1 The Dublin Central development is of such a scale and will host retailers that will attract visitors from all areas of the city, but also beyond the city. These visitors may not be able to rely on public transport and will in some cases use, as the only practical alternative, private cars.
- 2.8.2 Goodbody Economic Consultants studied the impact of access on shopping in the city centre on behalf of Dublin City Council in 2009. This study found that 19.5% of shoppers access the city centre by car and are responsible for 37% of shopping in city centre retail areas. 26% of visitors to the ILAC Centre currently travel by car.
- 2.8.3 The Goodbody study undertaken on behalf of Dublin City Council found that on average customers arriving by car planned to spend approximately €118 compared to €49 by other city centre shoppers.
- 2.8.4 An increase in access restrictions and in journey time caused by traffic movement restrictions resultant from the proposed BRT or other developments will impact negatively on spending in the City Centre and damage the viability of the Dublin Central development in particular.
- 2.8.5 In overall term between 10% and 15% of shoppers to the proposed Dublin Central Development are anticipated to arrive by private car. However the spend profile means that they will account for between 20% to 30% of turnover. Any notable reduction in car accessibility could significantly undermine the viability of this development.
- 2.8.6 This is particularly true for weekend and holiday periods when retail trade is highest but public transport services to the city centre are reduced.

2.9 Summary

- 2.9.1 Access by public transport, walking, cycling and private cars to the Tier 1 Retail Core is essential, but it is particularly important for Upper O'Connell Street and the surrounding area, which is in urgent need of rejuvenation. The permitted Dublin Central development will be a major catalyst in the rejuvenation of the area, which will be complimented by the already thriving retail core surrounding Henry Street, including the ILAC Centre.
- 2.9.2 Vital to the success of this Dublin Central scheme is ensuring good access by all travel modes. The necessity to ensure high quality access links by all possible modes has informed the design process and the engagement with DCC, the RPA and other bodies in progressing the Luas BXD and Metro North.
- 2.9.3 Access to the development by car based shoppers for a wide catchment area was and remains an essential and vital component in allowing the Dublin Central development go ahead. Similarly maintaining good levels of accessibility to the existing ILAC Centre is key.
- 2.9.4 Failure to provide high levels of accessibility to the ILAC Centre, the Dublin Central Site and the whole Parnell Street, O'Connell Street, Henry Street area, or uncertainty about future transport provisions could have a very negative impact on improvements in the City Centre, particularly those areas which urgently require investment and regeneration.

3 ECONOMIC AND POLICY BACKGROUND

3.1 Introduction

3.1.1 The *Fingal / North Dublin Transport Study* guides transport policy in Fingal, North Dublin and the City Centre in the wider context of social and economic policy and the ongoing recovery in the Irish economy.

3.1.2 It is vital that transport proposals be consistent with and appropriate to the existing economic conditions and policy framework.

3.2 Economic Overview

3.2.1 The Irish economy has experienced dramatic changes over the last 7 years. While the Irish economy did suffer extreme retrenchment in the period 2007 – 2011 there has since then been clear evidence of a turnaround. The impact of this turnaround is now quite apparent and sustained

3.2.2 It is important that in looking forward and planning for the period 2016 – 2022 up to date data is used and the focus is on the requirements and opportunities of the next 7 years.

3.2.3 The Department of Finance projects real GDP growth of 3.9% in 2015, 3.4% in 2016, 3.4% in 2017 and 3.4% in 2018. The Central Bank projects GDP growth of 3.4% in 2015. The OECD projects GDP growth of 3.3% and 3.2% in 2015 and 2016 respectively.

3.2.4 The Central Bank projects a 1.7% increase in employment in 2015. The OECD forecasts unemployment will fall below 10% in 2016. The Government has recently announced a target of a return to full employment by the end of 2018.

3.2.5 The projections of the Department of Finance, Central Bank and OECD are all very similar. Economic growth of between 3% and 4% is expected in the coming years and employment will grow significantly.

3.2.6 Population data for the period 2006 – 2014 is shown in Table 3.1. It should be noted that despite the economic difficulties and the increased level of emigration the population of the state continues to increase every year.

Table 3.1: Population Ireland 2006 – 2014 (Source: CSO)

Year	2006	2007	2008	2009	2010	2011	2012	2013	2014
Population	4,232,900	4,375,800	4,405,100	4,533,400	4,554,800	4,574,900	4,585,400	4,593,100	4,609,600
% Change	100.0	103.4	106.0	107.1	107.6	108.1	108.3	108.5	108.9

3.2.7 It can be expected that with a return to economic growth of 3% - 4% per annum more rapid increases in population can be expected in the coming years.

3.2.8 Population growth in North Dublin / Fingal can be expected to be particularly strong. In the 20 year period 1991 – 2011 the population of Fingal grew by 79.3%. The FCC Vision for Swords provides for an increase in the population of Swords alone to grow by approximately 55,000 by 2035.

3.3 Transport Overview

- 3.3.1 The return to more normal economic growth patterns is now well established and the extent of the recovery is clearly evidenced in a wide array of transport and economic data.

3.4 Air Transport

- 3.4.1 Up to date Dublin Airport Passenger numbers were published in January 2015. Passenger numbers peaked at Dublin Airport in 2008 and then fell dramatically. Passenger numbers have been increasing again since 2011 and if current growth rates continue the airport will have its busiest year on record in 2015.

Table 3.2: Dublin Airport Passenger Numbers (Millions) 2005 - 2014

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
No. of Passengers	18.5	21.2	23.3	23.5	20.5	18.4	18.7	19.1	20.2	21.7

3.5 Road Transport

- 3.5.1 Road traffic has also been increasing significantly on the Irish road network.

Table 3.3: Sample Traffic Growth within the Study Area 2013 - 2014

Sample Traffic Growth within Study Area (Source: NRA)			
	AADT 2013	AADT 2014	% Change
M50 Between Jn5 N2/M50 and Jn4 Ballymun	111,171	117,415	5.6
M50 Between Jn2 Santry and Jn3 M50/M1	49,649	54,759	10.3

3.6 Movement To/From City Centre

- 3.6.1 The Canal Cordon Survey undertaken by the NTA is very useful in showing movement into and out of the City Centre in the AM peak. It can be seen in Table 3.4 that the level of movement has increased since 2011 and the rate of growth has increased each year in line with economic trends. Data for 2014 is not yet available but it can be expected to show further significant increases.

Table 3.4: Canal Cordon Survey – Total Person Trips 2006 - 2013

Canal Cordon Survey 2006 - 2013 Total Person Trips								
Year	2006	2007	2008	2009	2010	2011	2012	2013
Total Person Trips	207,379	203,959	199,767	188,540	181,042	183,569	185,481	192,188
% Change	100.0	98.4	96.3	90.9	87.3	88.5	89.4	92.7

- 3.6.2 The importance of the quality of the service can be seen by examining the NTA Canal Cordon data for the public transport modes. It can be seen in Figures 3.1, 3.2 and 3.3. that LUAS ridership has risen significantly in the period 2006 – 2013 whereas Bus and Heavy Rail are currently carrying less passengers now than in 2006.

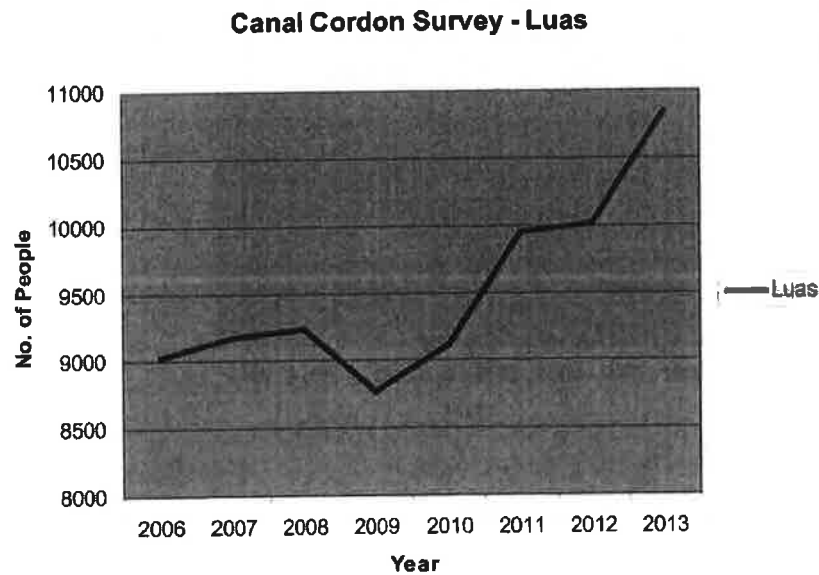


Figure 3.1: LUAS Ridership 2006 -2013 (Source: Canal Cordon Survey)

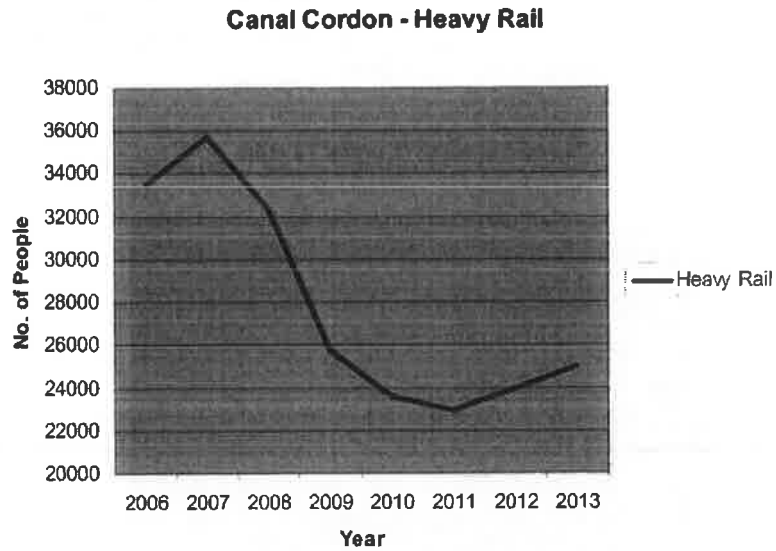


Figure 3.2: Heavy Rail Ridership 2006 -2013(Source: Canal Cordon Survey)

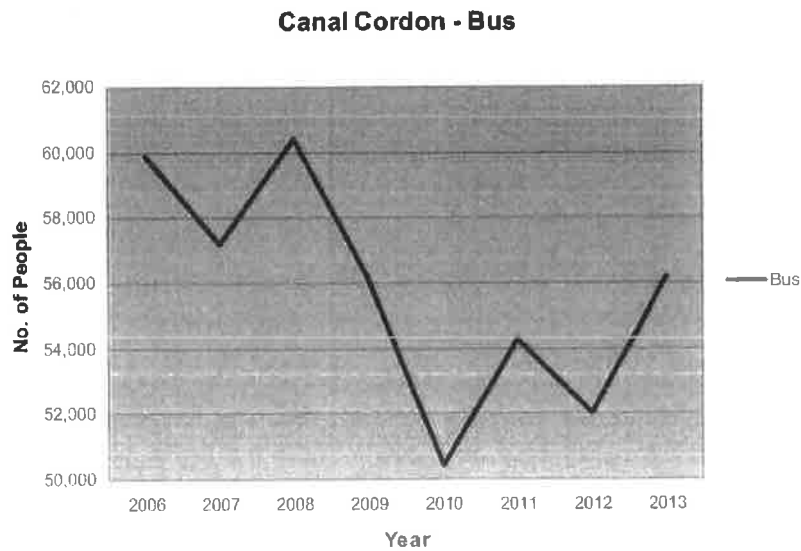


Figure 3.3: Bus Ridership 2006 -2013(Source: Canal Cordon Survey)

- 3.6.3 This data also shows that modern rail based public transport such as the LUAS has been successful in maintaining and increasing its patronage and mode share.

3.7 Economic and Transport Growth Summary

- 3.7.1 Ireland is now the fastest growing economy in the Euro area and these high levels of growth are expected to continue into the medium term at least.

- 3.7.2 The clear evidence now available of an ongoing economic recovery mean that the City Development Plan should be framed with the expectation of an increased population, increased employment and increased economic activity within the city. A reliance on older data which does not reflect the current situation or expected future growth would significantly underestimate infrastructural requirements in the 2015 - 2030 period.

It will be important that investment in infrastructure is provided to facilitate this period of growth. Based on current trends a very significant increase in the overall capacity of the city's transport network will be needed during the lifetime of the Study to maintain current accessibility levels.

The Swords/ Airport to City Centre corridor is likely to exceed this average growth rate due to the population growth planned for the area and the continuing development of the Airport. This growth will need to be accommodated to promote economic growth and development in the City centre and to avoid a transport deficit emerging in Dublin.

3.8 National Policy Review – Statement of Government Priorities 2014 – 2016

- 3.8.1 Government policy at its highest level is outlined in the recently published *Statement of Government Policies 2014 – 2016*.

- 3.8.2 The first and primary priority outlined in this document is:

"Strengthening the Domestic Economy & Prioritising New Jobs for the Unemployed"

- 3.8.3 The document identifies a number of methods and measures to strengthen the economy and prioritise job creation.

- 3.8.4 The document further states:

"We will continue to support the development of Dublin as an international city region that will have positive economic benefits for the entire country."

- 3.8.5 Dublin is then seen as a driver of economic activity for the entire country and any significant transport investment within the city region should therefore be supportive of the economy and job creation.

3.9 National Policy Review – Infrastructure and Capital Investment 2011 – 2016

- 3.9.1 In 2011 the Government conducted a review of infrastructure and capital investment policy led by the Department of Public Expenditure and Reform.

- 3.9.2 The policy had identified three investment policy priorities; new schools, a new children's hospital and job creation & enterprise development.

- 3.9.3 Specifically with regards to public transport the *Infrastructure and Capital Investment 2011 – 2016* states:

"Public Transport is afforded high priority in the Programme for Government. This is due to the contribution that an attractive public transport system can make not only to economic renewal and to the climate change agenda but importantly also to the citizen's daily lives."

- 3.9.4 Any significant transport investment should therefore be considered in terms of its impact on job creation and enterprise development.

3.10 National Policy Review – Action Plan for Jobs

- 3.10.1 The *Action Plan for Jobs* (2013) is a key component of the Government's response to the unemployment crisis and its specific ambition is to have 100,000 more people in work by 2016.

- 3.10.2 The 2014 updated *Action Plan for Jobs* recognises the importance of high quality transport links not simply for the movement of goods, but in allowing people to access work. The Plan states:

"The availability of competitively priced world class infrastructure (energy, telecoms, transport, waste and water) and related services is critical to support enterprise development. Infrastructure quality impacts upon many aspects of a firm's ability to do business – it determines the ease with which goods can be moved and the efficiency of delivering services remotely. The quality of a country's infrastructure also affects the mobility of labour and quality of life. Finally, the stock and quality of infrastructure can affect the attractiveness of the country in the eyes of investors and potential high skilled migrants."

- 3.10.3 In January 2015 the Government has again prioritised job creation and has brought forward by two years its target for achieving full employment, from 2020 to 2018.

- 3.10.4 The impact of public transport proposals in North Dublin and Fingal must be considered with specific reference to the impact any proposals will have on economic development and job creation.

3.11 Regional Policy

- 3.11.1 Dublin City Centre is defined as the Gateway Core within the Greater Dublin Area Regional Planning Guidelines. It is described as an

"International business core and high density population, retail & cultural activities."

- 3.11.2 The Guidelines further state with regard to the Gateway Core:

"Within the gateway core, the city centre has an important role as a location for attracting international investment, creating synergies and multipliers and promoting the wider GDA."

- 3.11.3 Regional Policy requires that Dublin City Centre drive economic activity for the city and the wider Greater Dublin Area.

3.12 County Development Plan

- 3.12.1 The Dublin Central site forms part of the City Centre Retail Core as identified in the *Dublin City County Development Plan 2011 – 2017*.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

3.12.2 The ILAC Centre forms part of the City Centre Retail Core as Identified in the *Dublin City County Development Plan 2011 – 2017* and shown in Figure 3.4 taken from the County Development Plan.

3.12.3 The primacy of the city centre as a shopping development is recognised in the County Development Plan. Objective RD11 states:

"To maintain and reinforce the dominant position of the central shopping core as the premier shopping area in the state and to address the challenges and reposition the city as a premier shopping destination, supported by a rich diversity of leisure, cultural and other uses"

Fig 18 City Centre Retail Core - Principal Shopping Streets.



Figure 3.4: City Centre Retail Core (Source: DCC Development Plan)

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

3.12.4 Preparation has begun for the new *Dublin City Development Plan 2016 -2022* and an *Issues Paper* has been published.

3.12.5 The importance of Dublin City Centre and the need to regenerate consolidated and intensify uses is recognised in the *Issues Paper*:

"Because the City Centre is the most accessible area in terms of public transport, it is therefore the most appropriate area to consolidate as intensification here can be accommodated in a sustainable manner."

3.12.6 The *Issues Paper* makes clear that Metro North remains central to DCC planning but notes that Metro North may now be preceded by BRT provisions.

3.12.7 The *Issues Paper* identifies a number of important issues for consideration pertaining to transport including:

"What measures would encourage a more significant changeover from private car to public transport, walking and cycling?"

"What is the role for the car, pedestrian and cyclist within the City Centre area?"

3.12.8 The *Issues Paper* also emphasises the importance of retail development within the city and seeks to find:

"What is the best means of improving the retail viability of the city?"

4 FINGAL / NORTH DUBLIN TRANSPORT STUDY STRATEGIC CONTEXT TECH NOTE OVERVIEW AND ANALYSIS

4.1 Introduction

- 4.1.1 ILTP Consulting subsequently requested and obtained from the NTA the *Fingal / North Dublin Transport Study Strategic Context Tech Note*.
- 4.1.2 The assumptions and scenarios considered underpinning the NTA Study are set out in a background report, *Fingal / North Dublin Transport Study Strategic Context Tech Note*. It is vital that these assumptions are first examined in order to understand the conclusions which are ultimately reached.
- 4.1.3 The *Fingal / North Dublin Transport Study Strategic Context Tech Note* provides a background on the demographic trends, the development context, assumptions regarding future transport provisions and provides initial outputs from the 2033 modelling.
- 4.1.4 Making the *Fingal / North Dublin Transport Study Strategic Context Tech* available to the public would have allowed a more complete and informed public consultation phase take place.

4.2 Population Assumptions

- 4.2.1 With regard to population projections the *Fingal / North Dublin Transport Study Context Tech Note* projects a population increase of 20% in the period 2011 – 2031 in Dublin and applies this to the study area.
- 4.2.2 This equates approximately to a growth rate of less than 1% per annum over the next 20 years.
- 4.2.3 Historically this is far below population growth rates in the Greater Dublin area and the North Dublin / Fingal area.
- 4.2.4 In the 20 year period 1991 – 2011 the population of Fingal grew by 79.3%. The FCC Vision for Swords provides for an increase in the population of Swords alone to grow by approximately 55,000 by 2035.
- 4.2.5 The population projections within the *Fingal / North Dublin Transport Study* simply use a medium national growth projection from the CSO and applied this to the Study Area.
- 4.2.6 Such an approach is now likely to be too conservative as current planning policy, the history of urban growth and the increasing dominance of Dublin and the eastern seaboard in Ireland all indicate that population growth in the Dublin region will outpace national growth and that the Fingal area will continue to be one of the most rapidly growing population areas in the country.

4.3 Population Distribution Assumptions

- 4.3.1 Population Distribution is based on the NTA 'Scenario A' forecast distribution of land use. This was carried out almost seven years ago in 2008 and it is therefore questionable if it is sufficiently up to date to allow for meaningful forward planning.
- 4.3.2 At that time two scenarios were prepared. Scenario B was selected by the NTA as the preferred option. It is therefore unclear why Scenario A rather than Scenario B is now being used to plan transport infrastructure.
- 4.3.3 The provision of a transport network to support a sub optimal land use scenario does not appear to accord with the proper integration of land use and transport planning.

4.4 Employment Growth

- 4.4.1 The employment growth is based on 2008 NTA modelling and analysis. An overview of the employment growth assumptions is shown in Figure 4.1.

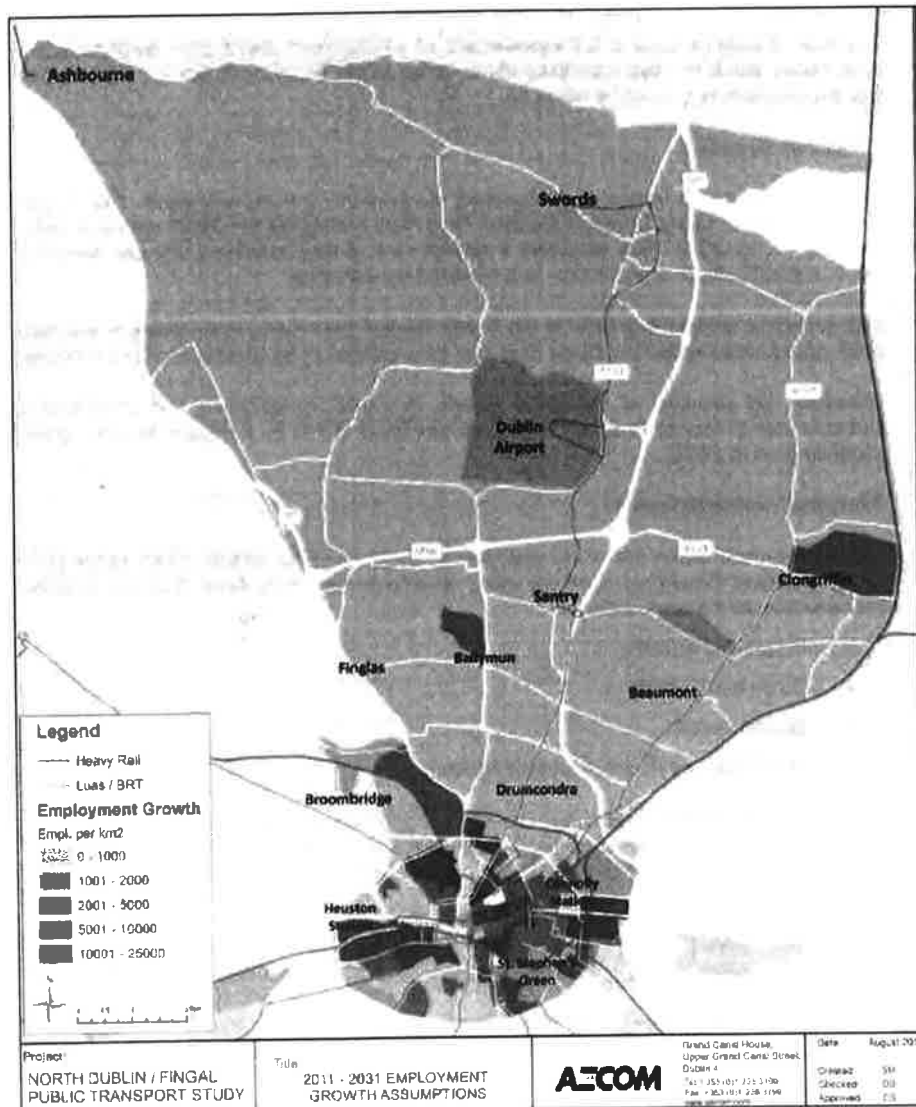


Figure 4.1: Employment Growth Assumptions (Source: Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA.)

- 4.4.2 There is not sufficient detail given to fully examine the assumptions. There are, however, some clear instances of inappropriate assumptions.
- 4.4.3 Swords currently has a population of approximately 45,000 people. This is planned to grow to 100,000 people by 2035.

- 4.4.4 There does not appear to be any particular provision for employment growth in Swords despite plans for a very significant increase in population.
- 4.4.5 The level of passenger growth at Dublin Airport will also deliver significant employment growth at the airport.
- 4.4.6 The lack of detail means a full assessment of employment distribution projections cannot be undertaken, but these two examples alone, allied to the projections being 7 / 8 years old mean that the projections cannot be relied on.

4.5 Economic Growth

- 4.5.1 Transport demand is very closely matched to economic growth in Ireland. The *Fingal / North Dublin Transport Study Strategic Context Tech Note* concludes that GNP will have increased by some 60 % by 2033. This assumes a growth rate of approximately 2% per annum between 2011 and 2033. Such a conclusion is somewhat conservative.
- 4.5.2 Also economic activity is greater in the Dublin Region than many other areas of the country and GNP growth rates within the Study Area can be expected to be greater than the National figure.
- 4.5.3 Therefore the estimate of economic growth is overly conservative and underestimates the probable rate of economic growth and the importance of this for transport demand growth in the study area up to 2033.

4.6 Transport Demand Growth

- 4.6.1 Transport growth within the study area will be determined by factors which apply to the entire City and indeed Country and factors more specific to the Study Area. The key determinants of transport demand growth include:
- Population growth
 - Economic Growth
 - Dublin Airport
 - Transport and Public Transport Provisions
- 4.6.2 As outlined elsewhere in this report the level of population growth assumed (1% per annum) is extremely conservative given the profile of Fingal and the record of sustained population growth over the last twenty years. In the 20 year period 1991 – 2011 the population of Fingal grew by 79.3%.
- 4.6.3 The *Fingal / North Dublin Transport Study Strategic Context Tech Note* is overly conservative and underestimates the probable rate of economic growth within the study area up to 2033.
- 4.6.4 Dublin Airport has currently over 21m passengers per annum. Growth in passenger numbers since 2011 has been quite marked and has increased more rapidly each year.
- 4.6.5 The level of transport demand is influenced by the level of transport provision. The national policy objective of promoting a modal shift to public transport is dependent in part on providing high quality, high capacity public transport provisions.
- 4.6.6 The traffic demand projections in the *Fingal / North Dublin Transport Study Strategic Context Tech Note* understate the level of transport demand particularly along the Metro North Corridor.

4.7 Assumptions Underlying Report - Bus Rapid Transit in Place

- 4.7.1 The preferred route for the Swords to City Centre was published in October 2014. This shows the proposed BRT travelling north and south on Frederick Street and O'Connell Street and onto Westmoreland Street / D'Olier Street as shown in Figure 4.1.

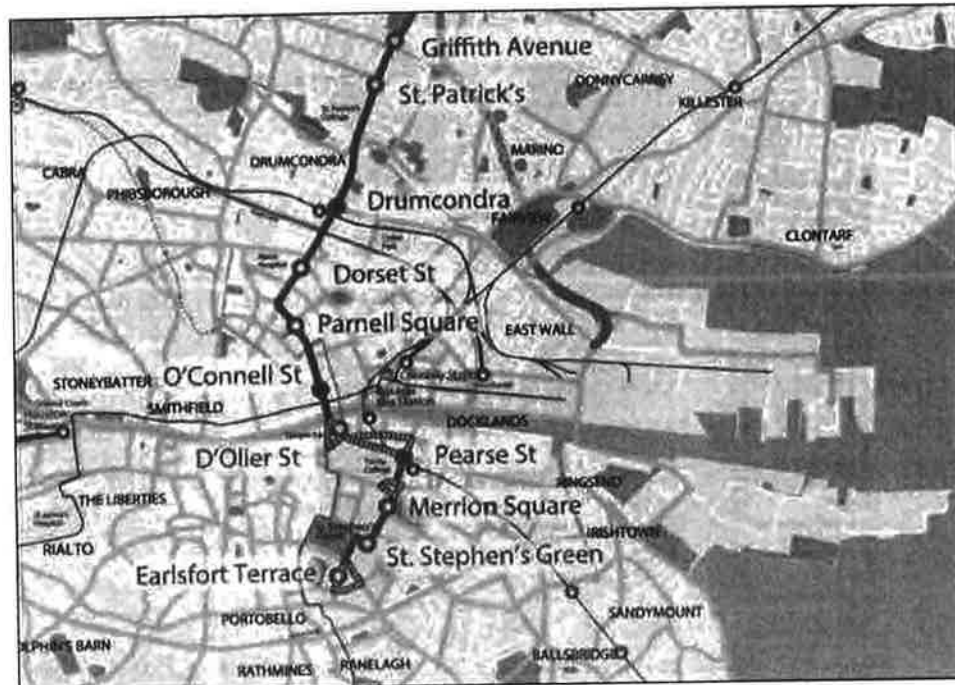


Figure 4.1: Proposed BRT Swords / Dublin Airport - City Centre (Source: NTA)

- 4.7.2 No emerging preferred route for the other 2 proposed BRT routes (Clongriffin to Tallaght and Blanchardstown to UCD) have been made public at this time.
- 4.7.3 The three BRT routes are therefore all at the pre-planning stage. Prior to construction and commencement of services the proposal will require:
- Completion of detailed design
 - Environmental Assessments
 - Approval by An Bord Pleanala
 - Multiple Compulsory Purchase Orders to be completed
 - Government Approval and Funding
- 4.7.4 The early stage at which the BRT proposals are now at mean it is by no means certain when or indeed if any or all of the BRT schemes as currently envisaged will go ahead.
- 4.7.5 Uncertainty regarding the future is compounded by the changing position over the last three years on the provision of a BRT on the City Centre – Swords route by the NTA.

- 4.7.6 It is assumed in the *Fingal / North Dublin Transport Study* that all three services are in place. Such an assumption is premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*.

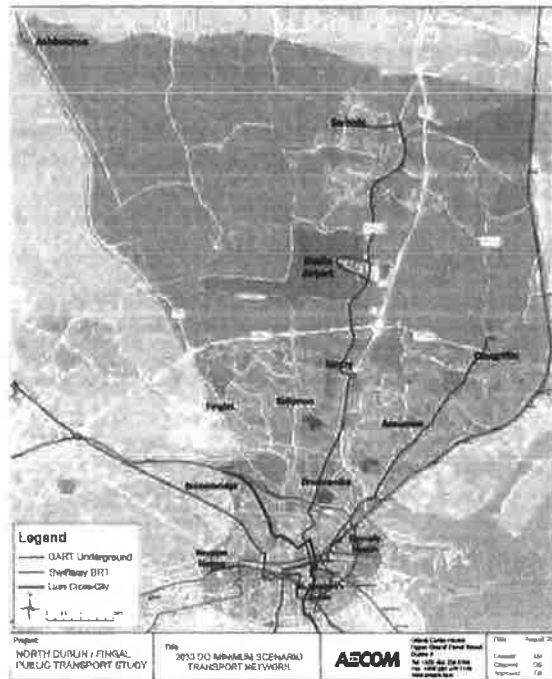


Figure 4.2: 2033 Do Minimum Transport Network 2033 (Source: *Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA*)

4.8 Assumptions Underlying Report – Dart Underground in Place and Phoenix Park Tunnel

- 4.8.1 The Dart Underground is a large scale transport project connecting Hueston Station to the Docklands Station via St. Stephen's Green.
- 4.8.2 The project has a similar cost to Metro North. The Dart Underground Scheme is in the same position as Metro North regarding Government commitment to the scheme and it is stated in the *Infrastructure and Capital Investment 2012 – 16: Medium Term Exchequer Framework*:

"In the context of reduced resources, larger public transport projects proposed for the GDA (such as Metro North and DART Underground which were to be advanced as PPP projects, but which require very significant Exchequer contributions) cannot proceed at this time. They are being postponed for consideration in advance of the next capital programme which will be drawn up in 2015 and will cover the period from 2016 onwards."

- 4.8.3 There would appear to be no basis in planning for why it is assumed the Metro North will not be in place in 2033 and the Dart Underground will.
- 4.8.4 Additionally the NTA identified the Phoenix Park Tunnel which links Hueston and Connolly Station as a means of providing a direct connection for Kildare Line commuters to the City Centre in the *Integrated Implementation Plan 2013 – 2018*.

- 4.8.5 Given that this interim solution will be in place in the short term it is unclear why another heavy rail link between Hueston Station and the City Centre (Along with the existing LUAS) is prioritised over Metro North.
- 4.8.6 The Phoenix Park Tunnel can be re-opened for passenger services with minimal capital investment.
- 4.8.7 The Phoenix Park Tunnel does not appear to have been assumed to be in place for the modelling undertaken for the Fingal / North Dublin Transport Study. The tunnel should be included in any analysis as it is included in the NTA *Integrated Implementation Plan 2013 – 2018*.

4.9 Summary - Fingal / North Dublin Transport Study Strategic Context Tech Note

- 4.9.1 The *Fingal / North Dublin Transport Study Strategic Context Tech Note* has a number of weaknesses which fundamentally impact on the findings and recommendations arising from the study. These weaknesses include:
- Underestimation of Population Growth in the Study Area
 - Underestimation of Economic Growth in the Study Area
 - Inadequate and outdated employment distribution
 - Population Distribution not based on the NTA preferred Scenario B Option
 - Assumption that 3 no. BRT Routes are in place
 - Assumption that Dart Underground is in place
 - Assumption that Metro North is not in place
- 4.9.2 The full impact of all of these omissions and assumptions is not known as the information is not contained in the report. However, it is clear that the study has underestimated travel demand within the Study Area and along the Metro North corridor in particular.
- 4.9.3 The selection of public transport infrastructure which is assumed to be in place is without clear foundation and prejudicial to public transport projects.
- 4.9.4 Despite underestimating travel demand the report does conclude that a high capacity public transport link on the City Centre – Airport / Swords route is required stating:

"The model indicates that road network travel times by road will decrease and increased delays are forecast in the areas of Swords, Malahide and Clongriffin. Overcrowding is forecast on the Ballymun Road and Swords Road Dublin Bus services and the proposed Swords to City Centre BRT service This suggests that the projected growth in the study area requires the consideration of higher capacity public transport services on the Ballymun Road and Swords Road corridors."

5 FINGAL / NORTH DUBLIN TRANSPORT STUDY - ANALYSIS

5.1 Introduction

5.1.1 The *Fingal / North Dublin Transport Study* has a narrower remit than its title suggests. The purpose of the report, as stated in the report introduction is, "to identify the optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords".

5.1.2 The Study has no proposals on walking, cycling or private vehicular movements. Neither does the report have a clear position on servicing significant population centres in North Dublin City including Drumcondra, Ballymun and Santry.

5.1.3 The *Fingal / North Dublin Transport Study* ultimately identifies 6 no. shortlisted schemes for the future provision of public transport in Fingal and North Dublin.

5.2 Shortlisted Schemes

5.2.1 The *Fingal / North Dublin Transport Study* shortlists 6 possible schemes. These 6 schemes include heavy rail, metro, Luas and BRT proposals and in some cases a combination of these modes.

5.2.2 The route and areas served vary significantly. One of the shortlisted schemes serves Ballymun, Santry and Drumcondra. Another of the schemes serve none of these areas and most schemes serve some of these areas. These findings are summarised in Table 5.1.

Table 5.1: Areas Served Directly by Shortlisted Schemes

Schema	Mode	Areas / Facilities Served					
		City Centre Tier 1 Retail Area	Ballymun	Drumcondra	Santry	Swords	Dublin Airport
HR 2	Heavy Rail	No	No	No	No	No	Yes
HR 6	Heavy Rail	No	Yes	No	No	No	Yes
LR 3	Luas	No	No	No	No	No	Yes
LR 7	Metro	No	No	No	No	No	Yes
BRT 5	BRT	No	Yes	Yes	Yes	Yes	Yes
C1	BRT & Heavy Rail	No	Yes	No	No	Yes	Yes

5.2.3 The level of additional capacity overall and for particular areas also varies hugely.

5.2.4 Some of the proposals add no additional capacity between the City Centre and Fingal. For example HR2 simply provides a spur from the existing Dart Line to Dublin Airport and Swords.

5.2.5 The BRT options (BRT 5 and C1) are not detailed but it is assumed that these options will not involve any large scale road construction, but rather the re-allocation of existing road space. Therefore the additional BRT capacity will be compromised by loss of capacity for other transport modes.

5.2.6 The Optimised Metro Option (LR7) can be expected to add significant additional capacity between Swords / Dublin Airport and the City Centre, though less than that provided in the approved Metro Scheme.

5.2.7 The array of schemes shortlisted in terms of transport mode, capacity added to the transport network and areas served make it clear there is no objective or rationale guiding the proposals beyond linking Swords, Dublin Airport and the City Centre by some form of public transport.

- 5.2.8 The Do Minimum assumption that 3 BRT Routes will be implemented introduces an inherent bias into the options considered. These assumptions in particular could undermine Metro North patronage. The Metro North as approved should have been included as a stand alone option.

5.3 Other Transport Modes

- 5.3.1 The Fingal / North Dublin Transport Study does not make reference to walking, cycling, or movement by private vehicles. The omission of any reference and the failure to consider the integration of public transport with these transport modes which accounted for 52% of trips in the NTA Canal Cordon Survey of 2013 as shown in Table 5.1 is a significant oversight.
- 5.3.2 Failure to consider the integration of public transport with these modes or the impact of public transport projects on existing walking, cycling and private vehicular transport provisions is a significant omission.

Table 5.1: Mode Share 2013 Canal Cordon Survey

Mode	Bus	Rail	Luas	Car	Taxi	Walk	Cycle	Goods	Motorcycles	Total
No. of Users	56,177	24,969	10,835	68,072	3,111	17,495	9,061	1,045	1,423	192,188
% of Users	29.2	13.0	5.6	35.4	1.6	9.1	4.7	0.5	0.7	

- 5.3.3 Population growth and increased economic activity will continue to promote increased usage of all these modes of transport.

5.4 Metro North Costs and Savings

- 5.4.1 Despite the detailed planning that has been undertaken for Metro North and the fact that it is now approved the Metro North scheme is not one of the six shortlisted options.
- 5.4.2 There is no clear rationale why the approved Metro North scheme should be abandoned. An 'Optimised Metro North' has been included, seemingly instead of the approved Metro North. The analysis of the Optimised Metro in the *Fingal / North Dublin Transport Study* has of necessity not been detailed but even allowing for this the analysis is deficient.
- 5.4.3 The inclusion of 2 no. BRT north - south routes in the Study Area and the inclusion of Dart Underground Project will reduce demand for Metro North. It is not clear why these projects are assumed to be in place as Metro North is considerably more advanced in planning terms than these other projects.
- 5.4.4 The 'savings' accruing from the optimised metro north scheme are overstated in a number of ways.
- 5.4.5 The Optimised Metro North may not result in a saving on rolling stock of one third (€46m). The initial spend on rolling stock for any Metro North scheme will be sufficient to meet short to medium term demand. If and when demand increases in the long term additional rolling stock can then be purchased. Initial spending on rolling stock for the approved or 'optimised' Metro North will be very similar.

- 5.4.6 The Optimised Metro North includes stops at new locations, services at grade where it was previously planned to tunnel and other significant changes. This will require a complete redesign, environmental assessment and a Bord Pleanála hearing. €164.5m has been spent bring Metro North to the point it is now at. It is therefore likely that the design and approval of a new Metro North scheme will require tens of millions of Euros and will mean much of the spending incurred for the approved Metro North scheme was wasted.
- 5.4.7 The requirement to undertake a new environmental assessment and planning process introduces greater uncertainty into the planning process as it is not known what the ultimate outcome of these assessments will be.
- 5.4.8 Savings on the vertical alignment have simply been moved from one scheme to another. For example the *Fingal / North Dublin Transport Study* states that the at grade alignment in Ballymun can be accommodated because "any grade separation required in the future be included in the Metro West Project".

5.5 Metro North Additional Infrastructure Required

- 5.5.1 Metro North is a stand alone project which will in and off itself delivers a high quality, high capacity public transport service to an area of the city which currently has no such provision.
- 5.5.2 Many other schemes are dependent upon additional external works in order to deliver the full transport benefits projected. The DART Underground is a good example of this, the government document *Infrastructure and Capital Investment 2012 – 2016* sets out the approximate cost of the project and the additional work required:

"DART Underground around €2.6 billion excluding the electrification works on the Maynooth/Kildare/Northern lines and other ancillary works."

5.6 Appraisal of Shortlisted Schemes

- 5.6.1 The appraisal contained in the Study is described as a 'sketch' appraisal and as such is by no means a complete analysis.
- 5.6.2 However it is considered that 'Capacity' should be one of the most important indicators in the appraisal.
- 5.6.3 The optimised Metro is considered to have disadvantages over other schemes in terms of the 'Natural Heritage / Environmental Topics'. It is not clear why this is the case given that the very similar approved Metro North scheme has been subject to full environmental appraisal and other shortlisted schemes have not been subject to any detailed environmental appraisal.

5.7 Summary of Analysis of the Fingal / North Dublin Transport Study

- 5.7.1 The 6 no. schemes shortlisted in the *Fingal / North Dublin Transport Study* vary hugely in terms of route, additional capacity provided, transport mode and impact on existing transport provisions.
- 5.7.2 The variation is so great it is impossible to ascertain if there is any underlying principle or objective underlying the six proposals.
- 5.7.3 The population assumptions underlying the shortlisted projects are extremely conservative. The population within the study area will increase by far more than the approximately 1% per annum set out in the Study.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

- 5.7.4 It is assumed in the *Fingal / North Dublin Transport Study* that three BRT services, currently at pre-planning are in place. Such an assumption is premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*.
- 5.7.5 The omission of the approved Metro North scheme as an option is a significant omission in the report. Given the recent economic data and forecasts it is clear that Ireland is on track to achieve full employment by the end of 2018.
- 5.7.6 This coupled with population growth, employment growth and passenger forecasts for Dublin Airport means that Metro North demands will shortly be at those levels when the scheme was approved.

6 IMPACT ON DUBLIN CENTRAL AND ILAC CENTRE

6.1 Introduction

- 6.1.1 The Dublin Central development was planned to integrate with existing and planned transport infrastructure, including the Luas BXD line currently under construction and the approved Metro North scheme. The 6 new shortlisted schemes have been published with no consultation with our client.
- 6.1.2 The publication of this report and the array of possible schemes will in and of itself have a negative impact on the progressing of the Dublin Central development as it introduces huge uncertainty on future public transport links.
- 6.1.3 In addition the 6 shortlisted schemes are inferior in terms of capacity and connectivity in the City Centre to the approved Metro North scheme.
- 6.1.4 The full impacts of the Study and 6 shortlisted schemes are outlined below.

6.2 Impact on Dublin Central – Uncertainty

- 6.2.1 The redevelopment of the Dublin Central site requires significant investment. High quality linkages, including public transport linkages is one of the key requirements for the development.
- 6.2.2 The 6 new shortlisted schemes do not provide any clarity on future public transport linkages between the City Centre and north Dublin and Fingal. The 6 no. shortlisted schemes provide for
- Metro adjacent to Dublin Central
 - Luas from Swords adjacent to Dublin Central
 - No additional public transport services within 750m of Dublin Central
- 6.2.3 In addition any new scheme will require the undertaking of an environmental assessment and planning process. The outcome of such processes or the time involved is unknown and introduces another layer of uncertainty.
- 6.2.4 Effectively the *Fingal / North Dublin Transport Study* replaces the approved Metro North scheme with an undefined scheme which may or may not serve the city centre, will have unknown capacity and has as yet no defined timeframe for delivery.

6.3 Inadequate Public Transport Provision

- 6.3.1 There is a high level of transport demand on the Swords / Dublin Airport to City Centre corridor. The provision of a public transport service with sufficient capacity is vital. It is now wholly unclear what level or type of service will be provided as it could be a BRT option. BRT as acknowledged in the report would at best be a short term solution.
- 6.3.2 A higher capacity solution is required, but of the shortlisted schemes only the 'optimised' Metro North could offer the necessary capacity along the Swords / Airport to City Centre corridor.
- 6.3.3 There is the prospect of the City being provided with an inadequate public transport link to the Airport and Swords.

6.4 Connectivity with City Centre

- 6.4.1 The stated overall objective of the *Fingal / North Dublin Transport Study* is to connect Dublin City Centre, Dublin Airport and Swords by public transport.

6.4.2 Only the Metro and Luas options in the shortlist of projects actually directly serve the Parnell Street / O'Connell Street / Henry Street & Grafton Street areas.

6.4.3 The other services do not directly serve the city centre area and generally terminate at Connolly Station.

6.5 'Optimised' Metro North

6.5.1 The 'optimised' Metro North proposes one new station at Upper O'Connell Street to replace the two stations approved in the Metro North scheme at O'Connell Bridge and Parnell Square.

6.5.2 The actual location of this proposed station is not specified and it is not clear where it will be located or the impact the station would have on existing pedestrian, cycle and vehicle provisions on O'Connell Street.

6.5.3 Neither is it clear what impact the station would have on plans for the provision of BRT services on O'Connell Street.

6.5.4 Any cost savings from the reduction in Capital Costs should be offset against the additional cost delays and risks of bringing forward a revised scheme. However the optimised Metro North scheme is the only alternative that could offer the necessary capacity along the Swords / Airport to City Centre corridor.

6.5.5 BRT as acknowledged in the report would at best be a short term solution which would only delay the need for Metro North. BRT is not likely to result in significant mode shift which Metro North would achieve. There is likely to be little benefit to the overall transport network by providing BRT along this corridor.

6.5.6 The Summary of Shortlisted Schemes Table within the Fingal / North Dublin Transport Study states regarding Metro North

"If demand forecasting indicates sufficient passenger demand this may be the most cost effective approach to providing enhanced links to the Airport and Swords."

7 SUMMARY AND CONCLUSION

7.1 Background

- 7.1.1 ILTP have been appointed by the ILAC Centre and CLL to advise them on the implications of the *Fingal / North Dublin Transport Strategy* and to prepare a submission outlining any issues of concern or proposed amendments.
- 7.1.2 The existing ILAC Centre and the permitted Dublin Central development are major retail attractions located off Parnell Street, O'Connell Street and Henry Street.
- 7.1.3 The ILAC Centre and CLL have very actively engaged with DCC, the NTA and the RPA in the past to ensure that the rejuvenation of O'Connell Street as a Tier 1 retail core, attracting visitors from all parts of the city and beyond, could happen in tandem and supportive of improved accessibility to the area by all travel modes including public transport.
- 7.1.4 The ILAC Centre and the Dublin Central development require access from all areas of the city by public transport, walking, cycling and private vehicles.
- 7.1.5 Through the consultation stage of the LUAS BXD Cross City and the Metro North Schemes and active engagement with DCC and the RPA these schemes were suitably modified so that public transport provisions and the regeneration of the retail core could coexist.
- 7.1.6 This submission should also be read in conjunction with the recent submission made on behalf of our client on the proposed Swords / Dublin Airport to City Centre BRT.
- 7.1.7 ILTP Consulting were only provided with a copy of the *Fingal / North Dublin Transport Strategy Strategic Context Tech Note* last week. This Tech Note sets out a number of assumptions which underpin the Study. A number of the assumptions underpinning the analysis risk significantly underestimating transport demand including:
- Population Assumptions
 - Economic Growth and Distribution Assumptions
 - Assumptions regarding other Public Transport which may be provided
- 7.1.8 The assumptions including that the population of the Dublin area will grow by only approximately 1% per annum between now and 2035 are extremely conservative, particularly for the North Dublin and Fingal areas. In the 20 year period 1991 – 2011 the population of Fingal grew by 79.3%.
- 7.1.9 Also assumptions on economic development and distribution are based on modelling undertaken in 2008 and omit or underestimate significant employment generating lands, including Dublin Airport, Swords and other areas served by the Metro North scheme.
- 7.1.10 The Irish economy is projected to grow by 3% – 4% per annum for the next number of years. Transport demand and economic growth are very closely correlated in Ireland. Such a rate of economic growth will significantly increase public transport demand.
- 7.1.11 It is assumed in the *Fingal / North Dublin Transport Study* that all three BRT services which are currently in an early stage of pre-planning are in place. Prior to any possible construction and commencement of BRT services the proposals will require:
- Completion of detailed design
 - Environmental Assessments
 - Approval by An Bord Pleanála

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

- Multiple Compulsory Purchase Orders to be completed
 - Government Approval and Funding
- 7.1.12 The early stage at which the BRT proposals are now at mean it is by no means certain when or indeed if any or all of the BRT schemes as currently envisaged will go ahead
- 7.1.13 It is also assumed that the DART Underground is in pace. Such assumptions are premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*.
- 7.1.14 The cumulative impact of these assumptions is that *Fingal / North Dublin Transport Study* underestimates transport demand and the findings of the Study are prejudiced by being based on assumptions on public transport provision which have no clear basis.
- 7.1.15 The *Fingal / North Dublin Transport Study* shortlists 6 possible schemes. These 6 schemes include heavy rail, metro, Luas and BRT proposals and in some cases a combination of these modes.
- 7.1.16 Some of the proposals add no additional capacity between the City Centre and Fingal. For example HR2 simply provides a spur from the existing Dart Line to Dublin Airport and Swords.
- 7.1.17 One of the shortlisted schemes serves City Centre (O'Connell Street) Ballymun, Santry and Drumcondra. Another of the schemes serve none of these areas and most schemes serve some of these areas.
- 7.1.18 The level of capacity proposed for areas also varies hugely. The various shortlisted schemes mean Ballymun, for example could be served by Metro, Luas, BRT or no public transport upgrade. Equally O'Connell Street could be served by a Luas, Metro or no public transport upgrade.
- 7.1.19 Dublin City Centre is recognised in the Greater Dublin Area Regional Planning Guidelines as the 'Gateway Core', that is the highest level within the settlement hierarchy.
- 7.1.20 Only two of the six shortlisted options (LR3 and LR&) provide direct, improved connectivity with the City Centre. However both of these options in capacity terms are significantly inferior to the permitted Metro North scheme.
- 7.1.21 The 'Optimised metro' option may significantly overstate savings associated with this option as compared to approved metro north and omits costs and uncertainty associated. The implications of the new Metro Stop on Upper O'Connell Street would require detailed consultation with Chartered Lands as took place when planning the approved Metro North scheme.
- 7.1.22 Our client would very much like an opportunity to discuss all matters relating to the *Fingal / North Dublin Transport Study* in the near future and prior to the finalisation of public transport plans for the Study Area.
- 7.2 Conclusion**
- 7.2.1 The *Fingal / North Dublin Transport Study* replaces the approved Metro North scheme with an undefined scheme which may or may not serve the city centre, will have unknown capacity and has as yet no defined timeframe for delivery. Such a degree of uncertainty will significantly hinder investment in key development such as Dublin Centre due to project uncertainty. The regeneration potential that Metro North would bring to Upper O'Connell Street and Ballymun could be compromised.

ILAC Centre and Dublin Central Submission on NTA Fingal / North Dublin Transport Study

- 7.2.2 The BRT solutions are inadequate to meet the travel demands of this key economic corridor and will not result in mode shift away from the private car.
- 7.2.3 Our client would therefore propose that the Metro North scheme, as approved, or the Optimised Metro scheme be provided as they alone can meet the long term needs of the corridor linking Dublin Airport and the City Centre.

From: Michael Higgins <michael@iltp.ie>
Sent: 19 January 2015 16:55
To: northdublinstudy
Cc: Christy O'Sullivan
Subject: Submission Fingal North Dublin Transport Study
Attachments: 150119 Final Submission Fingal North Dublin Transport Study.pdf

Dear Sir / Madam,

Please find attached submission prepared by ILTP Consulting on behalf of the ILAC Centre and Chartered Lands on the Fingal / North Dublin Transport Study. Can you please confirm receipt of Submission. Should you have any queries please contact me.

Regards,

Michael Higgins

Michael Higgins
Senior Transport and Urban Planner

ILTP
consulting

St. Albert's House, Michael@iltp.ie
Dunboyne, Tel: 00353 1 8255700
Co. Meath, Fax: 00353 1 8255730
IRELAND
www.iltp.ie

ILTP Limited, is one of the largest independent infrastructure, land use, transportation and planning consultancies in Ireland. ILTP are also agents for the S-Paramics, UC-win Road, AutoTURN and ParkCAD software packages.

Follow us on twitter: [@ILTPConsulting](https://twitter.com/ILTPConsulting)

View our company profile on Linked In: [ILTPLinkedin](#)

This message has been scanned for malware by SurfControl plc. www.surfcontrol.com

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.



84/86 Lower Baginbun Street
Dublin 2
Ireland

tel: +353 1 603 1800
email: info@ibec.ie
web: www.ibec.ie

7

Ms Anne Graham
North Dublin Transport Study
National Transport Authority
Dun Sceine, Iveagh Court
Harcourt Lane
Dublin 2

19th January 2015

Re: Public consultation on the Fingal/North Dublin Transport Study

Dear Ms Graham,

Ibec is grateful for the opportunity to comment on the Fingal/North Dublin Transport Study and commends the NTA for pursuing a plan-led approach to the strategic transport needs of Dublin's northside and particularly Dublin Airport. For an island nation that does not benefit from a land connection to continental Europe, the strategic importance of Dublin Airport as a core national infrastructure asset is clearly evident. This is reflected in the fact that last year the airport welcomed over 80% of all air passengers to the island of Ireland. Aside from its indispensable role as a strategic gateway for international travel and trade, the airport also directly provides over 15,000 jobs on-site, while supporting close to 100,000 additional jobs in the wider Irish economy. For the above reasons, it is clear that the airport should be facilitated with a public transport system befitting its economic and social importance to the State.

We understand that in the absence of Metro North the daa has implemented a Mobility Management Plan which has enabled 34% of airport users to access the airport via public transport. However this cannot be meaningfully increased in the absence of significant investment in a key public transport project to underpin the sheer quantum of projected growth at the airport in the years ahead. The provision of Bus Rapid Transit (BRT) to Dublin Airport and Swords is welcome as an interim measure prior to the implementation of a rail-based solution. However, it is clear that a road based solution (including BRT) will not be sufficient in the long term given limited road space, an absence of plans for additional road space and increasing levels of private car use in an improving economy.

Ibec supports the development of a high capacity rail project between the airport and Dublin City as the optimum solution for Dublin Airport's transport needs. Only this mode can guarantee the necessary capacity, frequency and time efficiencies required. In this regard we consider that Metro North or an optimised Metro system represent the best solutions for the provision of a rail-based public transport system in this corridor. It is important to consider that whichever option is selected, it will be highly likely to remain in place for decades to come. We need to ensure that future generations don't look back and regret that an apparently less expensive, but ultimately less cost effective solution was implemented for short-term budgetary reasons.

Whichever project is selected, we believe that the daa, as the key affected stakeholder, should have a central role in its design in the interests of proper planning and sustainable development.

Please do not hesitate to contact me if you would like to discuss any element of the submission in further detail

Yours sincerely,


Neil Walker
Head of Infrastructure, Energy and Environment

[REDACTED]

From: kevin.mooney@ibec.ie
Sent: 19 January 2015 16:51
To: northdublinstudy
Subject: North Dublin Transport Study
Attachments: Ibec letter - NTA North Dublin Transport Study.pdf

To whom it may concern,

I attach a letter addressed to your Chief Executive, Ms Anne Graham from Neil Walker, Ibec's Head of Infrastructure, Energy and Environment regarding the current NTA North Dublin Transport Study consultation. I would be grateful if you could bring it to Ms Graham's attention.

Kind regards,
Kevin

Kevin Mooney
Trade and Transport Executive
Ibec
84/86 Lower Baggot Street
Dublin 2
T: +353 1 605 1689
F: +353 1 638 1689
E: kevin.mooney@ibec.ie

An Ireland that works. Read Ibec's business priorities for growth and jobs [here](#).
Join the conversation [@ibec_irl](#) and on [LinkedIn](#)

CONFIDENTIALITY NOTICE - The information contained in this email message is intended only for the confidential use of the named recipient. If the reader of this message is not the intended recipient or the person responsible for delivering it to the recipient, you are hereby notified that you have received this communication in error and that any review, dissemination or copying of this communication is strictly prohibited. If you have received this in error, please notify the sender immediately.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



dublinchamber
of commerce

Submission to the National Transport Authority on the Fingal/North Dublin Transport Study

19th January 2015

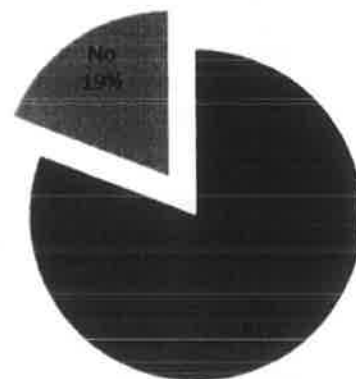
Objective –Transport to enhance competitiveness

In 2013, over 840,000 people were employed in the county of Dublin. This represented more than 40% of the total workforce in Ireland. Employers are dependent on these workers being able to reach them. The existing capacity of the Dublin transport system is due to the downturn in activity since 2008 which pre-crisis was at capacity. Concern is growing amongst businesses that a recovery will now see traffic volumes overcome the system. Dublin's business competitiveness is diminished by this, due to time lost in congestion. The cost is borne by the employer who loses staff hours, or client/delivery numbers.

Indigenous businesses could suffer reduced productivity and lost opportunities at a time when growth is expected to help create an extra 40,000 jobs. From a FDI perspective, one of the key factors influencing a company's decision on where to locate their business is 'ease of travelling around within the city'.¹ The movement of people and goods is being used by international competitor city regions as a differentiator to help them drive their economic growth.

The last year has seen a significant rise in the amount of businesses reporting that they are directly or indirectly seeing costs rise due to congestion. Dublin Chamber's member survey (of 340 respondents) found that 63% were feeling the cost of congestion. An even greater number, four out of five, believe that traffic congestion will become a competitiveness issue for Dublin business.

Dublin Businesses were asked: *"Do you believe that traffic congestion will become a competitiveness issue for Dublin businesses?"*



A strategic, effective and integrated transport system for the next 100 years

The transport plan for Fingal and North Dublin must assess the region's short-, medium-, and long-term transport needs to accommodate the strong population growth forecast for the area. In the short-term, the area is facing a traffic crisis which will impact on the competitiveness of Dublin, its economic growth and job creation. The long-term requires foresight and commitment to pieces of infrastructure that will be used for the next 100 years.

However, any plans for this area must be integrated with a wider transport vision for the Dublin region. Projects should be evaluated based on how they will interact with future projects and the network as a whole. All projects must be placed within a strategic transport network to ensure demand is adequately met and avoid duplication of services. Similarly, ongoing projects must be taken into consideration. For example, the M50 demand management scheme begun in 2013 is expected to affect traffic on a number of regional roads connecting Swords with the N2/Ballymun/Finglas area.

Investment commitment, prioritising and sequencing

In its submission to the Department of Transport on their Land Transport Strategy, Dublin Chamber raised concerns about "the scale of the gap between available funding levels and the level of investment that is necessary to maintain the existing transport network in adequate condition". The

¹ Cushman & Wakefield, October 2011, 'European Cities Monitor 2011'. Senior executives from 501 European companies were surveyed and asked for their views on 36 European cities regarding their relative attractiveness as a business location.

transport capital envelope for Dublin, which the National Transport Authority puts at approximately €150m p.a., is significantly lower than an international city region needs.

Benchmarking Dublin against other cities on a per capita basis highlights the level of underinvestment: London will invest €462m, and Manchester, €367m. Moreover, this benchmarking ignores that both of these cities have already executed significant investment programmes so they are investing from a much stronger base. Dublin's current investment programme must be doubled at a minimum or tripled to keep competitive pace.

As part of this submission, Dublin Chamber hoped to provide a priority and sequencing strategy. However, this proved impossible due to the limited information provided in the study with regard to expected capacity and max capacity (demand on passengers per direction per hour basis) and a clear indication of the probability of modal shift for each route.

The Fingal/North Dublin Transport Study sets out a menu of options for the area to provide a link between Dublin City Centre, Dublin Airport and Swords by 2035. To ensure delivery, the final plan will need to be re-assessed and checked against progress at least every 5 years.

The selected project(s) should aim to achieve maximum modal shift and high capacity. As outlined in the report, private car is currently the dominant mode of travel within Fingal / North Dublin. A shift away from this mode to public transport will largely be driven by shorter commute times. If a proposed project can reduce journey time, and offer reliable service and a pleasant environment, commuters are likely to switch. Projects which fail to meet these essential criteria should not be progressed.

Indeed it is essential to understand the motivations behind commuters' choice of transport mode. For example, Dublin Airport Authority's survey of staff mobility offers revealing insights into some North Dublin commuters' habits and preferences.² The NTA may consider conducting a wider study to determine the factors that influence a person's decision to switch modes, and Dublin Chamber would be happy to work with more of its member companies to achieve this.

The Chamber wishes to note that it is extremely difficult to usefully compare the various options in the absence of data on expected demand for the services. Catchment area is not a sufficient indicator, and the Authority should carry out an in-depth demand assessment to ensure that all projects are adaptable for maximum and minimum demand scenarios.

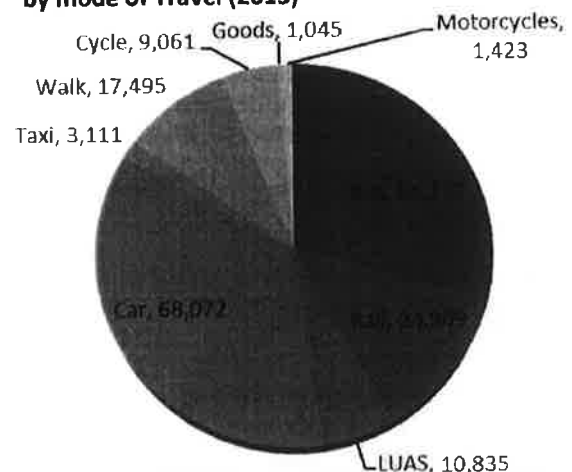
Challenges

There are a number of challenges which complicate the preparation of a long term plan for a strategic, integrated transport system in Dublin.

Population growth

The CSO's population forecast indicates that nearly two-thirds of the State's growth to 2031 will be in the Dublin region. Such growth would be in keeping with the global trends of urbanisation and could help to generate the productivity and innovation needed to help create a sustainable economy in Ireland. North Dublin has seen significant development in recent years and it is likely that such

Numbers of People Crossing the Canal Cordon by mode of Travel (2013)



² A survey of staff mobility found that the majority of Dublin Airport staff currently drive to work, with the percentage of carpooling decreasing significantly in recent years. Convenience and speed remained the top reasons for choice of transport mode, particularly for car users. Those travelling by bus were more likely to cite not having a car as their main reason for modal choice. When asked what their ideal mode of transport would be, over half of employees said car. However, over 1 in 4 claim they would prefer to travel by Metro/Luas or Bus. The main incentives in encouraging employees to use public transport in the future are more frequent and more direct public transport. Indeed, frequency doubles as an incentive. However, 1 in 3 claim nothing will encourage them to switch modes.

development will continue even as housing supply dries up. Therefore, a mass transport system for this region will only grow in importance.

Commercial expansion

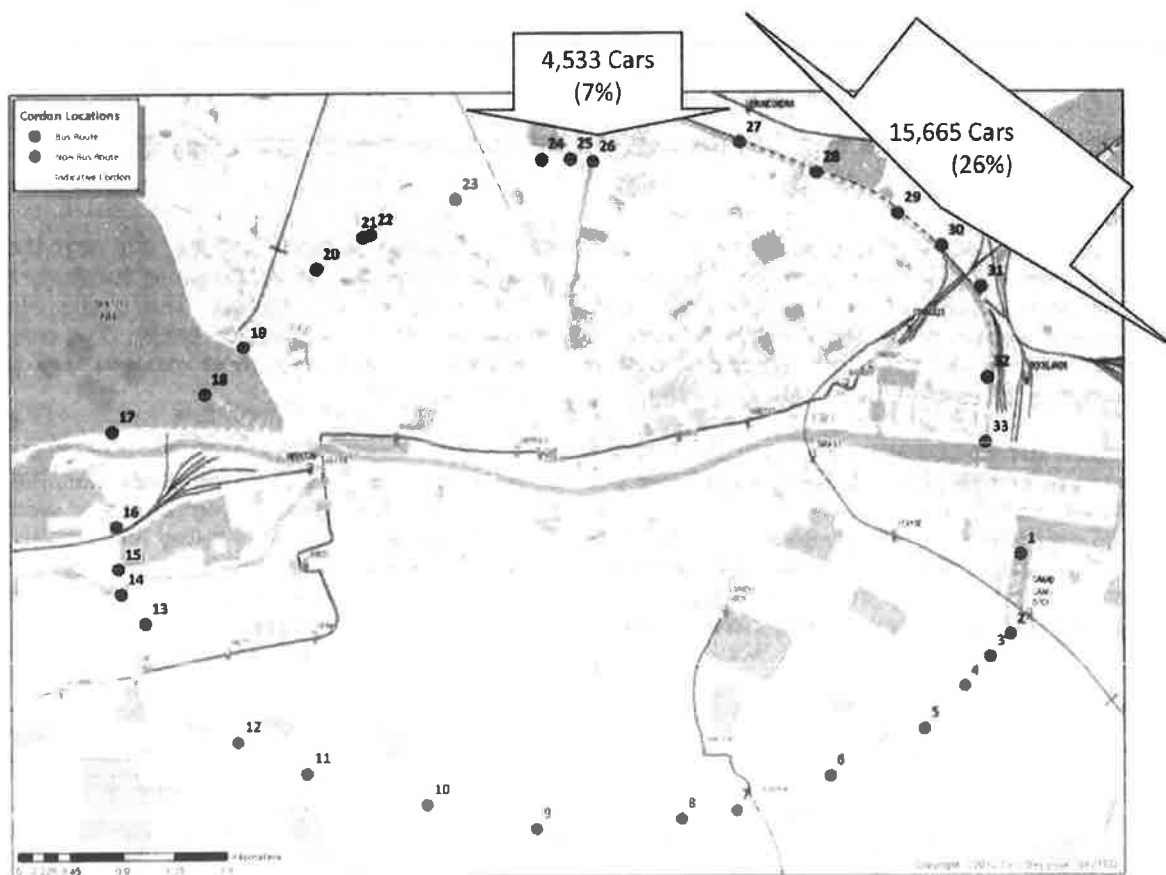
Dublin has seen considerable commercial expansion in recent years, with CSO figures showing that around one quarter of the 60,000 new jobs created were in tourism-related sectors of the economy, including hotels, food and retail. Indeed, Dublin was recently voted one of the best shopping cities in the world. The lack of office space in prime locations also points to economic resurgence. Last year the take up of commercial space across Dublin was 2.5 million sq ft, up from 2 million sq ft in 2013.

Land use planning

It is important that the issue of future transport in Fingal/North Dublin is addressed before commercial and population growth necessitates rapid development in the area. A clear transport system investment plan would inform the land use plans of the local authorities, ensuring better coordination in residential and business zoning.

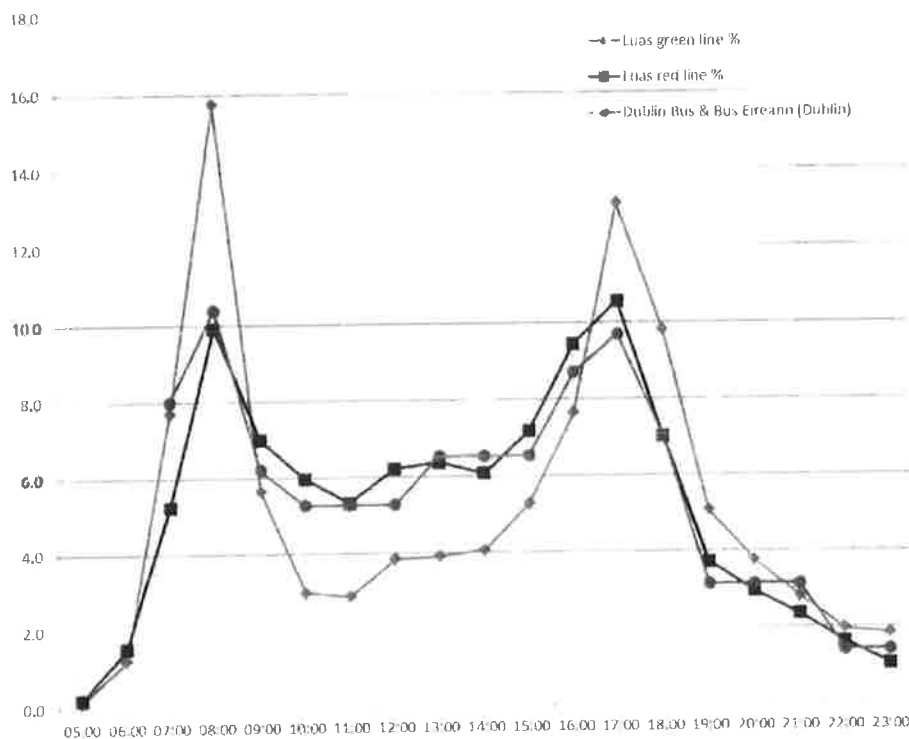
Volumes into city centre by private car

About a third of all people entering the Canal Cordon are travelling by private car and entering from points North and North-east of the canal. The map below, based on 2012 canal cordon data by each of the points, illustrates the scale of the flow – three of the top four highest volume areas of vehicle entry into the centre city are in the Fingal/North Dublin area.



Peak time usage

Journey time is the chief concern for commuters, especially at peak hours in the morning and evening. Any chosen transport solution will be judged according to its ability to get the commuter into and out of work more quickly than other options. This in turn will improve competitiveness. The graph below illustrates this, using Luas and bus data from the CSO.



Average daily flow of Luas and Dublin Bus & Bus Eireann passengers by, 2013

Financing

There is a prevailing perception that finance will be difficult if not impossible to secure, and that there is no 'real' return on the investment for the Exchequer. In the context of constrained funding, the Juncker investment funds from the European Commission could be considered. This could allow delivery of vital transport solutions without impacting on the Government balance sheet. The use of bonds rather than loans for financing could stretch out the financing to a point that makes these 100 year investments more affordable for a cash-flow conscious Exchequer.

Staying 'open for business'

The assessment of the projects needs to ensure that works will allow customers of retail, hospitality and other businesses feel that the local businesses are 'open for business' during enabling works, construction and operation. Businesses are supportive of the work the work that is being undertaken at the moment as part of the Luas Cross City, because all the key stakeholders to the project understand this principle. This is an important consideration that could impact on the cost and demand (if done poorly so as to kill off a business area). The Chamber as a county wide business organisation is willing to continue to play a leadership role in engaging businesses that would be impacted.

Criteria

In reviewing the options set out in the study, the Chamber aimed to use the data provided to assess the route options. However, the assessment work highlighted the limitations of the data available in the study, and informed the following recommendations for the next appraisal phase.

Modal Shift

As outlined above, the Chamber believes the key focus needs to be on peak time ('rush hour') transport for those commuting to work or school. The bulk of the traffic volumes causing congestion arise from this cohort and so the criteria for assessment must be focused there. The study provided figures regarding the population of the catchment area, which provides a good start to the appraisal process but falls short of the more rigorous analysis needed.

- **Speed and journey time**

One of the key factors in modal shift is the time of the journey. The table below gives a summary of the expected existing journey times for key locations across the various modes.

Stephen's Green from...	Connolly Station	Heuston Station	Swords Pavilion
Bus	18 min	22 min	51 min
Walk	24	40	178
Bike	9	18	51
Car via tunnel			34
Car no tunnel			45

It is fair to assume that commuters will not switch from their preferred mode to a different bus or rail service which takes longer than their current routes. Based on the data provided in the study, the Chamber compiled estimates of the journey times offered by the proposed transport options.

		Estimated Journey Time / Swords Centre (Pavilions) - Dublin City Centre (STG) min	Adjusted time to STG (using estimated bus times)
LR6	Metro North	25	25
LR7	Optimised Metro North	27	27
HR3	Malahide to Airport via Sword	41	41
HR4	North Malahide Estuary to Airport via Swords West	41	41
HR5	Combination HR1 + HR3	41	41
HR6	Combination HR1 + Spur Malahide to Swords	41	41
HR2	Clongriffin to Sword	44	44
C2	Combination of HR1 & BRT Swords-Airport	44	
LR3	LCC to Swords via Airport, under Glasnevin (Luas D2)	45	45
BRT4	Docklands to Swords via Tunnel	27 (Connolly Station)	45
BRT5	Combination of BRT2, BRT3, BRT4.	27 (Connolly Station)	45
C1	Combination of HR1 & LR3	45	45
HR8	Maynooth Line (Drumcondra) to Airport-Swords, under Glasnevin	28 (Connolly Station)	46
HR9	Heuston to Swords via Phoenix Park Tunnel, under Glasnevin	27 (Heuston Station)	49
LR4	LCC to Swords via Airport, via Phisborough (Luas D2)	51	51
BRT1	Clongriffin to Airport via Malahide	33 (Connolly Station)	51
LR5	LCC to Swords via Airport, via Drumcondra (Luas D2)	58	58
HR7	Maynooth Line (Broombridge) to Swords via Airport	43 (Connolly Station)	61
LR2	Broombridge to Swords via Airport and Finglas	68	68
LR8	Dublin City Access Transit (CAT)	71	71

It is difficult to see the viability of the six routes with a journey time of over 51 minutes (in red). The attractiveness of routes between 50 and 45 minutes and those five minutes earlier will be down to frequency and journey time reliability.

- **Capacity**

The study provides limited figures in regard to the capacity of the routes outlined (LR6, LR7, BRT1, and BRT5) and these are not present in a comparable format. It is necessary for the purposes of an assessment to understand the expected capacity and maximum capacity of the system. The Chamber recommends that in the assessment and the next appraisal publication that these volumes are presented for each route on a passengers per direction per hour (ppdph) basis for expected and maximum volumes.

Deliverability

The Chamber supports the work of the NTA to determine which of the projects has the best opportunity for deliverability. It is worth reiterating the previously made point regarding financing, so that a large up-front capital doesn't disqualify what would be a better project in the long term.

- Operating costs

The costs of the routes are assessed on a capital cost basis. Neither the operational costs over the longer term (20 year or 30 year period) are presented or seem to be assessed in the context of the route assessment. The Chamber sees such costs as relevant when comparing to financing costs of large capital investments. The estimated revenue from the projects would complete the accounting assessment.

Projects

Rail Mass Transit

Dublin Chamber has concluded that a rail project along the lines of the Metro North will prove absolutely necessary as part of Dublin's long term transport plan. Other solutions might provide a cost effective way to address demand issues in the short term, but they put off the inevitable and in the worst case scenario will become redundant in the fullness of the plan. There is little point in pursuing suboptimal solutions when it is clear that substantial investment is required for the area.

Furthermore, the NTA has pointed to a public transport deficit along the proposed Swords route, stating that "if development occurs along this corridor as currently planned, further significant investment in rail-based transportation infrastructure along the corridor will be required, which may include Metro North." The RPA have also proposed plans for heavy rail in Swords and Lucan, while Iarnród Éireann have plans for a heavy rail link to the airport in the form of a spur from the DART line.

- Metro North

The Chamber considers Metro North to be an essential piece of infrastructure which cannot be further delayed. A substantial amount has already been committed to the project through the development contributions. Planning permission for Metro North was granted and made operational at the end of 2010. As long as major work is commenced, not necessarily complete, by 2020, the planning permission remains viable.

While the construction of major infrastructure inevitably involves some disruption, this can be managed and the city can be kept an attractive place to visit during the course of the metro works. Metro North is essential to the long term viability of the city centre. Traffic congestion has been choking the city centre for many years, and if not addressed, the commercial life of the city centre will permanently lose out to the satellite shopping malls located in suburban centres along the M50.

Whatever the final outcome of this report, the NTA must provide clarity on the question of Metro North. If it is clear that the project will not be delivered in the next ten years, the local authorities should end the collection of development levies for the project.

- Heavy rail from STG to Near Donabate via Airport & Swords

Dublin Chamber suggests that as part of the next stage of review that the NTA review the feasibility of a proposal to make the Metro North route a heavy rail line, which would eventually connect to the Malahide rail line near Donabate. In considering the other heavy rail options, the Chamber felt there was merit in considering such an approach amongst the options analysed. This route would create greater rail integration and allow for easier access to lines heading north towards Belfast.

- Rail Spur to Airport

Dublin Airport is major employment centre for the North Dublin area. The volume of movements is large with between 30,000 and 40,000 people working in the area surrounding Dublin Airport in addition to the 21.7 million passengers that were served through the airport. However, the Chamber is concerned that this approach of using a spur (HR3 or HR6) may not address the objectives of transport for the region.

Bus Services

It is important to recognise that bus services continue to be the predominant public transport mode in terms of network coverage throughout the Greater Dublin Area. In the Chamber's submission to the National Transport Authority's consultation on 2014 Bus Public Service Contracts, it stated that quality of service (i.e. reliability, comfort and frequency) and cost efficiency must be the main priorities in the tendering process for the Public Service Obligation for bus services in Dublin. We reiterate this objective in the review of any bus based services and would seek clarity in relation to any options being reviewed impact on existing bus services.

The use of buses offers to two key opportunities in the formulation and implementation of a constantly developing transport plan for Dublin. With buses, the NTA can test the viability of route demand while addressing immediate demand issues. As stated above, Dublin is reaching a point of crisis in terms of traffic volumes, and the flexibility that the bus system offers is significant. The implementation of Network Direct by Dublin Bus as well as the growth of private bus operators in Dublin needs to be considered in bringing volume to mass public transport systems with the objective of maximising their capacity.

- Bus Rapid Transport

Dublin Chamber recognises the opportunities available through Bus Rapid Transit and believes it can be implemented as a short-term solution on busy routes such as those operating between Dublin Airport and Dublin City Centre. However, it is absolutely critical that BRT is not seen as a long-term solution for these routes.

The option to run a BRT line through the Port Tunnel was not included in the NTA's recent 'Swiftway' consultation, to which the Chamber also responded. The Tunnel is severely underutilised and the reduction in journey time that it could bring to BRT should be considered.

Furthermore, due consideration should be given to the Commercial Bus Operators already operating private express buses along this route. Is there a real need for the NTA to provide another service along this route? Duplication of services must be avoided, and investment funds must be allocated to the project which addresses the greatest need.

- Orbital Bus Routes

The use of buses to test and pilot orbital routes is of particular interest to the Chamber. For routes that might not have viability as light rail, such as the Metro West (from Tallaght to Dardistown), the creation of one of the rail routes above could be coordinate with an orbital bus route to drive demand for high capacity systems.

Further projects to consider

Any transport projects selected as part of the plan will have knock-on effects on projects in the Greater Dublin Area. For example, a decision to proceed with BRT through the Port Tunnel would impact traffic on the proposed Gut Bridge linking Sir John Rogerson Quay and the EastLink. This illustrates the need to integrate the transport plans for all areas of Dublin. In line with Chamber's vision for an integrated transport system for Dublin, the below projects should also be considered as part of the plan.

Dublin City Centre Traffic Plan

Dublin Chamber has communicated its concerns regarding the lack of a single model for traffic movements in and around Dublin post-Luas Cross City. The proposal of particular transport projects is difficult without such a model in place. The impact that various proposals might have is not fully understood (e.g. the impact of BRT routes on existing city centre bus services, implementation of Docklands traffic improvements, changes to traffic routing on the Quays, revised tolling of EastLink & Dublin Tunnel, etc.).

DART Underground

In November 2011, Government announced its intention to defer commencement of DART Underground. A month later, An Bórd Pleanála granted the railway order which would permit construction works on the project to begin. If completed, DART Underground would link Heuston Station to the DART line for the first time with a 7.6km underground line servicing underground stations at Spencer Dock, Pearse Station, Christchurch, St. Stephen's Green and Heuston.

The connectivity of the DART Underground to a Metro North or similar at St. Stephen's Green is of importance to the business case of both projects. The value of any one rail route is multiplied through connections to another, particularly when so central to the hub of the transport network.

With respect to the perennial problem of funding sources, Dublin Chamber believes there is funding vehicles at EU level that should be fully investigated and exploited by the NTA and Government.

Pipeline to Dublin Airport

The Dublin Port Tunnel offers one of the few additional entry points into the city by road and the Chamber suggests that it is worth while exploring if this could be maximised. The capacity available might be increased if the proposed pipeline between the port and airport to transport fuel comes to fruition.

Sir John Rogerson Quay to EastLink

The proposal to connect the EastLink and Sir John Rogerson Quay (South Docks) is highly recommended by the Chamber. The NTA should consider how this project can maximise impact on the movements of the private car users.

Eastern By-Pass

As a high level priority for future iterations of the NDP, Government should give serious consideration to building a Dublin Eastern By-Pass that would close the existing 11km gap that exists on the south-eastern side of the city between the Dublin Port Tunnel and the M50. If economic forecasts are correct and the economy does experience a strong resurgence in the coming decade, the projected costs of between €3.95 billion and €4.35 billion for the Eastern By-Pass could prove to be a manageable burden.³

Furthermore, benefits would easily exceed the anticipated costs. From a strictly economic perspective, a study published by the National Roads Authority (NRA) indicated that the benefit to cost ratio would be in excess of 2 and highlighted the ease of access to the Dublin Port area that an Eastern By-Pass would provide.⁴ The inherent value and merit of the Eastern By-Pass as an infrastructural proposition is not a matter of debate – the sole restriction is the State's economic constraints. Once this obstacle has been overcome, the provision of an Eastern By-Pass should inform Government's transport strategy for Dublin.

Outer Orbital Route

The construction of an orbital route would represent an unqualified boon for the GDA. This new road link would connect Navan, Drogheda, Naas, Newbridge and Kilcullen which are all key focal points in the commuter belt. An operational outer ring road would ensure shorter journey times for road users and greater route integration, both of which would be hugely beneficial to businesses and commuters alike. Significant economic advantages would also arise from an outer orbital route. A feasibility study commissioned by the NRA calculated that this road link would generate benefits in excess of costs of €535 million in Net Present Value terms and entail a Benefit Cost Ratio of 2.⁵

This study placed the cost estimate for an outer ring road on a scale between €1.4 billion and €2.2 billion which was predicated on the assumption that the opening year would be 2016.⁶ Evidently, a 2016 opening date is no longer a realistic prospect and so costs could be higher if the project obtained approval. In that context, Dublin Chamber reiterates the point it articulated in relation to the Eastern By-Pass: when the economy has recovered and sufficient funds are at the disposal of Government, it should proceed with this worthwhile infrastructural project.

³ National Roads Authority (2007) *Dublin Eastern By-Pass Feasibility Study Report*, 3,4

⁴ *Ibid*, 5

⁵ National Roads Authority (2007) *Leinster Orbital Route Feasibility Study*, ix

⁶ *Ibid*, ix

Conclusion

In this submission, the Chamber has laid out its overarching objective of an integrated transport system for Dublin that protects and boosts the city's competitiveness.

Increased investment is required to deliver this, such that the capital funding plan for Dublin is in line with other major cities across Europe.

In the study, the NTA has put forward a number of North Dublin transport solutions for consideration. While it is difficult to evaluate the different options in the absence of data on expected demand and capacity, the Chamber has outlined the key criteria by which any solution should be assessed. The potential for modal shift from private car should be a top priority, as well as improved journey times. Detailed capacity studies must accompany project plans, and the NTA should also account for deliverability.

Dublin Chamber considers Metro North and DART Underground to be absolutely vital to the city's future. These projects should be considered in tandem with those on the table for North Dublin, as well as in light of proposals for a comprehensive Dublin City Centre Traffic Plan, an Outer Orbital Route, the Eastern By-Pass, the bridge linking Sir John Rogerson Quay to EastLink.

From: Orlaith Delargy <Orlaith@dublinchamber.ie>
Sent: 19 January 2015 16:50
To: northdublinstudy
Subject: Dublin Chamber of Commerce - Submission to Fingal/North Dublin Transport Study
Attachments: Dublin Chamber of Commerce - Submission to Fingal-North Transport Study.pdf

To whom it may concern,

Please find attached Dublin Chamber of Commerce's submission to the Fingal/North Dublin Transport Study. I would be grateful if you could confirm receipt of this document.

Regards,

Orlaith Delargy

Public Affairs Executive | [LinkedIn](#) | 01 644 7248
Dublin Chamber of Commerce, 7 Clare St, Dublin 2

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:50
To: northdublinstudy
Subject: Dublin Metro North

National Transport Authority Dun Sceine, Iveagh Court Harcourt Lane
Dublin 2
13/01/2015

Public Consultation on the North Dublin Transport Study

Submission on behalf of [REDACTED]

We believe that North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. The economic regeneration of the town of **Swords** as the **"Capital of Fingal"** depends on this project going ahead. Plans such as those for the 3rd phase of the **Pavilions Shopping Centre**, The DAA's planned Business Park at Dublin Airport fronting T2, the location of new Education and Medical facilities in **Swords** and the attraction of industry for much needed employment become more viable once this missing piece of Infrastructure is put in place. In addition we believe that **Swords** has the potential to develop as a short term stop over location or hospitality centre for Tourists visiting Dublin and the rest of the country.

North County Dublin commuters, business people and tourists arriving into Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes or newly constructed ones that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 /Clongriffin) are not in our opinion a proper solution and must be **immediately ruled out**.

We cannot allow a situation where LUAS and light-rail are good enough for the south-side but those of us in Swords and on the north-side have to make do with long extended-bendy buses instead. Whatever about "BRT / Swiftway" being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin's O'Connell Street, via Dublin Airport and Dublin City University (DCU) following much the same route as the planned Metro North Project that was suspended by the government in 2011. The detailed "Metro North Plan" is already in place and can easily be modified to take account of new circumstances and transport plans for the future. None of the other five solutions presented are viable in the long term and are only at the idea stage. No route selections or costings have been made were as the "Metro North Plan" has.

It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Regards

Thanking You
[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: Cllr. Noel Rock

To: National Transport Authority

RE: Public Consultation on the North Dublin Transport Study

To Whom It May Concern,

I am writing as a Councillor for Glasnevin, Drumcondra, Ballymun, Finglas, Whitehall, Santry and Beaumont – areas which are effected by many of the proposed plans set out in this consultation process. Please find below my submission in respect of this consultation. I have spent some time analysing the NTA's document "Fingal/North Dublin Transport Study" and assessing the various elements which have been set out within the document.

While it is true to say that each mode offers advantages and disadvantages, I would see options **LR3**, **LR7** and **BRT5** as offering the best potential cost-to-benefit ratio. As such, I have set out my analysis of the advantages and disadvantages offered by each of these three modes below:

LR3 – While it offers a competitive route, a fast journey and apparently scores well on capital costs, I would consider the environmental disruption involved to be a significant negative. This is an opinion shared by a great many people in Glasnevin, who are still all too aware of the issues encountered with the process of the Port Tunnel being built. It is clear that further work would need to be done on the route, as there is also local concern that some of the stops may not be placed in the most efficient way.

LR7 – LR7 has substantial advantages of the best journey times, bar HR8, without the traffic fluctuations which will be an inevitable part of BRT5. In addition, it also has the best catchment per KM, which I believe is another large advantage.

However, the tunnelling – which would effectively run under my house at the area of Ferguson/Hardiman Road – is again another significant negative. The length of tunnelling also constitutes a significant cost issue, where it scores quite poorly. This needs to be kept under consideration. The historic environment, while it scores relatively neutrally in the document, I believe will be severely impacted.

The route itself also meanders somewhat, drifting East and West which isn't altogether desirable either. The route through the City Centre seems particularly meandering, though I do see the rationale. The relatively small rolling stock, the smaller stations, fewer stations and vertical alignment changes mean substantial savings over the original Metro North, albeit it is still a substantial investment. As your own reports state though, if demand projections are within the higher range, then this could be the most cost effective option on the table.

BRT5 - My main concerns in relation to BRT5 are constituted by both its perception as a "stopgap" measure and also by the repeated promises made in relation to traffic and road sharing, which I am still entirely uncertain about. When confronted with questions concerning the potential for other BRT services to be held up by Dublin Bus services during busy traffic periods, BRT representatives have tended to answer the inverse question, stating that BRT will not disrupt Dublin Bus due to the relatively short stops it will take.

However, I still have a deep concern that Dublin Bus services and general traffic disruption will prevent the BRT from being as effective as claimed, and I can't see there being much scope for BRTs to overtake, particularly in rush hour traffic in both directions. This remains a significant concern for me, and one which has not been addressed properly at any forum to date.

I am also uncertain as to how three BRT services would play a complementary role in the way envisaged, as they would be taking up two of the main roads from Dublin North West when accessing the City Centre, with both Mobhi Road and Dorset Street – both of which are narrow and have little scope for expansion – having lanes taken up by this service, even at parts where there is presently no bus lane in one direction or, at times, both directions.


As such, I believe there are many question marks over this service, and if anything it possibly takes away from the original BRT lines in part. I would also question the wisdom of having seemingly 12km of BRT with only one stop in Santry. This seems shortsighted and, again, raises another overtaking/traffic management issue with both Dublin Bus and the other BRT service on parts of this route.

However, I fully accept that there are great environmental benefits to the BRT system, and the lack of tunnelling required is a positive. The cost-to-benefit ratio, however, might be quite low in the context of a BRT system already existing along much of these routes.

Conclusion: There is no single solution of the six which will unify all potential advantages that each offers individually. However, I would have reservations about both the tunnelling in relation to LR3 and LR7, while also with the potential for ineffectiveness which is posed by BRT5.

In saying that, I believe these are the best of the options, as HR2 would be another setback for the Northwest of the city, which is already chronically underserved in terms of variety of modes of transport, and it would be a huge disappointment if this were to ignore that part of the city once again. Similarly, HR8 would require the tunnelling found in LR3, without many of the advantages offered by LR3 such as a high level of integration with existing public transport. Option C1 would effectively come with all of the advantages and disadvantages outlined in my analysis of LR3, while including HR1 which would not impact the area which I represent.

All told, despite almost a decade of delays, it is imperative that a considered decision is made which benefits as many people as possible. In this respect, I believe it is important that one of LR3, LR7 or BRT5 – with or without amendments – are among the projects that go ahead.



From: Noel Rock <noel@noelrock.ie>
Sent: 19 January 2015 16:49
To: northdublinstudy
Subject: North Dublin Transport Study Submission
Attachments: NoelRockNTA.docx

To Whom It May Concern,

Please find attached my submission on the North Dublin Transport Study.

Kind regards,
Cllr Noel Rock

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



**COMER
PROPERTY
MANAGEMENT**



Submission to NTA Fingal / North Dublin Transport Study

**Client: Sainfoin Property Company (part of the Comer
Group) - Metropark**





SUBMISSION TO NTA FINGAL NORTH DUBLIN TRANSPORT STUDY

Description:

NTA Submission

Author:

Ken Swaby

Michael Higgins

Approved By:

Christy O'Sullivan

19 January 2015

Distribution:

**National Transport Authority
Sainfoin Property Company**

ILTP
Head Office:
St. Albert's House
Dunboyne
Co. Meath
tel: 01-8255700
fax: 01-8255730
info@iltp.ie
www.iltp.ie



SUBMISSION TO NTA FINGAL NORTH DUBLIN TRANSPORT STUDY

CONTENTS :

	Page
1 INTRODUCTION	1
1.1 Purpose of Report	1
1.2 Background to Submission	1
1.3 Format of Submission	1
2 EXISTING LANDHOLDING STATUS	2
2.1 Introduction	2
2.2 Planning Policy – Zoning	2
2.3 Planning Policy – Transport	3
2.4 Metro North Project	4
2.5 Wider Policy Context	5
3 FINGAL NORTH DUBLIN TRANSPORT ASSUMPTIONS	6
3.1 Introduction	6
3.2 Economic Development Assumptions	6
3.3 Transport Growth	8
3.4 Bus Rapid Transit Assumed to be in Place	8
3.5 Dart Underground and Phoenix Park Tunnel Assumptions	9
4 FINGAL NORTH DUBLIN SHORTLISTED TRANSPORT SCHEMES	12
4.1 Introduction	12
4.2 Outline of NTA Proposals	12
4.3 Shortlisted Schemes and Dardistown LAP – Brief Assessment	13
5 SUMMARY & CONCLUSIONS	15
5.1 Summary	15
5.2 Conclusion	16

FIGURES :

	Page
Figure 2.1: Extent of Comer Group Lands	2
Figure 2.2: Zoning of Comer Group Lands (Source: FCC)	3
Figure 2.3: Transport Network (Source Dardistown LAP)	4



Figure 3.1: Employment Growth Assumptions (Source: Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA.)

7

Figure 3.2: 2033 Do Minimum Transport Network 2033 (Source: *Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA*)

11



1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 The NTA launched a public consultation on the *Fingal / North Dublin Transport Study* in December 2014.
- 1.1.2 ILTP Consulting were engaged by the Comer Group to examine and assess *Fingal / North Dublin Transport Study* and to prepare this submission to the NTA on their behalf.
- 1.1.3 Sainfoin Property Company, part of the Comer Group, have recently acquired a significant landholding within the Study Area at Dardistown and are now examining options for the development of this strategic landbank. A number of the shortlisted schemes pass through the subject landholding.
- 1.1.4 The analysis undertaken by ILTP identified a number of areas of interest and concern for our client. These are set out in this report.

1.2 Background to Submission

- 1.2.1 Sainfoin Property Company (part of the Comer Group) have very recently completed the purchase of a large zoned landholding within Dardistown LAP adjacent to the preferred route of the BRT Swords / Airport to City Centre, known as Metropark.
- 1.2.2 ILTP Consulting acted as transport and land use consultants to the previous owners of the land and are very familiar with the lands and all issues pertaining to accessing and servicing these lands.
- 1.2.3 ILTP previously made a submission to the NTA on the 'preferred route' for the Swords / Airport to City Centre BRT on behalf of the Comer Group in November 2014.
- 1.2.4 The Comer Group have requested ILTP Consulting to conduct a preliminary analysis of the *Fingal / North Dublin Transport Study* proposals.
- 1.2.5 This submission to the National Transport Authority (NTA), *Fingal / North Dublin Transport Study* outlines the findings of this initial assessment and outlines proposed amendments on behalf of our client.

1.3 Format of Submission

- 1.3.1 Chapter 2 provides an overview of the existing land holding, access arrangements and planning policy.
- 1.3.2 The transport and economic assumption are outlined and considered in Chapter 3.
- 1.3.3 In Chapter 4 the shortlisted schemes are considered.
- 1.3.4 The Summary and Conclusions are set down in Chapter 5.



2 EXISTING LANDHOLDING STATUS

2.1 Introduction

- 2.1.1 The Sainfoin Property Company, part of the Comer Group have recently completed the purchase of approximately 85ha of zoned lands in Dardistown, Co. Dublin. The extent of these lands is shown in Figure 2.1.

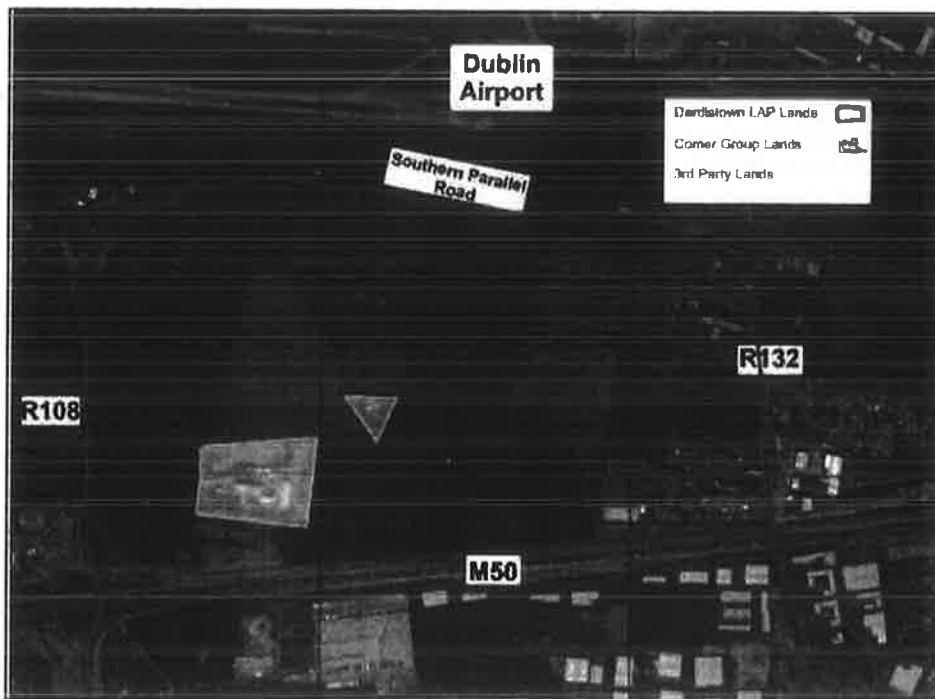


Figure 2.1: Extent of Comer Group Lands

- 2.1.2 These lands are strategically located between Dublin City Centre and Dublin Airport and within the Dardistown LAP and are zoned for development.
- 2.1.3 Sainfoin Property Company are currently examining options for the development of this strategic landbank

2.2 Planning Policy – Zoning

- 2.2.1 The subject lands are zoned in the Fingal County Development Plan. As shown in Figure 2.2 the lands are zoned GE – *Provide opportunities for General Enterprise and Employment* and HT- *Provide for office, research and development and high technology / high technology manufacturing type employment in a high quality built and landscaped environment*.



Figure 2.2: Zoning of Comer Group Lands (Source: FCC)

- 2.2.2 The *Fingal County Development Plan* also required that a Local Area Plan be prepared. This LAP, the *Dardistown LAP 2013*, has been prepared and adopted by Fingal County Council.
- 2.2.3 The LAP provides for the development of the lands and the strategic vision for the lands as stated in the LAP is:

"To develop a sustainable, legible, high quality employment district supporting a broad mix of strategic employment and complementary uses integrated with high quality internal and external movement networks, centred on a higher-density node supported by existing and planned investment in transportation and services infrastructure including future public transportation provision (QBCs and Metro) and road network improvements, while enhancing and protecting surface access to the Airport."

2.3 Planning Policy – Transport

- 2.3.1 The LAP provides a framework for the provision of transport to and within the LAP lands. Figure 2.3 below shows the planned QBC and Metro North within the LAP. A transport hub with bus, metro and bicycle facilities is planned adjacent to Dardistown Metro Station.

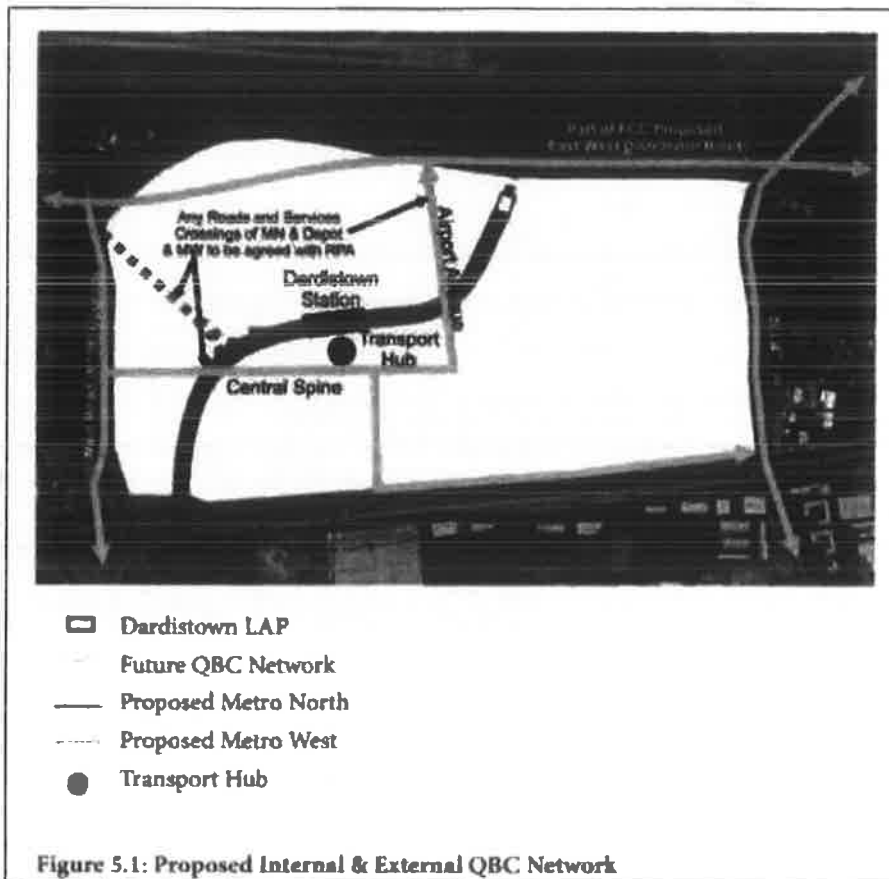


Figure 2.3: Transport Network (Source Dardistown LAP)

2.4 Metro North Project

- 2.4.1 The Metro North Rail Order was approved in 2010 (Ref. 06F.NA.0003). This approved a Metro from St. Stephen's Green to Swords via the city centre.
- 2.4.2 Metro North was routed through the subject lands in Dardistown. A Metro Station, Metro Depot and Park and Ride facilities are proposed within the subject lands. A significant portion of the Dardistown lands are reserved for the construction and provision of the approved Metro North Scheme.
- 2.4.3 In 2011 the Government published the *Infrastructure and Capital Investment 2012 – 16: Medium Term Exchequer Framework*. This stated with regard to Metro North:

"In the context of reduced resources, larger public transport projects proposed for the GDA (such as Metro North and DART Underground which were to be advanced as PPP projects, but which require very significant Exchequer contributions) cannot proceed at this time. They are being postponed for consideration in advance of the next capital programme which will be drawn up in 2015 and will cover the period from 2016 onwards. These projects are being deferred, not cancelled: they remain key elements of the overall integrated



transport strategy for the GDA and will be progressed when fiscal and market conditions improve."

2.4.4 The provision of Metro North remains central to Government planning and is to be reviewed this year.

2.4.5 In 2013 the NTA published the *Integrated Implementation Plan 2013 – 2018*. This plan confirmed that the Swords / Airport – Dublin City Centre corridor will require a high capacity link in the medium term and that a BRT could only be an interim solution. The Implementation Plan states that the BRT could:

"provide an interim transport solution in the shorter term, pending the development of a higher capacity rail solution, such as a metro, on this corridor."

2.4.6 However with the return of substantial economic growth, particularly in the Dublin Region and likely growth rates throughout the country it is now clear that the economic factors which resulted in the delay to Metro North fortunately no longer exist.

2.4.7 It is also clear from the NTA's own studies that BRT along this corridor would at best only offer an interim solution. Unfortunately the approved Metro North Scheme was not included as one of the shortlisted options in the Fingal / North Dublin Study. This is a significant oversight.

2.5 Wider Policy Context

2.5.1 European and National policy is focused on the need to achieve greater use of sustainable travel modes into the future. Maintaining access to our major ports and airports and providing them with rail access are also longer term goals. The M1/M50 corridors are the main access routes to our largest Airport and Port. As an open export led economy it is vital therefore that any transport strategy developed for the Dublin Region seeks to implement strategies that maintain and improve access to these key destinations and meets the longer term goals of providing our main ports and airports with rail based access.

2.5.2 BRT is acknowledged by the NTA as not having sufficient capacity to provide the future access requirement for the Airport to City centre corridor. Furthermore it will not provide the mode shift required to ensure that the key access routes to our ports and airports are maintained and improved. Therefore it is vital that any transport strategy developed for Fingal/North Dublin is appropriate to meet our longer term needs and to promote and sustain the economic growth and development of this key economic corridor. It is also important that infrastructure investment meet overall European Policy targets and to this end a high capacity rail linking Dublin Airport to the City centre is an essential component.



3 FINGAL NORTH DUBLIN TRANSPORT ASSUMPTIONS

3.1 Introduction

3.1.1 The *Fingal / North Dublin Transport Study* is based on a number of assumptions regarding population, economic development and public transport provided.

3.1.2 Key assumptions regarding economic development and transport provision are examined below.

3.2 Economic Development Assumptions

3.2.1 The *Fingal / North Dublin Transport Study Strategic Context Tech Note* provides a background on the demographic trends, the development context, assumptions regarding future transport provisions and provides initial outputs from the 2033 modelling.

3.2.2 The employment growth is based on 2008 NTA modelling and analysis. An overview of the employment growth assumptions is shown in Figure 3.1.

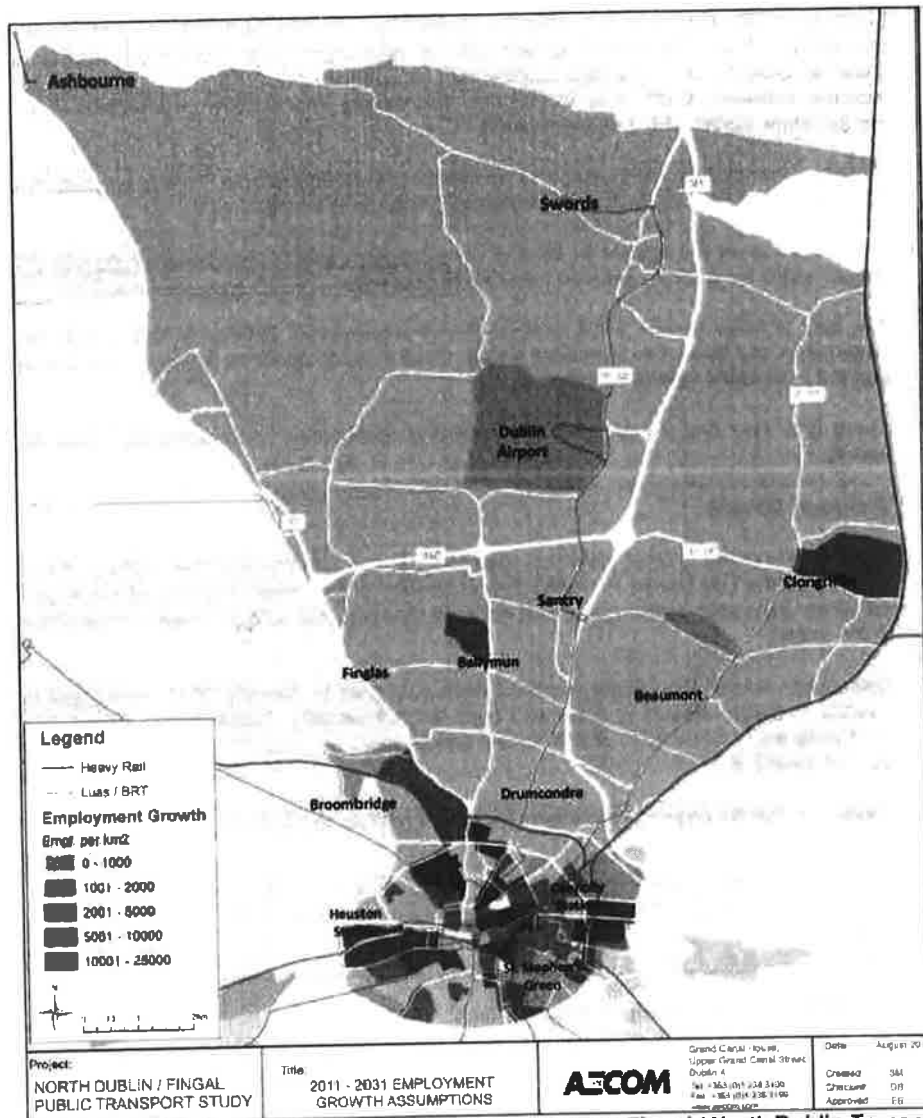
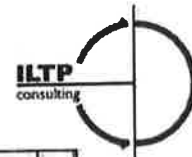


Figure 3.1: Employment Growth Assumptions (Source: Fingal / North Dublin Transport Study Strategic Context Tech Note, NTA.)

- 3.2.3 There is not sufficient detail given to fully examine the assumptions. There are, however, some clear instances of inappropriate assumptions.
- 3.2.4 The Dardistown LAP lands extend to approximately 154ha and the lands are zoned for High Tech and General Employment uses. There is no particular provision made in the modelling for the development of these LAP lands.



- 3.2.5 Similarly, Dublin Airport is only showing Employment Growth of 1,000 – 2,000 between 2011 and 2031. Given the current growth rate of passengers and associated employment and assumed build out date the total employment for Dardistown LAP and Dublin Airport is likely to increase between 10,000 and 20,000 over this period. The employment forecasts in the Study are therefore significantly underestimated.
- 3.2.6 Swords currently has a population of approximately 45,000 people. This is planned to grow to 100,000 people by 2035 in the FCC *Strategic Vision for Swords*.
- 3.2.7 Again there does not appear to be any particular provision for employment growth in Swords despite plans for a very significant increase in population.
- 3.2.8 The lack of detail means a full assessment of employment distribution projections cannot be undertaken, but these two examples alone, allied to the projections being 7 / 8 years old mean that the projections cannot be relied on.
- 3.2.9 There is a very real danger that the modelling undertaken underestimates future economic activity.

3.3 Transport Growth

- 3.3.1 Road data is showing clear growth in road traffic in line with the economic upturn. Of particular concern for the City Centre to Dublin Airport corridor is passenger numbers at the airport as this not alone generates passenger travel demand landside, but also increases employment levels at the airport.
- 3.3.2 New Dublin Airport Passenger numbers were published in January 2015. Passenger numbers peaked at Dublin Airport in 2008 and then fell dramatically. Passenger numbers have been increasing again since 2011 and if current growth rates continue the airport will have its busiest year on record in 2015.

Table 3.1: Dublin Airport Passenger Numbers (Millions) 2005 - 2014

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
No. of Passengers	18.5	21.2	23.3	23.5	20.5	18.4	18.7	19.1	20.2	21.7

3.4 Bus Rapid Transit Assumed to be in Place

- 3.4.1 The preferred route for the Swords to City Centre was published in October 2014. ILTP Consulting on behalf of Comer Group made a submission on the proposed BRT. This submission identified concerns our client has regarding the impact the proposed BRT will have on access and servicing the Dardistown lands.
- 3.4.2 No preferred route for the other 2 proposed BRT routes (Clongriffin to Tallaght and Blanchardstown to UCD) have been made public at this time.
- 3.4.3 The three BRT routes are therefore all at the pre-planning stage. Prior to construction and commencement of services the proposal will require:
- Completion of detailed design
 - Environmental Assessments
 - Approval by An Bord Pleanála



- Multiple Compulsory Purchase Orders to be completed
- Government Approval and Funding

3.4.4 It is by no means certain when or indeed if any or all of the BRT schemes as currently envisaged will go ahead, particularly given the early stage in the planning process that they are now at.

3.4.5 It is assumed in the *Fingal / North Dublin Transport Study* that all three services are in place. Such an assumption is premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*.

3.5 Dart Underground and Phoenix Park Tunnel Assumptions

3.5.1 The Dart Underground is a large scale transport project connecting Hueston Station to the Docklands Station via St. Stephen's Green. It is assumed in the Study Do Minimum scenario that the Dart Underground is in place.

3.5.2 The project has a similar cost to Metro North as outlined in the *Infrastructure and Capital Investment 2012 – 16: Medium Term Exchequer Framework*:

"Metro North has been estimated to cost in excess of €3 billion and DART Underground around €2.6 billion excluding the electrification works on the Maynooth/Kildare/Northern lines and other ancillary works and rolling stock."

3.5.3 Particularly significant in this statement is that the DART Underground is not a stand alone project. For the DART Underground to be fully utilised and deliver the public transport benefits it will require significant additional expenditure in upgrading and electrifying the Maynooth / Kildare / Northern lines and new rolling stock.

3.5.4 These additional works will add very significantly to the true cost of the DART underground scheme.

3.5.5 The Dart Underground Scheme is in the same position as Metro North regarding Government commitment to the scheme. It is stated, also in the Government's *Infrastructure and Capital Investment 2012 – 16: Medium Term Exchequer Framework*:

"In the context of reduced resources, larger public transport projects proposed for the GDA (such as Metro North and DART Underground which were to be advanced as PPP projects, but which require very significant Exchequer contributions) cannot proceed at this time. They are being postponed for consideration in advance of the next capital programme which will be drawn up in 2015 and will cover the period from 2016 onwards."

3.5.6 It is not at all clear why it is assumed in the *Fingal / North Dublin Transport Study* the DART Underground is in place. Such an assumption is premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*. It is also clear that while there is an interim measure (Phoenix Park Tunnel) available which would defer the timescale for DART Underground there is no comparable approved scheme for the Airport to City Centre Metro North Scheme.

3.5.7 The key comparators between Metro North and DART Underground are outlined below.

**Table 3.2: Comparison of Metro North and DART Underground**

	Planning Approved	Cost	Stand Alone Project	Interim Public Transport Measure in Place	Serves Areas without High Capacity Public Transport Links
Metro North	Yes	€2.6bn *	Yes	No	Yes
Dart Underground	Yes	€3bn	No, Requires Electrification works on the Maynooth/Kildare/Northern lines and other ancillary works	Works on re-opening of Phoenix Park Tunnel ongoing to open in 2016	No

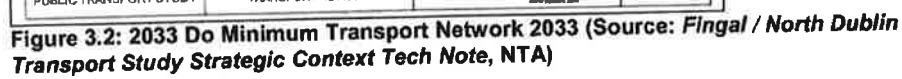
* Excludes Rolling Stock and Other Expenses

3.5.8 Metro North is a fully approved stand alone project which will provide high capacity public transport services on a corridor which the NTA acknowledges requires such a high capacity service in the medium term.

3.5.9 The NTA has identified the Phoenix Park Tunnel which links Hueston and Connolly Station as a means of providing a direct connection for Kildare Line commuters to the City Centre at a vastly lower cost than the DART Underground. This scheme is being progressed and services are expected to commence in 2016 as stated in the NTA, *Integrated Implementation Plan 2013 - 2018*.

"The completion of the City Centre Re-signalling project will provide extra train paths through Connolly Station. It is intended to utilise a portion of these additional train paths to facilitate the use of the Phoenix Park Tunnel for the running of through services from the Kildare line to Connolly and through to Grand Canal Dock. The completion of those major signalling works, together with other engineering works, is anticipated to allow commuter services to commence using the Phoenix Park Tunnel Link in late 2015 or early 2016."

3.5.10 Given that this interim solution will be in place in the short term it is unclear why another heavy rail link between Hueston Station and the City Centre (Along with the existing LUAS) is being prioritised.





4 FINGAL NORTH DUBLIN SHORTLISTED TRANSPORT SCHEMES

4.1 Introduction

4.1.1 In December 2014 the NTA launched a public consultation on the *Fingal / North Dublin Transport Study*.

4.1.2 The purpose of the report, as stated in the report introduction is, "to identify the optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords".

4.1.3 The Study has no proposals on walking, cycling or private vehicular movements. The *Fingal / North Dublin Transport Study* ultimately identifies 6 no. shortlisted schemes for the future provision of public transport in Fingal and North Dublin.

4.2 Outline of NTA Proposals

4.2.1 The *Fingal / North Dublin Transport Study* shortlists 6 possible schemes. These 6 schemes include, heavy rail, metro, Luas and BRT proposals and in some cases a combination of these modes.

4.2.2 The 6 no. options are:

- HR 2 – Heavy Rail spur from Clongriffin to Dublin Airport and Swords
- HR 8 – Heavy Rail Maynooth Line from Drumcondra to Dublin Airport and Swords
- LR 3 – LUAS extension from Cabra to Dublin Airport and Swords
- LR 7 – Metro 'Optimised' from St. Stephen's Green to Dublin Airport and Swords
- BRT 5 – Bus Rapid Transit combination of routes 2, 3 and 4.
- C1 – Combination Heavy Rail 1 to Dublin Airport and Light Rail 3 to Dublin Airport and Swords

4.2.3 The routes and areas they serve vary significantly. Dardistown, Ballymun, Drumcondra and Santry are all served by some routes and not by other shortlisted schemes.

4.2.4 The level of additional capacity overall and for particular areas also varies hugely. Some of the proposals add no additional capacity between the City Centre and Fingal. For example HR2 simply provides a spur from the existing Dart Line to Dublin Airport and Swords.

4.2.5 The BRT options (BRT 5 and C1) are not detailed but it is assumed that these options will not involve any large scale road construction, but rather the re-allocation of existing vehicle and QBC road space. Therefore the additional BRT capacity will be accompanied by loss of capacity for other transport modes which is not quantified in the report.

4.2.6 Despite underestimating travel demand the *Fingal / North Dublin Transport Study Strategic Context Tech Note* does conclude that a high capacity public transport link on the City Centre – Airport / Swords route is still required stating:

"The model indicates that road network travel times by road will decrease and increased delays are forecast in the areas of Swords, Malahide and Clongriffin. Overcrowding is forecast on the Ballymun Road and Swords Road Dublin Bus services and the proposed Swords to City Centre BRT service. This suggests that the projected growth in the study area requires the consideration of higher capacity public transport services on the Ballymun Road and Swords Road corridors."



4.2.7 The Optimised Metro Option (LR7) is forecasted to add significant additional capacity between Swords / Dublin Airport and the City Centre, though less than that provided in the approved Metro Scheme.

4.2.8 The Summary of Shortlisted Schemes Table within the *Fingal / North Dublin Transport Study* states regarding Optimised Metro North:

"If demand forecasting indicates sufficient passenger demand this may be the most cost effective approach to providing enhanced links to the Airport and Swords."

4.2.9 It is quite clear that many of the assumptions contained in the consultation document and supporting document are in many cases too low and now no longer appropriate. The very low level of employment, population and growth levels at Dublin Airport and the presumption that BRT will be implemented all result in a significant underestimation of the future travel demands along this key economic corridor. Therefore it follows if more up to date and appropriate forecasts were used then the Optimised Metro North or Approved Metro North Scheme would most likely be required.

4.3 Shortlisted Schemes and Dardistown LAP – Brief Assessment

4.3.1 A number of the shortlisted schemes route through the Dardistown Lands. There is very limited information available on the alignment and design of these schemes and analysis and observations herein are preliminary.

4.3.2 The shortlisted schemes do not include the approved Metro North scheme. The shortlist includes an 'Optimised Metro'.

4.3.3 The 'Optimised Metro' (LR 7) passes through Dardistown on what appears to be the same vertical alignment as the approved Metro scheme.

4.3.4 The 'Optimised Metro' is to adopt an "at grade alignment through Ballymun, Dardistown and on the R132 at Swords".

4.3.5 The HR 8 – Heary Rail Maynooth Line from Drumcondra to Dublin Airport and Swords passes through the Dardistown Lands. A possible future stop is indicated within the Dardistown Lands. The route bridges over the M50 and route through the Dardistown Lands at grade.

4.3.6 The LR 3 – LUAS extension from Cabra to Dublin Airport and Swords follows a similar alignment to the approved Metro North scheme through Dardistown lands. A Luas stop is provided at the Metro North Dardistown Stop location. LR 3 will be at grade in Dardistown.

4.3.7 The BRT 5 – Bus Rapid Transit is a combination of 3 BRT routes:

- Clongriffin to Airport
- City Centre to Airport via Ballymun
- Docklands to Swords via Tunnel

4.3.8 The City Centre to Airport BRT via Ballymun travels via the R108 adjacent to the Dardistown Lands

4.3.9 The C1 – Combination Heavy Rail 1 to Dublin Airport and Light Rail 3 to Dublin Airport and Swords includes the LR 3 LUAS option described above.



- 4.3.10 These proposals, subject to detailed design may impact on movement and servicing within the Dardistown lands. In addition C1 may impact on accessing the Dardistown lands from the R108.
- 4.3.11 Notwithstanding the lack of detailed design based on our assessments the approved Metro North scheme should be brought forward for further consideration. In the absence of this the Optimised Metro North option would appear to be the next best option.



5 SUMMARY & CONCLUSIONS

5.1 Summary

- 5.1.1 The NTA launched a public consultation on the *Fingal / North Dublin Transport Study* in December 2014.
- 5.1.2 ILTP Consulting were engaged by the Comer Group to examine and assess *Fingal / North Dublin Transport Study* and to prepare this submission to the NTA on their behalf.
- 5.1.3 Sainfoin Property Company, part of the Comer Group, recently purchased approximately 85ha of land in Dardistown. This landholding forms a significant part of the Dardistown LAP lands (154ha) and is within the study area. The approved Metro North scheme routes through the subject lands. A Metro Stop, the Metro Depot and other Metro facilities are to be provided within the subject lands. A significant portion of the Dardistown lands are reserved for the construction and provision of the approved Metro North line and ancillary facilities.
- 5.1.4 A number of assumptions that underpin this study as set out in the *Fingal / North Dublin Transport Study Strategic Context Tech Note* are no longer valid and need to be revised.
- 5.1.5 The Dardistown LAP lands extend to approximately 154ha and the lands are zoned for High Tech and General Employment uses. There is no particular provision made in the modelling for the development of these LAP lands. This and other economic and population assumptions mean the projected travel demand may be significantly underestimated.
- 5.1.6 The consultation document also assumed that 3 no. BRT routes and the Dart Underground are assumed to be in place in the *Fingal / North Dublin Transport Study*. Such an assumption is premature and prejudicial to the consideration of alternatives set out in the *Fingal / North Dublin Transport Study*.
- 5.1.7 Dart Underground is not a stand alone project and requires electrification works on the Maynooth/Kildare/Northern lines and other ancillary works. The linking of Hueston Station and the City Centre is already provided by the LUAS and will be supplemented next year by the re-opening of the Phoenix Park rail tunnel between Hueston and Connolly Stations.
- 5.1.8 Metro North, on the other hand, is a fully approved stand alone project which will provide high capacity public transport services on the Swords / Dublin Airport to City Centre corridor which the NTA acknowledges requires such a high capacity service in the medium term.
- 5.1.9 A number of the 6 shortlisted projects serve directly the Dardistown Lands. There is not sufficient detail to allow for any detailed appraisal of the individual options. However the various options, BRT, LUAS, Heavy Rail and Metro all have very different characteristics in terms of capacity, level of service and journey time. The lack of detail on these schemes and their design mean that a full assessment of the impacts of the schemes on the Dardistown Lands cannot be undertaken.
- 5.1.10 It is vital that the public transport provision promotes the use of public transport and has sufficient capacity for the medium to long term.
- 5.1.11 The summary of Chapter 5 of the *Fingal / North Dublin Transport Study Strategic Context Tech Note* is pertinent in that it makes clear a BRT service on the Airport / Swords to City Centre corridor is not sufficient:

"The model indicates that road network travel times by road will decrease and increased delays are forecast in the areas of Swords, Malahide and Clongriffin. Overcrowding is forecast on the Ballymun Road and Swords Road Dublin Bus



services and the proposed Swords to City Centre BRT service. This suggests that the projected growth in the study area requires the consideration of higher capacity public transport services on the Ballymun Road and Swords Road corridors."

5.1.12 The NTA acknowledge that a high capacity public transport service is required on the Swords / Airport to City Centre corridor in the medium term. This option should be progressed as a matter of urgency.

5.1.13 This would give certainty and allow the development of the area to proceed in line with Regional and local planning policy.

5.2 Conclusion

5.2.1 The approved Metro North Scheme should have been included as a shortlisted option in the Consultation document as this is an approved scheme that could be progressed without delay.

5.2.2 Many of the assumptions underpinning the analysis are out of date. Key development areas are not given adequate weight. An update of the employment, population and other parameters are likely to show the need to progress Metro North.

5.2.3 The alternative, the Optimised Metro North Scheme should be considered only if it offers significant economic savings and does not unduly delay the delivery of the scheme.

5.2.4 However it is important that certainty is brought to the future transport network of Fingal / North Dublin of ensure the economic forecasts and growth potential of the Swords / Airport to City Centre corridor are realised.

From: Michael Higgins <michael@iltp.ie>
Sent: 19 January 2015 16:49
To: northdublinstudy
Cc: Christy O'Sullivan
Subject: Submission Fingal North Dublin Transport Study
Attachments: 150119 Final Submission to North Dublin Fingal Transport Study.pdf

Dear Sir / Madam,

Please find attached submission prepared by ILTP Consulting on behalf of Sainfoin Property Company (part of the Comer Group) on the Fingal / North Dublin Transport Study. Can you please confirm receipt of Submission. Should you have any queries please contact me.

Regards,

Michael Higgins
Senior Transport and Urban Planner

ILTP

consulting

St. Albert's House, Michael@iltp.ie
Dunboyne, Tel: 00353 1 8255700
Co. Meath, Fax: 00353 1 8255730
IRELAND
www.iltp.ie

ILTP Limited, is one of the largest independent infrastructure, land use, transportation and planning consultancies in Ireland. ILTP are also agents for the S-Paramics, UC-win Road, AutoTURN and ParkCAD software packages.

Follow us on twitter: [@ILTPConsulting](https://twitter.com/ILTPConsulting)

View our company profile on Linked In: [ILTPLinkedin](https://www.linkedin.com/company/iltp/)

This message has been scanned for malware by SurfControl plc. www.surfcontrol.com

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

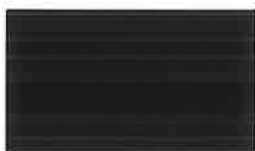
From: [REDACTED]
Sent: 19 January 2015 16:42
To: northdublinstudy
Subject: Submission on North Dublin Transport Study

Dear NTA,

I wish to support the proposed LR3 option. I believe that this proposal would provide an excellent public transport system to an underserved area of the city and it would do so in a cost effective manner. If sufficient funding is available, the C1 option, which combines LR3 and HR1, should be considered.

There are some significant drawbacks with a number of other options. For example, while Metro North would provide an excellent public transport link, it is prohibitively expensive. Furthermore, it is hard to imagine how there is sufficient road space available for most of the BRT options.

Kind regards,



--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

**Submission from local resident of Swords, Co. Dublin for the building of Metro
North - LR6**

We think the original Metro North Scheme as proposed by the RPA and approved by An Bord Pleanála in 2010 is the best option for North County Dublin for various reasons.

1. The Swords area is in dire need of regeneration and investment with, numerous buildings, offices and factory's remaining fallow for the last number of years. The Metro North would add inward investment to a dilapidated area and create a resurgence.
2. The greater Swords area is ever expanding and is currently the largest town in the Dublin region with figures suggesting there are currently over 40,000 people residing in Swords with numbers increasing year on year. This figure increases if the greater Swords area is taken into account. Proposed figures also suggest that this number could rise to 60,000 in the next 15-20 years.
3. Swords could be a business and development mecca with its close proximity to the airport (5 minutes by Metro) and Dublin City Centre (30 minutes)
4. Dublin is the only remaining Capital city in Europe that does not have an interlinked rail network servicing the airport to its city centre.
5. Traffic on roads connecting Dublin City Centre and the airport/Swords are at maximum capacity, with bottle necks in Drumcondra, Whitehall, Ballymun, Malahide Road and Santry. The Metro North is preferable over the BRT (Bus Rapid Transit) as it would be 70% underground and it would alleviate the strain on the roads with less cars and busses.
6. We have to look to the future. Dublin city and county is ever changing with developments ongoing. This Metro North is designed to be a long term solution, where extra capacity can be controlled by adding an extra carriage rather than the constant widening of roads and in some places like Drumcondra it is impossible.

7. A park and ride could be built in Lissenhall Little or Lissenhall Great, to facilitate commuters to transport themselves into Dublin City Centre without clogging up the main arteries of the Swords area.
8. A misconception that was expressed regarding Lissenhall is that it floods in bad weather. Lissenhall has never flooded and the recent survey of the area in 2010 confirmed that.

Benefits of the Metro North to Swords - LR6

- The scheme satisfies the project objectives and, having already been developed to detailed design, is technically feasible;
- The proposed route serves a very dense catchment area and many of the major trip generators within the area.
- The service has a very high capacity potential which would be future proof for the ever expanding region. Metro North was proposed with a capacity of 8,000 passengers per direction per hour (ppdph) based on 5 minute headways in the AM peak. Capacity was proposed to increase incrementally through the procurement of additional vehicles with the ultimate capacity, based on a 2 minute headway, in the order of 20,000 ppdph. This capacity reflected an expected forecast demand at the time of approximately 17,000 ppdph. This is much higher than any of the other proposed solutions.
- The service offers excellent journey times owing to the level of frequency and segregation proposed.
- The proposed Metro North alignment has formed the basis for spatial plans within the study area for some time, therefore it integrates excellently with future planning proposals.
- The scheme has already been through the required statutory planning processes and was granted planning approval to be developed.
- The cost of the scheme is high relative to all other schemes being assessed however this is a long term solution.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:42
To: northdublinstudy
Subject: Fingal / North Dublin Transport Study - Metro North Submission
Attachments: Metro North Submission.pdf

Good evening,

Please see attached document on the Fingal / North Dublin Transport Study - Metro North Submission.

Thank you for your time in reading it.

--

Kind regards,

[REDACTED]

Mob: [REDACTED]
Email: [REDACTED]

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:41
To: northdublinstudy
Subject: Submission re NTA North Dublin Study

[REDACTED]

Dear Sir or Madam,

I wish to make a submission regarding this purported public consultation for the North Dublin study, the outcome of which is likely to have impact on an area in which half a million people live and work.

As seems to be increasingly NTA practice, this purported consultation with the public will solicit relatively very few responses. In effect, by way of lack of effective advertisement or public workshops, and other forms of useful engagement - and also by consultation being conducted at Christmas time - the public is in my opinion being locked out of the process.

As NTA will be aware from my submissions, most recent one having been filed on November 28th, I take an active interest in public transport planning affecting Dublin. However I too have been unaware of this consultation, and hence am denied opportunity to make meaningful comment owing to the deadline being set today and the process being flawed.

Perhaps when NTA conducts another consultation during a holiday period, as seems to be standard NTA practice, notification of such consultation can be advertised on the Moon and Mars - as it seems that it is the intention of NTA to deny citizens any form of meaningful participation.

Yet even when citizens do participate and look simply for statutory objectives to be adhered to - such as a rail station being opened at Cross Guns Bridge as previously identified in the Phibsborough LAP - such legal obligations are ignored, despite NTA scheming to intensify use of that rail infrastructure.

'Public consultation' under the NTA is a misnomer. It is at best an exercise in box-ticking seemingly to ensure that all superficially appears legitimate - but is in reality a sham process which has been hollowed out from the centre, and is seemingly designed to obfuscate any meaningful public participation, and has in my opinion noticeably little legal basis.

Moreover, that the NTA in the past have shown dedicated unwillingness to make public the results of so-called public consultations further underlines my assertions as to the futility of expecting any kind of meaningful engagement by the NTA with citizens..

For the above reasons, there is little point to me giving my opinion on the proposed scheme.

However, I hope and believe it is made clear as to what my opinion is as to this purported process.

Finally, please allow me to reiterate the advice I previously provided in the hope it may be of some assistance: the NTA should be reminded that access to environmental justice has become remarkably more affordable. In such instances, the NTA would do well to be lucky all of the time.

Is mise,



This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Having perused through the document for transport in north Dublin I have a few observations regarding the proposals put forward:

The HR8 line proposal is one in which could facilitate many connections with the existing rail network. There is ample capacity in the existing DART fleet to cater for this route, potentially saving on new rolling stock.

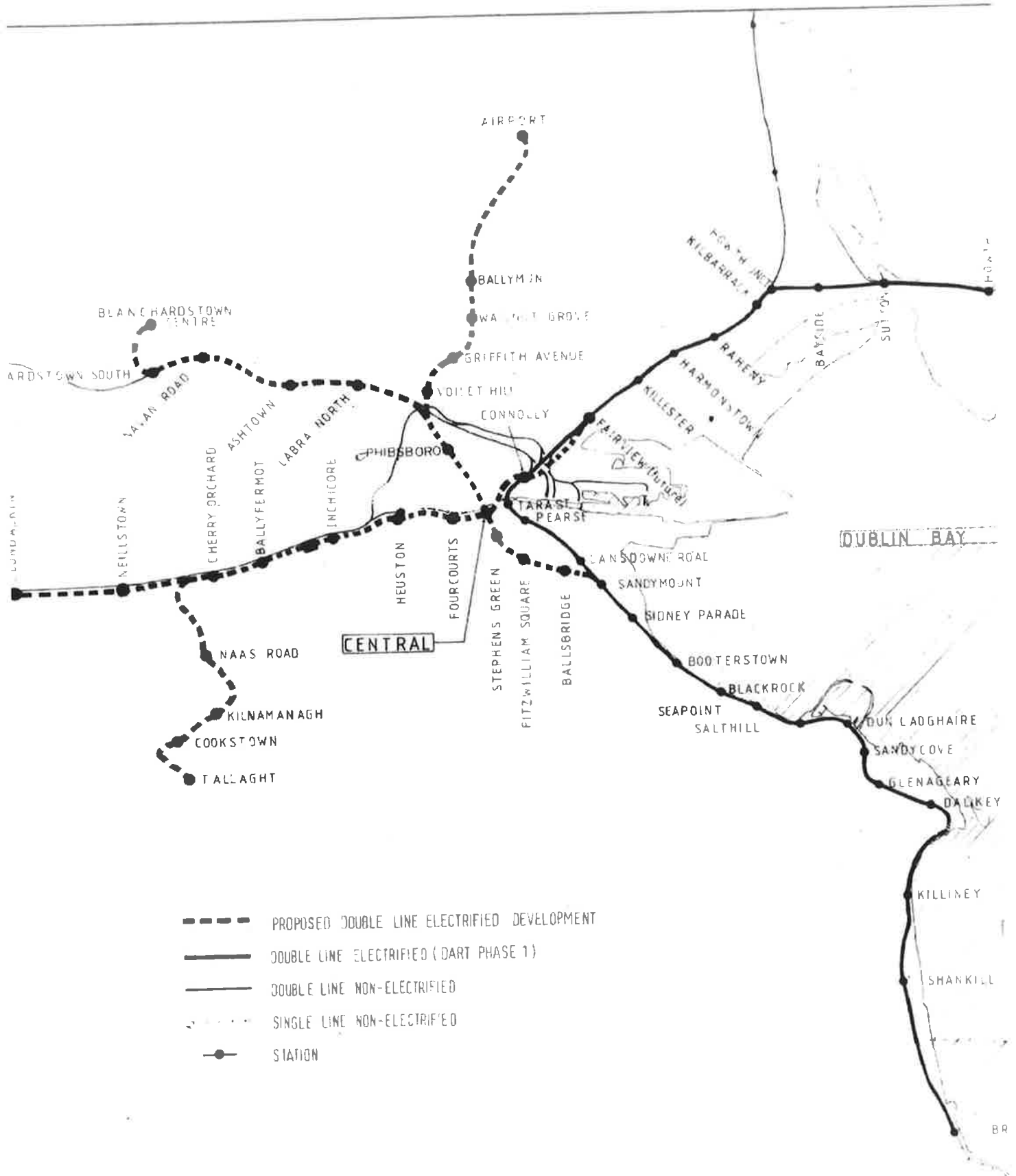
The Docklands/ Liffey branch could accommodate heavy rail traffic on the HR8 route. Revised trackwork arrangements could facilitate this.

Any bridge or tunnel across the Royal Canal would entail working with Waterways Ireland as this is an operational canal.

Provision should be made for future connection of HR8 to the Broadstone [Crosscity Luas] alignment. This would be if the Broadstone alignment was converted to heavy rail. Consideration must also be made of an underground heavy rail tunnel connecting Broadstone with the present Harcourt Street [Luas Green line] alignment in the event of this being converted to heavy rail.

While the spur branching from Clongriffin would require less tunnelling there are other issues which this would cause such as capacity from Connolly to Howth Junction. There is ample space for quadrupling to milepost 4 north of Raheny. However from this point to north of Howth Junction compulsory purchase orders would be required to facilitate this. One item of concern is a listed station building at Howth Junction. Also if the Howth branch is to operated as a shuttle service a new depot may be required on the branch.

Regarding light rail, Luas has consideration been made of orbital lines such as a Luas line from Whitehall to Howth Junction or Clongriffin? Either of these stations could become transport interchanges with a Luas connection. A Luas line would also connect outlying suburbs such as Santry and Coolock to light rail transport.



DART PROPOSED FULL SYSTEM
 AND OTHER LINES IN THE DUBLIN AREA

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:39
To: northdublinstudy
Subject: North Dublin rail submissions
Attachments: Rapid Rail.odt; img111.jpg

Dear Sir/ Madam,
please find attached my submissions for rail transport in Dublin,

Regards,

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

North Dublin Transport Study Public Consultation Process
Submission by Cllr Paul McAuliffe

I welcome the opportunity to make my views known on the future transport requirements in North Dublin/Fingal and in particular in those areas, I currently represent as a Councillor on Dublin City Council. These include Finglas, Ballymun, Santry, Glasnevin, Whitehall and Drumcondra.

At this point in the process the exact route and stations for each option appear to be indicative and therefore I will reserve detailed points regarding the local impact of each station and line until a later stage in the project when the preferred route has been identified.

At this stage in the process it is important to consider a number of factors when nominating the preferred route. I understand land use planning, employment and population forecasts form the basis of identifying the preferred route. I believe the potential for development in Dublin North West in the coming years is significant. The proximity of undeveloped lands to the M50, DCU and the City Centre warrant a significant transport investment similar to that laid out in the Metro north project.

- The lands between the city boundary and the M50 and those immediately north of the M50 bordering Finglas and Ballymun hold major development opportunities for housing, employment and leisure amenities. The preferred option must give equal consideration to the potential of these lands closer to the city while also considering the development potential in the North County/Swords area.

- The Dublin North West area, north of the Tolka and east of the M1 is at present not served by a commuter rail/light rail project. The previously agreed route of Metro North was welcomed by local communities and business groups. It formed a major part of the current Dublin City Development plan, the Ballymun Area Master Plan and the Green way initiative. In considering any alternative proposal to that broadly covered by Metro North, the agency must consider the negative impact this would have on the existing planning framework. It is for this reason that I believe a DART link from Clongriffin to the airport and Swords (Option HR2) should not be considered as it is a significant departure from the existing City and County development plans and has no reference to the previous approved Metro North route.
- The section 49 Metro North Development Levy scheme was created by Dublin City Council in 2007 for a period of 30 years. Already more than €13m has been collected by Dublin City Council and Fingal County Council under this scheme. The announcement of a preferred route which does not cover the previous Metro North line must result in an immediate amendment of this scheme and a refund for those who it no longer covers but who have submitted contributions.
- In considering all other options, consideration must be given to the routes connectivity with other rail/light rail/ BRT projects. The final route should be attractive to both commuters and those using Dublin Airport. The preferred route cannot be considered in isolation and connectivity with the City Centre or a transport hub with high frequency connectivity to the City Centre must be a priority for consideration.
- The sensitivity of Glasnevin Cemetery must be a consideration at all times and full consultation with Glasnevin Trust should occur in advance of any preferred route being announced.
- Where possible the final location of stations on the preferred line should be close to existing village/town centres. By way of example the Ballymun stop should not be located significantly north of the Civic Plaza as indicated in a number of options. This principle should apply to other city villages where appropriate.

[REDACTED]

From: Cllr Paul McAuliffe <paul@votemcauliffe.com>
Sent: 19 January 2015 16:30
To: northdublinstudy
Attachments: North Dublin Transport Study Public Consultation Process.pdf

Please find enclosed Submission by Cllr Paul McAuliffe regarding the North Dublin Transport Study Public Consultation Process

Cllr Paul McAuliffe
Fianna Fáil Member's Room, City Hall, Dublin 2
Tel [REDACTED]
paul.mcauliffe@dublincity.ie
www.votemcauliffe.com
Advice clinic: 11am each Saturday,
The Willows Pub, Sycamore Road, Finglas, Dublin 11.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



**Fingal Dublin
CHAMBER**
IN BUSINESS FOR BUSINESS

**North Dublin Transport Study
National Transport Authority
Dun Seine, Iveagh Court,
Harcourt Lane,
Dublin 2**

19th January 2015

Submission on Fingal/North Dublin Transport Study

Introduction

Fingal Dublin Chamber of Commerce is the accredited Chamber of Commerce for the Fingal Region of Dublin. As the area's largest and most representative business organisation, the Chamber promotes the creation and maintenance of a vital, thriving business climate and supports the civic, educational, recreational and economic well-being of the Fingal/North Dublin Region.

Fingal/North Dublin Region -

The Fingal Region is home to over 270,000 people and has the fastest growing and the youngest population in the country. There are currently over 102,000 residential units in the Fingal County Council area and this is planned to grow to over 142,000 by 2022 – an increase of nearly 39% which will increase the population to over 370,000. The last census indicated that over 51% of Fingal residents who worked outside of the home travelled to Dublin City to their workplace with the majority using private cars for their journeys.

The region is renowned for strong business leadership and inspiring innovation in technology, manufacturing, aviation, financial services, logistics & distribution, quality of food and tourism & hospitality. It is also home to some of the best and most outstanding multi-national companies from across the world that have chosen this region to invest in and to create jobs for the well-educated and highly-skilled workforce. This is in addition to the large diversified range of indigenous companies who provide services to businesses and consumers. There are over 8,000 registered businesses in Fingal.

Dublin Airport which is at the heart of the region, is and has been for many years a major provider of a wide range of high quality jobs for large numbers of people in Fingal and the Dublin City Region. The airport is the single largest transport hub in the country not only for aviation but also for bus services, taxis and car-parking facilities. The airport is also the country's largest single employment base with over 14,000 people currently directly employed there. By 2022 (probably the earliest date that a rail system can be delivered) passenger numbers at Dublin Airport can be expected to grow from over 21 million to over 29 million (based on an average growth of 4.5% over the next seven years) and the number of staff is expected to increase to over 19,000.

Fingal Dublin Chamber

Chamber Buildings, North Street, Swords, Co Dublin
T: 8900977 E: info@fingaldublinchamber.ie

The Fingal North Dublin Region has two third level colleges Dublin City University (DCU) and the Institute of Technology Blanchardstown (ITB) with a growing number of students who require transport facilities.

All these figures clearly indicate the ever growing the need to reduce the use of private cars and to move more people over to an efficient public transport system which can move people faster and in larger numbers in the coming years.

Proposed Transport Options

LR7

This option provides an alternative option to LR6 and is the preferred option of the Chamber which accepts the need to achieve significant reduced capital costs.

- As stated in the study it satisfies the objectives of the project with a very high capacity route through very dense population areas ensuring maximum potential use of the service.
- This route not only connects the Swords- Dublin Airport – Dublin City centre but also provides access for Ballymun and Dublin City University which will ensure greater patronage of the system.
- The route also in is line with the spatial plans of Fingal County Council and Dublin City Council and integrates well with future plans for the Swords – Dublin Airport – Dublin City Region.
- This option provides the most flexible opportunities for the future development of rail connections to the large residential areas of Blanchardstown, the Institute of Technology in Blanchardstown (ITB) and in particular with the large tracts of industrially zoned lands between the N2 and N3.
- The route has already been through preliminary planning processes.

LR3

This option offers a reasonable alternative to LR7 but would need to be further examined to agree the best route to minimise traffic disruption and maximise passenger usage while achieving good travel times.

- LUAS has shown that Light Rail can provide fast, frequent and reliable services which can and does move people from private cars to public transport.
- The route connect to the LUAS Cross City in Cabra.

This option would be the Chamber's preferred option if LR7 was not possible due to financial constraints.

HR2

This option does not address the need to connect to North City areas such as Ballymun and Dublin City University, would only serve the eastern side of the region and has no potential to expand or extend to meet transport requirements in the western areas of Fingal North Dublin. This heavy rail option would not be able to provide a fast regular service to/from Swords, Dublin Airport and Dublin City as it would share the main Dublin Belfast line with other heavy rail users. There are already many concerns about the capacity of this line for future growth.

HR8

This option would have to share the already limited Western Line with other heavy rail users and would not be able to provide a fast regular service to/from Swords, Dublin Airport and Dublin City.

BRT5

This option does not adequately match the objectives of the project, is the least desirable of the options proposed and would appear to be a poor use of limited financial resources.

It is a combination of too many routes which would not provide a fast, efficient and reliable service on the Swords - Dublin Airport – Dublin City corridor. This is simply a displacement service for the existing public transport services including Swords Express, 41X and 33X express Dublin Bus routes and the 102 which connects Swords to the DART at Malahide. It is not a full BRT system as it will not be sufficiently segregated and will significantly disrupt traffic resulting in poorer journey times with no benefit to the travelling public.

The proposed routes do not meet the capacity requirements of the project. The combining of three different routes along the corridor is unlikely to succeed in making people shift from private car use to public transport as would a single dedicated high capacity light rail or metro route.

It is the least desirable of the options and would appear to be a poor use of limited financial resources.

C1

This combined option again is a mismatch of services which cannot give a fast reliable service along the Swords – Dublin Airport Corridor which is the objective of this study.

Conclusion

Fingal Dublin Chamber has been a long-term advocate of a high capacity, efficient and reliable rail link between Swords, Dublin Airport and Dublin City Centre and fully supported the Metro North (LR6) scheme which remains our preferred option for meeting the future transport requirements for the region.

Given the objective to minimise capital investment, the Chamber's preferred option is the LR7 route which provides most of the benefits of Metro North at a considerably reduced cost. This option would provide the best possible service and cover a large densely populated area with a fast, efficient and reliable light rail system.

The LR3 option is the Chamber's second preferred option

Yours sincerely



Tony Lambert
Chief Executive



Siobhan Kinsella
President

From: Tony Lambert <tony@fingaldublinchamber.ie>
Sent: 19 January 2015 16:24
To: northdublinstudy
Subject: Fingal North Dublin Transport Study Submission
Attachments: Chamber Submission on Transport Options for Fingal North Dublin.docx

Hi

Please find attached the Fingal Dublin Chamber submission for the Fingal North Dublin Transport Study

Best regards

Tony Lambert
Chief Executive



**Fingal Dublin
CHAMBER**
IN BUSINESS FOR BUSINESS



Excellence in Business Awards 2014

Best Business Network Organisation

Fingal Dublin Chamber of Commerce



Chamber Buildings, North Street, Swords, Co Dublin
T. 8900977 F. 8900990 M. [REDACTED]
Email: info@fingaldublinchamber.ie
www.fingaldublinchamber.ie

Chamber Council & Directors: Siobhan Kinsella, President & Director, Siobhan O'Donnell, Immediate Past President & Director, Guy Thompson, Deputy President & Director, Jock Jordan, Vice-President & Director, Maura Cassidy, Treasurer & Director, Tony Lambert, Company Secretary/Chief Executive, Sarah Bohan, Lynn Cawley, John Connolly, Gerry Fitzmaurice, Joe Gavin, Martina Hilliard, Ian Hunter, Michael Kennedy, Terry McCoy, Jennifer McKenna, Mary Meaney, Kenny Morgan, Lucia O'Riordan, Tara Shortall, Alan Spain, Robbie Whelan.

Fingal Dublin Chamber is a registered trading name for Fingal Dublin Chamber of Commerce Limited - Registration Number 286950. The above address is the registered office and address of the company.

18

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:23
To: northdublinstudy
Subject: North Dublin Study

Dear Sir/Madam,

Following a review of the transport study for Dublin North, I feel the only option for Swords is the Metro or revised metro(LR6 or LR7).

The metro already has approval for planning. Swords and Fingal needs a modern transport system linking the airport and city centre. I personally feel these are the most viable options.

I am totally against the BRT, although this may be the less expensive option, this is offering no benefit and I feel it is a short term solution when Swords will eventually need a rail/metro system, costing more money in the long term. The BRT is adding traffic to congested roads on a route that is already available. There really seems no benefit to the community and tourists commuting in and out of Dublin Airport.

Metro has planning, and will offer great links to airport and the city. This will put Dublin in contention with other European cities that offer such transport networks from their city airports.

I hope the government and National Transport Authority listens to the majority of the community and will bring the Metro to Swords.

Kind regards,

[REDACTED]

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]
[REDACTED]
[REDACTED]
Dublin 7

Date 19-010-915

Arguments in favour of LR3 - Cabra to Swords via Dublin Airport under Glasnevin Cemetery

I strongly favour option LR3 from the FINGAL/NORTH DUBLIN TRANSPORT STUDY.

The reasons are manifold

1. Minimal impact on city centre traffic during construction – using existing LUAS line already under construction from St Stephen' Green to Broombridge to get through the already congested city centre
2. High quality high Capacity system with scope to increase capacity to double original volume
3. Connects many locations with large footfall: Swords (incl. Pavilions), Airside, Dublin Airport, DCU, Grangegorman DIT, City Centre.
4. Short journey times
5. Interconnectivity with city wide LUAS network
6. Potential to connect with Maynooth line at the Royal Canal.
7. It is important to confirm that waste from tunneling can be removed by Rail from the Mount Bernard Park area so that there is little or no impact on local traffic
5. Cost. Reusing the existing LUAS line to get from the City center to Cabra will result in a massive saving on any other scheme.

I have some concerns and an additional opportunity to raise

Concern: Parking I recommend that extensive parking be provided at the Broombridge stop to facilitate commuters as there is np parking available at all in the area surrounding Mount Bernanrd Park and the Cabra stop.

Opportunity: There is an opportunity for CIE to do a land swap to incorporate the land west of Mount Bernard Park into the park. There is also land-locked area on the north side of the Royal Canal than , if connected into Mount Bernard park, via a footbridge would create a continuous green space running from Connaught Street over to Glasnevin Cemetery and onto the Botanic Gardens

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:19
To: northdublinstudy
Subject: submission regarding the Public Consultation on the North Dublin Transport Study
Attachments: Arguments in favour of LR3.docx

Hello

Please see my submission regarding the Public Consultation on the North Dublin Transport Study

I am a resident of Phibsborough close to Mount Bernard Park.

Best regards,

[REDACTED]

This message (including any attachments) may contain confidential, proprietary, privileged and/or private information. The information is intended to be for the use of the individual or entity designated above. If you are not the intended recipient of this message, please notify the sender immediately, and delete the message and any attachments. Any disclosure, reproduction, distribution or other use of this message or any attachments by an individual or entity other than the intended recipient is prohibited.

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Dublin City Centre
Business Association Ltd.
21 Dawson Street
Dublin 2
Tel: 01 - 662 2995
Fax: 01 - 662 2284
Email: Info@dcba.ie
Website: www.dcba.ie



January 19, 2015

North Dublin Transport Study
National Transport Authority
Dun Sceine, Iveagh Court
Harcourt Lane
Dublin 2

Fingal / North Dublin Transport Study Stage One Appraisal Report

Dear Sir/Madam

DCBA welcomes the opportunity to submit our views regarding the above report by Aecom.

Given that Dublin is the economic hub of the entire country and is vital to the national economy as it produces such large volumes of direct and indirect taxes it is essential that the plans now being reviewed are designed to substantially improve public transport into and for the city. Not only is it required that the plan will cater for our current needs but also for increased demand in the future. It is also necessary that the plan will actually assist business growth and economic activity.

Access to city centre for retail is extremely important, it is vital for the economic viability of Dublin. While public transport is critically important, the city will not survive without proper attention to all modes of transport including cars for shopping or for leisure activities ie dining, theatre and concerts as well as for tourists.

The DCBA has marked the 6 options in the above report "Fingal / North Dublin Transport Study Stage One Appraisal Report" as follows (1 favourite, 6 least favourite).

1. LR3 – Light rail from Broombridge (LCC) to Airport and Swords via tunnel under Glasnevin.

DCBA feels that the light rail from Broombridge (LCC) to Airport and Swords via a tunnel under Glasnevin (LR3) is the most pragmatic, cost effective and quickest option. Especially as the city centre section of this proposal is in the process of being constructed. LR3 would be using part of an existing line meaning no extra financial burden and no more disruption in the city centre, this also applies to Cabra, Phibsborough and Grangegorman. This particular plan will serve the needs of north Dublin but will also service Dublin Airport by having an Automatic People Mover from the Airport stop (south of the airport roundabout) to the Airport. LR3 will successfully give our capital city a direct link with the Airport and whilst providing for the 20% of traffic from the Airport it will not create longer and more indirect routing for the other 80% of commuters travelling to Swords.

Chairman
Raymond Peers

Chief Executive
David Brennan

Directors
Jyme
J Brereton
B Goff
L Kane
L King
P Lenehan
R Peers
T Coffey
(Company Secretary)

Dublin
Make the city yours

Registered in Dublin, Ireland
Reg. No. 109877

Dublin City Centre
Business Association Ltd.
21 Dawson Street
Dublin 2
Tel: 01 - 662 2995
Fax: 01 - 662 2284
Email: info@dcba.ie
Website: www.dcba.ie



LR3 is environmentally safe as there is no local pollution and the Luas system is 7 times more efficient in energy usage than other modes of transport. From a financial desirability viewpoint Luas is the only transport system that pays for itself (no state subventions have been required by Luas) and therefor is less of a drain on public resources. A last and important point is that LR3 would bring the very high standards of rail safety to the road. Luas has demonstrated that it can provide a fast, frequent and reliable service.

2. C1 - Combination of heavy rail spur from Clongriffin to Airport and light rail from Dublin to Swords via Airport.
DCBA feels that this plan has a great many benefits but from a business perspective we feel that the 2 systems will in fact compete against each other therefore weakening both. This would be a draw on scarce public resources where we would prefer a system that will pay for itself and for its future funding.
3. HR2 - A heavy rail spur from Clongriffin to the Airport and Swords.
Option HR2 is a long and difficult route which would necessitate passengers having a lengthy journey to city centre. It also has the major problem of the capacity issue at Connolly Station. There are also conservation issues in the estuary.
4. HR8 -- Heavy rail line from the Maynooth line to the Airport & Swords via a tunnel under Glasnevin.
The DCBA suggest that this proposal would necessitate significant traffic interference on the R132 and would cause very considerable impact on road users. Furthermore the DCBA believes that HR8 would not provide the capacity to meet the suggested demand of the future. This plan will not aid the integration of other transport systems. This proposal is not cost effective.
5. LR7 - Optimised Metro North (off street building).
DCBA believes that this plan is not a financially realistic plan and sees it for consideration in another decade.
6. BRT5 - A number of Bus Rapid Transit routes.
DCBA does not think that number 6 is a viable option as stated in our submission to the NTA on 28th November 2014 on the Swiftway Bus Rapid Transit - Swords/Airport to City Centre proposal. DCBA would encourage the NTA to look for a more long term solution, not short term solutions.

Should you wish clarification on matters I shall be happy to do so.

Yours sincerely

David Brennan
David Brennan
Chairman

Chairman
Raymond Peers

Chief Executive
David Brennan

Directors
D Byrne
J Brereton
B Goff
L Kane
L King
P Lenahan
R Peers
T Coffey
(Company Secretary)

Dublin
Make the city yours

Registered in Dublin, Ireland
Reg. No. 108877

From: David Brennan <david@dcba.ie>
Sent: 19 January 2015 16:07
To: northdublinstudy
Subject: Fingal North Dublin Transport
Attachments: DCBA submission to NTA 1901.15L re Fingal North Dublin Transport Study Stage One appraisal.pdf

Please find attached

David.

Kind regards
David Brennan
Dublin City Business Association
21 Dawson Street, Dublin 2
Tel 662 2995

Web <http://www.dcba.ie>

This email is strictly confidential and is intended for use by the addressee unless otherwise indicated.

DCCBA Ltd.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 16:04
To: northdublinstudy
Subject: North Dublin Transport Study- Metro North(LR6 or LR7)

Dear Sir/Madam,

Following a review of the transport study for Dublin North, I feel the only option for Swords is the Metro or revised metro(LR6 or LR7).

The metro already has approval for planning. Swords and Fingal needs a modern transport system linking the airport and city centre. I personally feel these are the most viable options.

I am totally against the BRT, although this may be the less expensive option, this is offering no benefit and I feel it is a short term solution when Swords will eventually need a rail/metro system, costing more money in the long term. The BRT is adding traffic to congested roads on a route that is already available. There really seems no benefit to the community and tourists commuting in and out of Dublin Airport.

Metro has planning, and will offer great links to airport and the city. This will put Dublin in contention with other European cities that offer such transport networks from their city airports.

I hope the government and National Transport Authority listens to the majority of the community and will bring the Metro to Swords.

Yours sincerely

[REDACTED]

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



Fingal / North Dublin Transport Study

RPA Response to Stage One Report

Railway Procurement Agency

Parkgate Business Centre

Parkgate Street

Dublin 8

Version	Status	Date	Author(s)	Reviewer	Approver
1.0	For issue	19.01.15	MC MF	POD KJ	ROC

Table of Contents

1	Introduction.....	2
2	Demand and capacity	2
3	Appraisal Methodology	3
3.1	The “do minimum” scenario	3
3.2	Table 8.2 “Summary of appraisal of shortlisted schemes”	4
3.3	Capacity	4
3.4	Cost.....	4
4	Appraisal of options.....	4
4.1	Economy.....	4
4.2	Integration	7
4.3	Environmental Constraints	7
	Appendix 1: Technical feasibility of HR options 2 and 8.....	9

1 Introduction

RPA welcomes the publication of the Fingal/North Dublin Transport Study Stage One Appraisal Report and the opportunity to submit our observations on the report.

We welcome the decision to shortlist the light rail/metro options LR3 and LR7 and firmly believe light rail is the most appropriate mode for meeting the long terms needs of the Swords – Airport corridor. The success of Luas proves that providing a high quality, frequent and reliable public transport service succeeds in delivering significant modal shift from the private car and is an effective solution to traffic congestion. The greater capacity offered by light rail also permits the implementation of other traffic demand measures. Again as demonstrated by Luas, light rail is operationally efficient and capable of covering its operating and maintenance costs from farebox revenue, due to its much lower ratios of drivers and energy consumption to passenger kilometres.

There are two main parts to this response. In section 2, we set out our observations in relation to the potential demand on the Swords-Airport corridor, and the capacity of the shortlisted light rail options to meet this demand. In sections 3 and 4, we set out our comments on the appraisal methodology and process to date in order to offer suggestions for the final appraisal of shortlisted options and selection of a preferred option.

Finally, in Appendix 1, we include some observations on the technical aspects of the heavy rail options, which you might wish to consider at the next stage of the process.

2 Demand and capacity

We note that Section 3.11.2 of the report states that RPA has revised the long term patronage forecasts for Metro North to no more than 12,000 passengers per direction per hour. This is not strictly correct. This revised forecast is based on our view that a number of the policy changes such as road traffic demand management and reorganisation of bus routes are unlikely to be fully implemented, and the full Transport 21 network is unlikely to be built. However, these are matters for the NTA to determine. We also noted that further transport modelling would have to be done to provide a robust forecast.

In the summary section of the report, it is noted that demand forecasting will have to be carried out to determine whether the LR3 option provides enough capacity. In our previous submissions to Aecom, "*Luas Line D2 - Concept Design Report*" dated 27.06.2014, and "*Luas Line D2 – Technical Note*" dated 26.11.2014, we have noted that, should future demand require it, the capacity constraints associated with the city centre section of Luas Cross City can be

eliminated by grade separating this part of Luas D2 (i.e. option LR3) by constructing a short tunnel from Broadstone to St. Stephen's Green with few stops, i.e. a phase 2 tunnel. This would allow capacities in the order of 12,000 passengers per direction per hour be achieved.

With the city centre grade separation in place, the line would be fully isolated, with high speed and no road junctions between St. Stephen's Green and Hampstead Park on the lower Ballymun Road. The construction of the phase 2 tunnel would decouple Luas Cross City operations from the City-Airport-Swords link, removing any capacity constraint and providing a fully independent, fast, reliable and frequent service between the city centre, the Airport and Swords, very similar to a metro service. Indeed, with the construction of the phase 2 tunnel, the completed line becomes the equivalent of the "light" Metro North option, LR7, albeit with a somewhat different alignment in the city centre.

The line could be further extended southwards in the future to re-join the Luas Green Line in the Ranelagh / Beechwood area, thus creating a high capacity and highly segregated line all the way from Pinnock Hill in Swords through to Bride's Glen.

We would thus argue strongly that option LR3 should not be eliminated from consideration on the basis of it not providing enough capacity, given the clear capacity enhancement proposals described in the above-referenced reports.

3 Appraisal Methodology

3.1 The "do minimum" scenario

We have some concern that the study includes the DART expansion project and the Swords BRT in the "do-minimum scenario". It is not normal practice to include uncommitted projects and this approach may be inconsistent with the Common Appraisal Framework for Transport Projects and Programmes (CAF). The inclusion of these projects could have the effect of biasing the appraisal of options, by allowing them to avail of all of the benefits of the DART expansion project and the Swords BRT, without taking account of their capital cost. In particular, if any of the shortlisted light rail or heavy rail options were already in place, the Swords BRT would not be required.

3.2 Table 8.2 “Summary of appraisal of shortlisted schemes”

The inclusion of the summary of appraisal of shortlisted schemes (Table 8.2) seems premature and includes items that can only properly be assessed in the second stage of the study, when the technical details, catchment data, costs and other relevant parameters are more precisely assessed.

3.3 Capacity

We would have expected capacity to meet forecast demand to have been a pass/fail criteria, but it doesn't appear at all in the report. This should form part of the stage 2 assessment.

3.4 Cost

In terms of cost, the appraisal methodology only considers capital cost. This unfairly favours options with lower initial investment costs and high operating and maintenance costs, and thus whole life cycle costs should be used to appraise the options. The experience of light rail in Dublin is that it can cover its long term operating, maintenance and life cycle costs through farebox and other revenue. In particular, this approach favours the multiple BRT option despite the fact the cost of operating and maintaining three BRT routes would vastly exceed the costs of operating and maintaining a single light rail line.

We expect that the final options appraisal will consider whole life cycle costs, as is normal in a full economic and financial assessment.

4 Appraisal of options

4.1 Economy

4.1.1 Catchment

For the purposes of the preliminary measurement of the “catchment” criterion, the light rail option LR3 has been appraised as a line between Cabra and Swords. This disadvantages it in the appraisal, as the primary employment area is the city centre. LR3 should be considered as a route from St. Stephen's Green to Swords for the purposes of this appraisal. We note that it is considered thus for the purposes of appraising other criteria such as journey time. This is consistent with the CAF as Luas Cross City is a committed project.

The grading of the catchment criterion is too coarse. This results in HR2, which has a total population and employment of 4,000 per km, being deemed equal to LR3, which has more than double that figure (9,200 per km).

4.1.2 Journey time

A consistent approach should be adopted to the journey time appraisal, based on a proper analysis of route speed, vehicle performance, stop dwell times and junction delays. For example, it appears to us that the very high commercial speed attributed to the BRT routes can only be achieved with high priority at all road junctions.

Table 6.3 at page 81 “Average speeds” is confusing. It is unclear why the range suggested for Luas is so large, or indeed, why a range is included at all for Luas when no ranges have been included for other options. The lower end of the range for Luas of 14kph is completely unjustified. As you are aware, RPA has simulated operations on LR3 to have a commercial speed of 25 to 26kph. In RPA’s journey time analysis for LR3 we assumed high priority only at a percentage of the road junctions, and thus this represents a conservative estimate.

Given that a range was included for Luas, we find it strange that no range has been included for BRT, particularly when the shortlisted BRT5 option consists of three different routes with very different characteristics. It is impossible to see how a commercial speed of 26kph could be achieved on the BRT3 route given the existing bottlenecks on Mobhi Road and Phibsborough Road, including critical junctions such as Leonard’s Corner and Doyle’s Corner with North Circular Road.

The comparison of journey times from Swords to Connolly Station for options HR8 and BRT5, with journey times from Swords to St. Stephen’s Green for options LR3 and LR7 is not a fair comparison. Connolly Station is remote from many destinations in the city centre, and it would take passengers at least an additional 15 to 20 minutes to get to St. Stephen’s Green from Connolly. As all options do not have the same terminus in the city, a fairer comparison would be to assess the journey time to the station or stop nearest to the River Liffey: i.e. Tara Street in the case of heavy rail options and O’Connell – GPO or O’Connell Bridge in the case of the light rail and metro options.

We also believe that the journey time criterion should include access time and average waiting times taking headway into account rather than including these under integration, as it is the end to end journey time that influences mode choice.

4.1.3 Capital cost

General approach

A consistent approach should be adopted to the appraisal of capital costs. The approach used in the Stage One report is based on estimates provided from various different sources or on parametric cost estimates based on values given in table 6.5 at page 82.

It is not clear whether these estimates have the same cost basis, or cover the full scope of each scheme. For example, the upper end of the range for LR6 at €3,300m appears to be based on the Metro North business case. However, this figure includes for financing fees and other costs associated with delivering the project as a PPP and thus bears no comparison to the base capital cost estimate.

Unit costs

Table 6.5 shows LRT underground stops (60m long platforms) costing between €44m and €118m, while heavy rail underground stations (160m long platforms) are estimated to cost between €120m and €145m. It's not clear why the upper end is so similar to LRT stops which are significantly shorter.

The same table shows LRT at grade alignment costing between €28m and €40m per kilometre and heavy rail costing between €17m and €25m per kilometre, despite the fact that in similar conditions LRT infrastructure would be much lighter than heavy rail, require less land, and would have no signalling requirements.

LR3 cost estimation

RPA estimated the capital cost of option LR3 as being between €570m and €800m ("*Concept Design Report*", 27/06/2014). This was further supported by a comparison with the detailed Metro North capital cost estimate which suggested a cost of €690m for this option ("*North Dublin Transport Study*", 05/08/14). The Stage One Report estimate for the cost of LR3 is in between €630m and €1050m. The reason for the significant cost increase from the figures provided by RPA is not clear. A cost of €1050m would correspond to €78m per km, which is well over any previous light rail line built in Dublin city centre areas, even factoring in the cost of the tunnel section.

The range of costs is also much wider than for other options. For example, the range of costs for option LR3 is +/- 25% of the mean, compared to +/-10% of the mean for option HR8. This seems counter-intuitive, particularly as the design of LR3 is advanced well beyond that of HR8. We would expect this to have resulted in a much narrower range for LR3.

The range for LR7 is even worse, at +/- 33% of the mean, though in this case the lower cost is well below RPA's estimate. Again, it is unclear why this figure has been reduced so significantly.

4.2 Integration

The appraisal of the three integration criteria seems to be consistent and reasonable across all projects.

4.3 Environmental Constraints

4.3.1 General

The report indicates that the evaluation of the options in relation to environment is not comparative but that the scores given to each option are absolute and based on an environmental assessment of negative impacts i.e. significant, moderate or negligible. It would be beneficial if there was greater transparency in the process for the next stage of the study as there is very little information provided on the environmental issues associated with the options other than the Metro North options. It's also not clear why Nature Development Areas within each local authority get a separate line item as they are already accounted for under Natural Heritage/Environment as either parks or ecological corridors.

The environmental topics considered seem narrow with the exception of those detailed for Metro North and should be broadened. Traffic, severance, noise, vibration, and visual impact are all topics that should be included. For example, the environmental impacts of tunnelling and underground station construction are ignored, despite the fact that several of the options include tunnels.

4.3.2 Natural Heritage Environment

The assessment of the impacts of LR3 on the Natural Heritage Environment as significant is harsh given that any impacts are likely to be mitigated (as accepted by An Bord Pleanála in the Metro North EIA) during design and construction. The appraisal of this criterion appears inconsistent as by comparison HR2 was also rated significant but it was noted that this option would most likely require an Appropriate Assessment screening report, in accordance with Habitats Directive, to confirm that the scheme would not adversely affect the integrity of Baldoyle Bay (Special Protection Area).

The appraisal of the landscape under the Natural Heritage criterion also appears inconsistent. For example, LR3 is deemed to have greater environmental impacts than HR8, which follows much the same alignment. The LR3 section of the report mentions a specific impact on Charter School House in Ballymun, whereas this impact is not mentioned in the HR8 section which has precisely the same alignment in this area.

4.3.3 Fingal Nature Development Areas

In relation to the appraisal of LR3, the conclusion that LR3 has a moderate impact on Fingal Nature Development Areas is harsh given that the route runs along the road network through Swords. We note that BRT is deemed to have negligible impacts precisely because it uses the existing road network.

The appraisal of this criterion also appears inconsistent. For example, LR3 is deemed to have greater environmental impacts than HR8, which follows much the same alignment. This may be due to the proposal to run LR3 into Swords town centre in general proximity to the Fingal Nature Development Areas comprising the Ward River Valley Park and the Ward Park. However, we believe that the impact of this, like HR8, should be assessed as negligible as the tram would not negatively impact on these areas.

Appendix 1: Technical feasibility of HR options 2 and 8

It is unclear why HR1 from Clongriffin to Airport is proposed to run elevated between Clongriffin and the M1, while HR2 from Clongriffin to Airport and Swords seems to run at grade in the same stretch, despite being described as HR1 with an extension to Swords.

While it would probably be technically feasible for HR2 to have a station under the Airport, we believe that a thorough technical assessment is required to evaluate the challenges and cost associated with building a 200m long railway station (as per Dart Underground), possibly with a turn-back third track (for operation reasons) in a straight track alignment underground the Airport and then allowing a 90 degree bend with the large curve radius required by heavy rail standards. Based on previous experience, MN was already very challenging with a north-south alignment (virtually straight), 94m long platforms and lighter vehicles. Fire safety regulations associated with underground heavy rail lines may also be much more demanding than those associated with light rail and should be properly assessed in the next phase cost assessment.

It is unclear whether HR8 is proposed to start from Drumcondra station (in which case the introduction of a grade separated junction as mentioned in the report would be very challenging) or directly from the Maynooth railway line at the Liffey Junction in Phibsborough. In this second case, there is a full railway junction there with the Phoenix Park line from Heuston joining the Drumcondra line with grade separated crossing. Introducing there a new grade separate junction for the line to the Airport seems to be extremely challenging especially as this should drop from an elevated level to passing under a lower line in a very short distance, to then get into the tunnel under Glasnevin. This is exacerbated by the limited maximum gradient and minimum horizontal curvature associated with heavy rail standards.

It is also unclear whether the underground alignment of HR8 into Dublin Airport from the south is feasible from a fire safety perspective. This alignment requires a tunnel of almost 1.5km without an intervention shaft, as the tunnel passes under the airside facilities including runways and aprons in Dublin Airport. Detailed analysis of fire loading and tunnel ventilation would be required before the feasibility of this arrangement could be proven.

Also the impact during construction on the main railway line in such a constrained environment seem to have been largely underestimated with works likely to require long possessions and isolations.

[REDACTED]

From: David King
Sent: 19 January 2015 16:04
To: [REDACTED]
Subject: FW: Public Consultation: Fingal/North Dublin Transport Study
Attachments: Response to Stage One Report_For issue.pdf

fyi

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2

Direct line: [REDACTED]
Mobile: [REDACTED]
Email: David.king@nationaltransport.ie

From: Corsi Marcello [<mailto:marcello.corsi@rpa.ie>]
Sent: 19 January 2015 12:56
To: Brick, Elaine; David King
Cc: O'Connor Rory; O'Donoghue Pat
Subject: RE: Public Consultation: Fingal/North Dublin Transport Study

Hi Elaine, Dave,
Thanks for giving us the opportunity to submit our observations on the Stage 1 of the study, please find them attached.

As usual, please do not hesitate to contact us in case any clarification is needed.

Best regards,

Marcello Corsi
Track design manager

Railway Procurement Agency
Parkgate Business Centre
Parkgate Street
Dublin 8

t. 00353(0)1 6463782
f. 00353(0)1 6463738
m. [REDACTED]

From: Brick, Elaine [<mailto:elaine.brick@aecom.com>]
Sent: 12 December 2014 12:20
Subject: Public Consultation: Fingal/North Dublin Transport Study

Good afternoon,

As you are most likely aware, the Stage 1 Appraisal Report for the Fingal/North Dublin Transport Study has been made available online. Your views on the shortlisted schemes are greatly welcomed. The deadline for submissions is January 19th.

Please let me know if you have any questions in the interim.

Regards,

Elaine Brick
Associate Director, Transportation
elaine.brick@aecom.com

AECOM
Ground Floor, Grand Canal House,
Grand Canal Street Upper, Dublin 4
T +353 (0)1 238 3100 F +353 (0)1 238 3199
www.aecom.com

This email is confidential and is for the intended recipient only. If you are not the intended recipient, please contact the author and you must not disclose or use the contents in any way. The author bears responsibility for any legal action or disputes arising from views or professional advice expressed which do not relate to the business of AECOM Ltd.

AECOM Limited Registered in England No¹ 1846493

Registered Office: AECOM House, 63-77 Victoria Street, St Albans, Herts. AL1 3QR

Please consider the environment before printing this e-mail

Please consider the Environment before printing this e-mail

Tabhair aire don timpeallacht. Cuimhnigh ar ghá an ríomhphost seo a chur ar pháipéar.

RPA's vision is to get people in Irish cities out of cars and on to public transport

CONFIDENTIALITY NOTICE

This e-mail, (together with any attachments) is private and confidential and may contain legally privileged information. If you are not named above as an

addressee it may be unlawful for you to read, copy, distribute, disclose or otherwise use the information in this e-mail. If you are not the intended recipient of this e-mail, please return it to postmaster@rpa.ie and delete the original message (together with any attachments).

If the contents of this e-mail do not relate directly to the business of the RPA then they should not be taken as representing the views of the RPA in any way whatsoever and the RPA accepts no responsibility or liability for those contents.

Please consider the Environment before printing this e-mail

Tabhair aire don timpeallacht. Cuimhnigh ar ghá an ríomhphost seo a chur ar pháipéar.

This e-mail message has been scanned for Viruses and Content and cleared by **MailMarshal (RPA)**

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Download the Transport for Ireland Smartphone Apps:



Cycle
Planner



Real Time
Ireland



Journey
Planner



Taxi Driver
Check



Follow us on Twitter @TFIUpdates

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

FOOT ...

Plot is Too Short

Not Enough Information Supplied

No Reps from NTA to Explain

Effects on Structures Going
on History of Port Tunnel.

! Was Extension on Broadstone Line
is Causing Massive Resident
Disturbance.

What is Going to Happen to

Contaminated Site Ground

Adjacent to Mount Bernard Park

Hillside Park Cannot Be Moved to
This Area

Parking During & After Construction

from ...

[REDACTED]

From: Joe Costello <joe.costello@oireachtas.ie>
Sent: 19 January 2015 16:02
To: northdublinstudy
Subject: Submission on North Dublin Transport Study
Attachments: NTA submission476.jpg

Dear NTA,

Please find attached a submission from [REDACTED] on the North Dublin Transport Study. [REDACTED] asked that I forward the submission on to you.

Yours sincerely,

Joe

Joe Costello TD
Telephone: (01) 6183896
Email: joe.costello@oir.ie
Web: www.labour.ie/joecostello
Facebook: www.facebook.com/joecostellotd
Twitter: www.twitter.com/joecostellotd

(See attached file: NTA submission476.jpg)

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/colas/beartasriomhphoistanoireachtaisagusseanadh/>

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Re: Fingal/ North Dublin Transport Study - Stage One Appraisal Report

Dear Sir,

I wish to lodge a strong objection to an element of the plans proposed in the recent AECOM report.

I refer specifically to the plan designated **LR 3**.

A meeting was held, yesterday, (17.01.2014) at Dalymount Park, Phibsborough, where Mr. Rory O'Connor, the Chief Executive of the Railway Procurement Agency, outlined that organisation's early proposals for the development of the transport system.

What he had to say horrified me and those of us who live in the quiet cul-de-sac of Shandon Gardens. My family and I live in [REDACTED], but we own 3 other houses affected by the plans.

- The secluded Mount Bernard Park, immediately behind our house, is proposed as the nerve centre for a project which is to last for **four years** or more.
- It is impossible to exaggerate the amount of disruption that the going to and fro of heavy machinery and lorries, and the noise thus generated, will cause to the entire district.
- Connaught Street, a proposed access to the scheme is already a traffic bottleneck and the normal commerce of daily life will be delayed and disrupted.
- The tunnel will run directly under our houses with all its inherent risks of subsidence.
- When the system is up and running, according to Mr O'Connor, trains will run at five minute intervals – beneath our house.
- The rural atmosphere of this quiet corner of the city, which has, at least, 24 species of birds around the park, will be disrupted for years to come. Ironically, it was designated in August 2013 by Dublin City Council as a "quiet park" where "noise levels are to be restricted so the it may be a tranquil escape from the hustle and bustle of city life"

On a personal note - I have lived in Shandon Gardens since my family moved here, as it was being built, in 1952. I have now retired from my job as a radio producer with RTE. My retirement money went into the building of two houses adjacent to Mount Bernard Park which provide my wife and myself with an income. This will be affected as nobody in their right mind will rent a property beside a huge building site. I also use [REDACTED] as an audio archive and home studio in which I record music and make the occasional series for Raidió na Gaeltachta. You can't have a studio with a huge industrial site behind it – or with trains running under it every five minutes or so.

My wife retired a week before this story broke and our plans for tranquil old age are at risk. We will not even be able to sit in peace in our back garden which adjoins the proposed monster site. What has been outlined will be, for us and for our neighbours, a total nightmare.

I have other objections to the scheme but because the deadline for observations falls tomorrow I will reserve them for a later date.

Thank you for reading this.

Mise le meas

[REDACTED]

[REDACTED]

From: David King
Sent: 19 January 2015 15:59
To: [REDACTED]
Subject: FW: Case Details CA025337
Attachments: Re Transport Study 01.docx

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2



From: Info
Sent: 19 January 2015 15:53
To: David King
Subject: FW: Case Details CA025337

Hi David,

See the email below.

Kind regards,

Ciara

From: noreply@nationaltransport.ie [<mailto:noreply@nationaltransport.ie>]
Sent: 19 January 2015 09:40
To: Info
Subject: Case Details CA025337

The following Case has been sent to you via the Case Management module in CABS by [REDACTED]

SUMMARY

Hi All,

Please see the below complaint.

Kind Regards.

CASE DETAILS

Source: Industry Site

Raised By

Name: [REDACTED]

Address: [REDACTED]

Contact No(s): [REDACTED]

Email Address: [REDACTED]

Details

Ref No: CA025337

Category: Member of the public, Complaint or compliment

Status: Allocated

Team: Abtran compliance

Assigned To: [REDACTED]

Subject: Fingal/ North Dublin Transport Study - Stage One Appraisal Report

Description: Re: Fingal/ North Dublin Transport Study - Stage One Appraisal Report Dear Sir/Ms. I wish to lodge a strong objection to an element of the plans proposed in the recent AECOM report. I refer specifically to the plan designated LR 3. A meeting was held, yesterday, (17.01.2014) at Dalymount Park, Phibsborough, where Mr. Rory O'Connor, the Chief Executive of the Railway Procurement Agency, outlined that organisation's early proposals for the development of the transport system. What he had to say horrified me and those of us who live in the quiet cul-de-sac of Shandon Gardens. My family and I live in [REDACTED] but we own 3 other houses affected by the plans. The secluded Mount Bernard Park, immediately behind our house, is proposed as the nerve centre for a project which is to last for four years or more. It is impossible to exaggerate the amount of disruption that the going to and fro of heavy machinery and lorries, and the noise thus generated, will cause to the entire district. → Connaught Street, a proposed access to the scheme is already a traffic bottleneck and the normal commerce of daily life will be delayed and disrupted. → The tunnel will run directly under our houses with all its inherent risks of subsidence. → When the system is up and running, according to Mr O'Connor, trains will run at five minute intervals – beneath our house. → The rural atmosphere of this quiet corner of the city, which has, at least, 24 species of birds around the park, will be disrupted for years to come. Ironically, it was designated in August 2013 by Dublin City Council as a "quiet park" where "noise levels are to be restricted so the it may be a tranquil escape from the hustle and bustle of city life" On a personal note - I have lived in Shandon Gardens since my family moved here, as it was being built, in 1952. I have now retired from my job as a radio producer with RTE. My retirement money went into the building of two houses adjacent to Mount Bernard Park which provide my wife and myself with an income. This will be affected as nobody in their right mind will rent a property beside a huge building site. I also use [REDACTED] as an audio archive and home studio in which I record music and make the occasional series for Raidió na Gaeltachta. You can't have a studio with a huge industrial site behind it – or with trains running under it every five minutes or so. My wife retired a week before this story broke and our plans for tranquil old age are at risk. We will not even be able to sit in peace in our back garden which adjoins the proposed monster site. What has been outlined will be, for us and for our neighbours, a total nightmare. I have other objections to the scheme but because the deadline for observations falls tomorrow I will reserve them for a later date. Thank you for reading this and, please, acknowledge receiving it. Mise le meas [REDACTED]

Driver Licence No.:

Dispatch Operator Licence No.:

Vehicle Licence No.:

Next Review Date: 27/02/2015

Priority: Medium

Created On: 18/01/2015

Created By: Industry Site

[Link to the case](#)

--

19 January 2015

National Transport Authority
Dun Scéine
Harcourt Lane
Dublin 2.

Re. Fingal/North Dublin Transport Study
Stage one appraisal Report Nov 2014 produced by AECOM

A chara,

I call for this report to be rejected in full as

- The terms of reference set by the National Transport Authority are flawed
 - It excludes Blanchardstown, which is part of Fingal;
- The consultants fail to meet even these flawed terms of reference
 - eg. they ignore Finglas and Ashbourne which are part of the study area
- the report is seriously misleading in its presentation of options
 - it ignores the privately developed Metro East proposal of which the consultants doing this study were fully aware;
- the report is tendentious in its assessments of the options presented
 - the consultants developed at least one option of their own, but did not apply this policy to possible light rail options for North Dublin;
- the conclusions do not match the complete terms of reference.

This latest report continues the pussyfooting that the public authorities have engaged in for years as they persist in trying to placate the many feuding baronies now involved in public transport in our capital city. This report leaves a lot to be desired in terms of the quiet competence we need.

Dublin still needs the Drumcondra CITY ACCESS TRANSPORT which involves

1. Two mainly on-street light rail lines looped around the North City, including the Airport and Swords;
2. A Docklands loop linking the existing Green and Red on-street LUAS lines;
3. A light rail link from the proposed North Dublin loop to Howth Junction;
4. A complete redesign of bus services Dublin area;
5. Serious consideration to having another north-south road tunnel

instead of going ahead with the not-fit-for purpose Bus Rapid Transit between the City Centre-Drumcondra-Dublin airport- Swords

The public authorities must get a grip to ensure on this situation to ensure that our city achieves and sustains an internationally attractive place in which to live, work, play and visit.

I attach my submission.

Is mise

[Redacted signature]

Submission to National Transport Authority

on

Fingal/North Dublin Transport Study

Stage one appraisal Report Nov 2014 produced by AECOM

I call for this report to be rejected in full as

- The terms of reference set by the National Transport Authority are flawed;
- The consultants fail to meet even these flawed terms of reference
- the report is seriously misleading in its presentation of options;
- the report is tendentious in its assessments of the options presented;
- the conclusions do not match the complete terms of reference.

1. Flawed Terms of Reference

1.1. The terms of reference

On 23rd September 2014, the consultants (AECOM) invited me to meet them to discuss the Drumcondra ~~CTI ACCORD TRANSPORT~~ proposal. Prior the meeting which took place on 6th October 2014 AECOM sent (at my request) the terms of reference of the project¹

The Introduction and Background to these terms of reference are:

The National Transport Authority (the "Authority") is proposing the development of a Bus Rapid Transit (BRT) scheme along the Swords / Airport to City Centre corridor, with a projected opening year of 2017.

The purpose of this feasibility study is to assimilate the transport planning work previously carried out in relation to this sector of Dublin and to identify the appropriate long-term public transport solution along the general scheme corridor, which is represented by the area bounded by:

- R107 Malahide Road in the east (but including the Northern Rail line);
- Dublin City Centre (Grand Canal) in the south;
- R135 / N2 Finglas Road / North Road in the west; and
- Lissenhall Junction (on the M1 motorway) and Ashborne in the north.

References in this Schedule B to the "General Scheme Corridor" shall be taken to be references to the above defined area.

¹ Email from AECOM (Elaine Brick) 3rd October 2014

The focus of the study shall be the north south radial movements connecting the key origin / destination points in the General Scheme Corridor including connecting to and from Dublin City Centre. The horizon year for the study should be 2035.

The overall objective of the study is to identify the optimum medium term / long term public transport solution connecting to Dublin City Centre, which serves the key destinations in the General Scheme Corridor, including, in particular, Dublin Airport and Swords.

- 1.2. The major flaw in these terms of reference is that the focus is oriented to both Swords (one part of Fingal) and Dublin Airport.
- 1.2.1. It is clear that this and other NTA studies have placed an exaggerated focus on Swords. It is clear that Swords is important. But is it any more important that other parts of Fingal eg. Blanchardstown which is not part of this study, even though it too is a major employment and residential part of Fingal?
- 1.2.2. It is highly debatable that Swords is uniquely and specially more important that the whole corridor between the City Centre and Dublin Airport as is clear from this figure



1.2.3. North Dublin City is and has been more heavily populated than South Dublin City, Fingal, Dun Laoghaire-Rathdown and South Dublin (see Fig. 1). By focusing on one corridor only, it limits consideration of how to optimise the modal shift to public transport in the complete North City in order to implement Government policy.

Figure 1 Population of North Dublin compared to other parts of Dublin 1996-2011



1.2. Basic Assumption does not make sense ie proposed Bus Rapid Transit (BRT) along the Swords/Airport to City Centre Corridor

Every map in the report shows a Bus Rapid Transit on the Swords-Dublin Airport-Drumcondra-City centre corridor. National Transport Authority studies show that this proposal is completely without merit. It is clear that the proposed Bus Rapid Transit will not meet the demand forecast on this "scheme corridor".

The consultants (AECOM) were involved in a recent report (October 2014) which made that clear². This report shows that, with one exception, passengers forecast exceed the proposed BRT capacity even with the existing bus network still in place. This report assumes two separate BRT services south of the Airport, with maximum

² National Transport Authority Swords/Airport to City Centre. Route Options Assessment Volume 1 : Main Report (October 2014)

URL : www.nationaltransportauthority.ie/en/Content/raproids/2014/10/Route-Options-Assessment-Report.pdf

capacity of 2,700 ppdp/h. ie. 22.5 vehicles/hour on the Dublin Airport-Drumcondra-City Centre route, instead of the 15 vehicles/hour cited for BRT³. These lack adequate capacity for the passengers forecast ie.

1. 1,800 passengers per direction per hour (ppdp/h@4 minute frequency) is exceeded by
 - 40% in 2018 - the opening year for this proposed BRT;
 - 80% in 2033 – the forecast year.
2. 2,700 ppdp/h (@2.7 minute frequency) exceeded by
 - 22% in 2033 – the forecast year while being
 - at 95% capacity in 2018, the opening year for this proposed BRT.

This assumes that the existing Dublin Bus Network remains in place. But is also states that *it anticipates that demand will increase following a re-organisation of Dublin Bus Routes*⁴. (my emphasis)

This follows an earlier National Transport Authority study which found

*It is on the northern section of this corridor – between Swords and the City Centre – that the high levels of demand arise. The southern section – Tallaght to City Centre – is within BRT capacity. This section of the corridor is common to the Clongriffin to Tallaght proposal which is dealt with in subsequent paragraphs. Overall, the link between the city centre and Swords has demand levels that exceed the capacity of a moderate capacity BRT system, in the longer term. While BRT may provide an interim partial transport solution in the shorter term, a higher capacity rail solution, such as a metro system, will ultimately be required on this corridor. In light of this, the Swords to City Centre BRT section has not been progressed to the later costing and appraisal sections of this feasibility study report.*⁵ (my emphasis)

It is incredible that any public authority should decide to allocate public funds to study an option which their own study decided not to progress any further.

Why shoehorn a new transport system which cannot meet demand onto streets already shared with other transport systems?

³National Transport Authority Swords/Airport to City Centre. Route Options Assessment Volume 1 : Main Report (October 2014) Transport Demand Analysis (Summary tables 10.5 and 10.6 p. 187) gives the result for the opening year 2018 and the forecast year 2033 for 2 route options.

⁴National Transport Authority Swords/Airport to City Centre. Route Options Assessment Volume 1 : Main Report (October 2014) Transport Demand Analysis Summary tables 10.5 and 10.6 p. 187 footnotes.

⁵ National Transport Authority. Bus Rapid Transit Core Network Report. Oct 2012 p. 50

<http://www.nationaltransport.ie/wp-content/uploads/2014/12/BRT-Bus-Rapid-Transit-Core-Network-Report.pdf>

1.3. Strategic Context.

1.3.1. Modal Shift

Because the consultants worked with flawed terms of reference, it is clear that this report does not contribute to promoting Government policy which *favours modal shift away from private car use and promotion of public transport.*⁶

Furthermore the report points out that *"Modelling of passenger demand was not possible at this preliminary appraisal stage"*⁷

No explanation is given for this failure to comply with the terms of reference which set out clearly that such modelling is to be done.

The Consultant shall undertake transport modelling using the Authority's GDA Transport Model to identify the transport impacts of the various identified options.

In utilising the Authority's GDA Transport Model, the Consultant will be provided with access to the Authority's model in the Authority's offices. The model that will be used will be the NTA 2006 model which has been updated to reflect the current day transport network and 2011 matrices based on the 2011 POWSCAR data. However, the Consultant will be required to further check and refine the model in the vicinity of the Project corridor, focussing in particular on checking and ensuring that key junctions and road links along the corridor are correctly coded.

The Consultant shall model the current year scenario and a future assessment year of 2035 (or such other alternative year that may be agreed with the Authority).

The Consultant shall carry out do-nothing model runs (both the am peak period and the off-peak period) for the existing year to reflect the current situation and do-minimum model runs (am peak period and off-peak period) for the future assessment year, incorporating the above transport schemes.

Thereafter for each option under assessment, the Consultant shall carry out do-something model runs for each identified feasible transport option, comprising both the peak period and the off-peak period.

In respect of the base case do-something model runs, the Consultant shall do equivalent model runs for one alternative lower population/growth scenario and one alternative higher population/growth scenario. The Authority shall provide the model demand matrices to be used in these two sensitivity scenarios.

⁶ National Transport Authority AECOM Fingal/North Dublin Transport Study Stage One ~Appraisal Report November 2014. P.3

⁷ National Transport Authority AECOM Fingal/North Dublin Transport Study Stage One ~Appraisal Report November 2014. P.79

The failure to model passenger demand is puzzling, given that such modelling appears to have been done for other NTA studies which focused on this corridor. Is this an example of policy –driven evidence making?

1.3.2. Compatibility with Land Use planning policy

The key assumption (ie. existence of an inadequate BRT on the main corridor) in the terms of reference is further undermined by the uncertainty of the impact of BRT on land use distribution, which this report notes.

A further consideration is the extent to which different options have the capacity to deliver the required land use distribution. Land use decisions are made by private decision-makers, whether property developers or consumers such as house buyers or companies setting up commercial premises. While there is a general consensus that rail systems have land use impacts that ordinary bus services do not, it is not clear that this conclusion holds for BRT services.⁸

Given our experience in Dublin of the impact rail-based system on land use distribution, it is not using public monies to good effect that the acceptability of BRT is still maintained as an unquestioned assumption in this study.

2. Finglas/Ashbourne – ruled out although explicitly mentioned in terms of reference.

The consultants conclude by proposing an option (C1) which completely ignores Finglas and Ashbourne. This is flawed. It is highly questionable that the option proposed is based on the analysis contained in other parts of the report, tendentious though that analysis is.

They seem to have arrived at this conclusion by failing to be consistent in applying the same freedom to propose options that they seem to have done in respect of other possibilities. Examples of this are

- A heavy Rail link from Malahide to the Airport via Swords (option HR3. p.17-18);
- A heavy rail link from Maynooth Line (Broombridge) to Swords via Airport (option HR7 p.27-28);
- A combination of bus rapid transit options (option BRT 5 p. 74-75)

⁸ National Transport Authority AECOM Fingal/North Dublin Transport Study Stage One ~Appraisal Report November 2014. P.78

3. Options Presented

3.1. Schemes presented for Appraisal – incomplete and misleadingly presented.

The report included 25 public transport options in what it termed its “sketch appraisal” (par 1.5. p. 5). These are listed on Table 1.2 (p.8). The report claims to present each in a similar format, including “details of the scheme promoter or developer” (p. 7).

The report also states that it held a workshop for key stakeholders on 27 August 2014 (p. 5). From Table 1.1 (p.5), it could be inferred that “Drumcondra 2005” was present at this workshop. Drumcondra 2005 was not present at this workshop. As one of those heavily involved in Drumcondra 2005, I only became aware of this work when I got an unsolicited letter from AECOM (dated 23rd September 2014) inviting me to present the Drumcondra 2005 proposal to AECOM. Following this invitation, I attended one meeting with AECOM on Monday 6th October 2014 (see agreed record of meeting attached in Appendix 1).

It is significant that the list of schemes in Table 1.2 (p. 6) omits the Metro East proposal which was presented by the promoters to AECOM at that meeting. This proposal was developed by the Howard brothers in 2005/6 as a response to the Metro North proposal. The Howards did not have any involvement whatsoever in Drumcondra 2005, at any stage.

3.2. Light Rail

In Section 3.0 of this report (on Light Rail p. 39), the report states

The following sections present a series of light rail options which have been proposed either by the RPA or AECOM for the study area and in general build on the planned LRT network for the City.

Despite the criteria which AECOM set out to describe each option, the consultants do not present who the promoters are for LR2 (Broombridge to Swords via Dublin Airport and Finglas see. P.42-43) and LR3/4/5 (Route Options for LUAS Line D2).

This failure to explicitly follow their own criteria leaves a lot to be desired. No promoters are given for

- Seven (7) of the 10 Heavy Rail options reviewed;
- All of the 5 BRT options reviewed;
- One of the 6 Light rail options reviewed.

As set out above, the consultants did not describe or separately assess the Metro East light rail proposal developed by the Howard brothers.

4. Assessment of light rail options to Airport through Drumcondra, including Metro East and City Access Transit(CAT) is tendentious

4.1.Cast of mind

In assessing Light Rail options, AECOM has

- Completely ignored the Metro East proposal,
- Chosen to assess only one aspect of the Drumcondra CAT;

neither of which were proposed by RPA or AECOM. which was stated be a criterion fore assessing light rail projects.as set down on p. 39;

- Not developed any Light Rail option on their own initiative, as they did for one Heavy Rail option (HR3 p. 17-18) and also for

4.2.Metro East

- 4.2.1. During the period 2005-2006 Michael J. Howard and his brother developed this proposal for a light rail linking the City Centre, Drumcondra, Whitehall, Coolock, Clonshaugh and Dublin Airport. In doing so, they employed the services of professional engineering companies (ie. Roughan and O'Donovan), experienced town planners and others. Drumcondra 2005 was not involved in any stage of this process nor to my knowledge, was anyone previously active in Drumcondra 2005.
- 4.2.2. This resulted in a seriously developed proposal which was documented. This resulted in meetings with the Railway Procurement Agency(RPA) which was then heavily committed to Metro North. As far as I know, the Howards submitted this proposal to An Bord Pleanála for consideration during the Bord's assessment of the original Metro North proposal (see LR6 p.51-55).
- 4.2.3. When AECOM invited me to present the Drumcondra CAT, having asked AECOM staff if I could ask others (unspecified) to join me, I asked the Howards to join me for the meeting in AECOM offices (Grand Canal Street) on Monday 6th October 2014.
- 4.2.4. During that meeting, Micheal Howard outlined the Metro East proposal to AECOM staff. He also handed over a copy of the full Metro East proposal and another document given the RPA at that time to the consultants. This is noted in the record of that meeting (see Appendix 2)
- 4.2.5. It is completely unacceptable that AECOM did not consider this proposal, on its own, in compliance with the terms of reference for this study. This suggests a lack of professionalism which does not do support the credibility of this report.

4.3. Drumcondra CAT ACCREDITATION

4.3.1. In March 2001, the Strategy Development Unit of the then Light Rail Project Office published an invitation for written submissions on the Dublin Light Rail (LUAS) and Metro Systems (attached in Appendix 2).

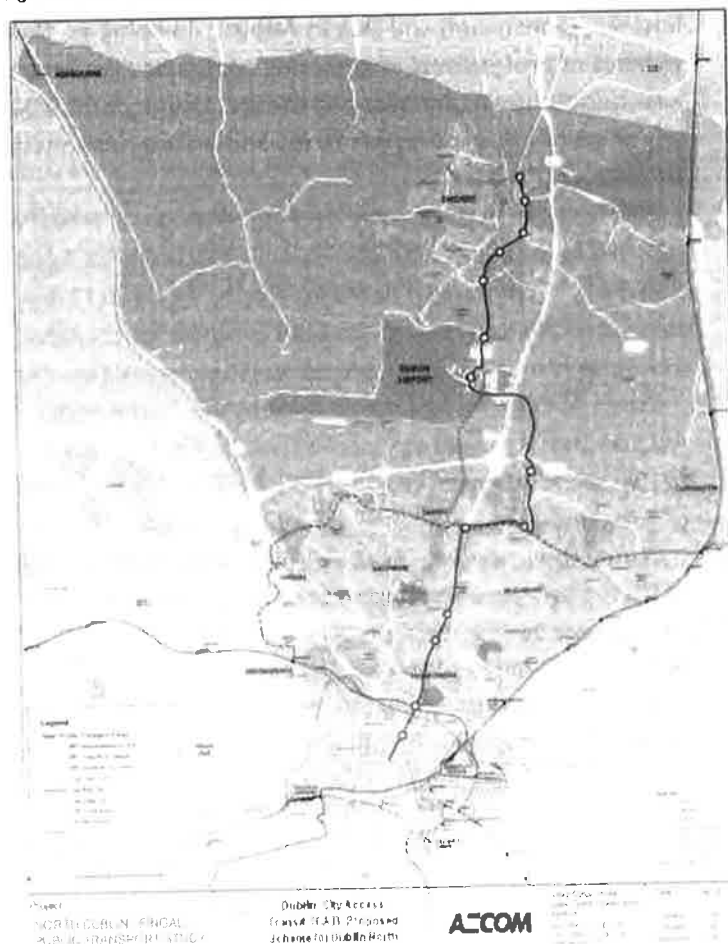
4.3.2. In May 2001, I submitted the Drumcondra CAT in response to this invitation. From the signatures of those then involved in Drumcondra 2005 (all dated between 14 and 20 May 2001), it is clear that this proposal was made long before there was any public mention of Metro North.

4.3.3. Prior to the October 2014 meeting, I sent the text of the 2001 Drumcondra CAT submission to AECOM (see Appendix 3).

4.4. AECOM description and general assessment of Drumcondra CAT

4.4.1. The consultants have considered this as LR8 described in par. 3.12 (p. 80) together with a map (p. 61) which I agreed with AECOM (see emails in Appendix 4)..

Figure 3.9: LR8 – City Access Transit (CAT)



4.4.2. From the preceding paragraphs, it is clear that the consultants were aware of the date and origins of this proposal. Yet the report states that it was proposed as an alternative to Metro North, which was not in the public domain when CAT was proposed in the spring of 2001.

4.4.3. Furthermore, the consultants do not describe the proposed CAT accurately.

They describe what I considered to be an integral part of the proposal as a *secondary routing in order to link the Finglas and Ballymun areas to the wider public transport network, through a further extension of the Luas Cross-City at Broombridge (Liffey Junction).* (par. 3.12.2). Note that the LUAS Cross City proposal was not in the public domain in the 2001, when CAT was proposed.

This clearly misrepresents the following part of the CAT proposal ie.

CAT serves Dublin Airport directly. It does so from two directions, as the Airport is on a loop. One part of this loop is mostly off street ie. from Harold's Cross to the Airport via Rathmines, Ranelagh, Tara Street, Broadstone, Cabra, Finglas. This would make it easy to run express and/or limited stop services to/from the Airport. This means a predictable travel time to and from the Airport. It shortens the total journey time, including the time spent looking for parking at Dublin Airport. CAT gives people another option on the cost and inconvenience of Airport parking.

4.4.4. The consultants chose to confine their assessment of CAT to what they termed *The primary corridor, via Drumcondra, meets the brief in that it links the City Centre with the Airport and Swords. Therefore only the primary route would be considered as part of this assessment.* (par 3.12.2 .p.59). This statement

- ignores the brief which was clear that the study area was bounded by R135 / N2 Finglas Road / North Road in the west;
.....and Ashbourne – which is on the N2 to the north;
- is not compatible with their consideration of some light rail(LR1 and LR2) and heavy rail projects (HR 7) which are not on what they chose to call the *primary route*.

4.5. Other options

4.5.1. **Why did the consultants choose to confine the assessment of Drumcondra CAT to one corridor instead of doing what they had chosen to do in respect of both heavy rail and bus rapid transit options ie. create and assess new light rail options?**

4.5.2. The consultants clearly had the freedom to assess any options, including those that they developed on their own initiative. This is clear from option HR3 (p. 17) which was developed by AECOM. Having

- assessed a Light Rail option connecting Broombridge to Swords via Dublin Airport and Finglas (LR2. p. 42);
- mapped the Drumcondra option (LR8 p. 61) in such a way that it would not take any significant effort to combine it with Option LR2 (see map above);

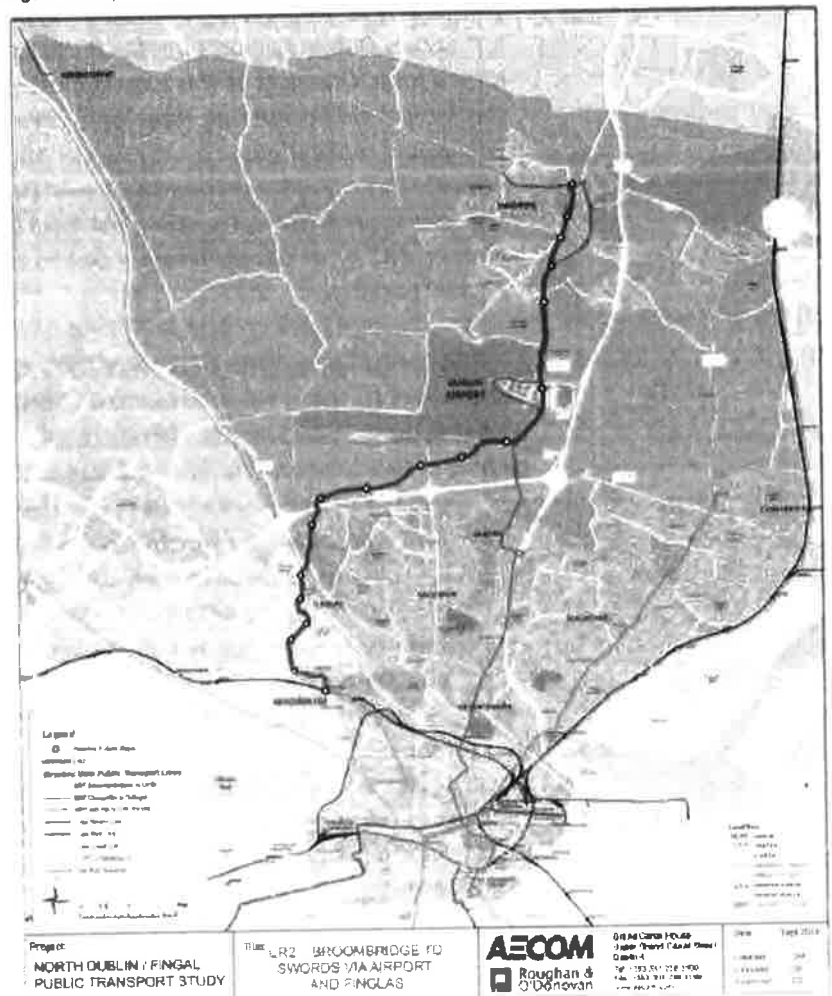
why did the consultants not develop their own light rail option, given the data available in

- the 1996 Oscar Faber study of alternative options for light rail in North Dublin
- the Metro North work of the RPA;
- the Metro East report prepared by Howards;
- studies done in connection with BRT?

AECOM

National Transport Authority
Fingal / North Dublin Transport Study

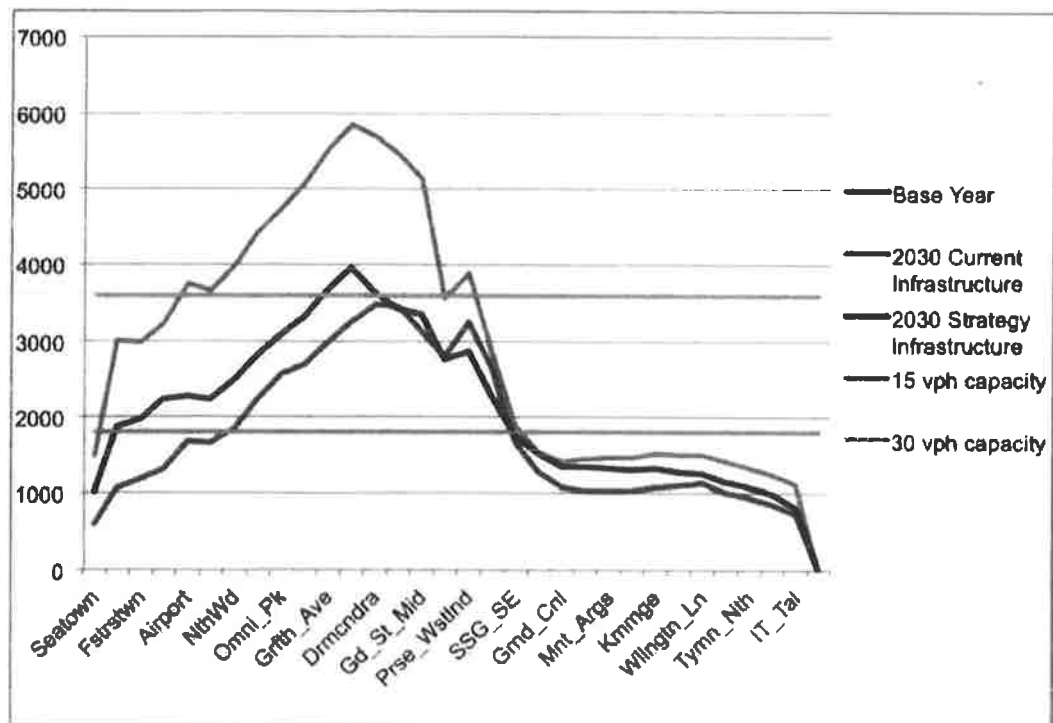
Figure 3.3: Option LR2 Broombridge to Swords via Dublin Airport and Finglas



4.5.3. Other NTA studies (including at least one in which AECOM was involved) have reported on work done on the Swords-Airport-Drumcondra- City Centre route. Why then does AECOM refuse to use this work to assess the Drumcondra proposal?

4.5.4. These studies (eg. the BRT Core Network Study) show clearly that there is a very high potential passenger demand for public transport on the City Centre-Drumcondra-Dublin Airport corridor. This is shown clearly by the following taken from that study

Figure 2 Transport Demand City Centre-Drumcondra-Dublin Airport-Swords



Source: National Transport Authority: Bus Rapid Transit (BRT) Core Dublin Network. October 2012. Figure 37 p.50⁹

⁹ http://www.nationaltransportauthority.ie/assets/000000/000000/2011/12/BRT_Core_Network_Report.pdf

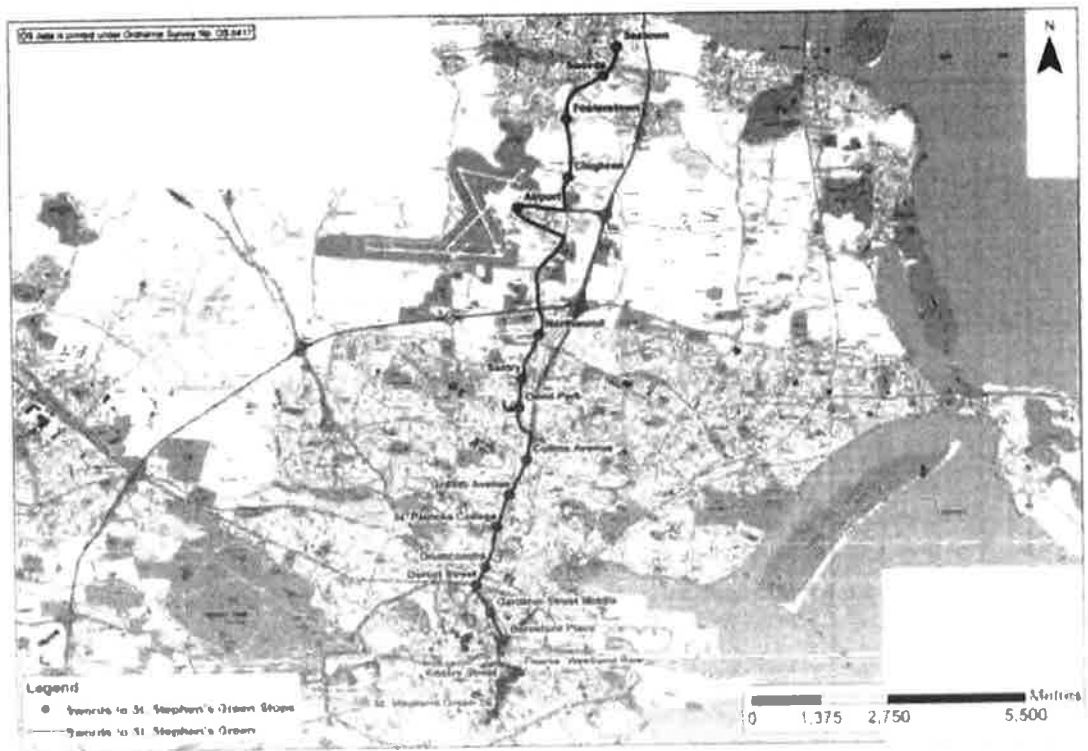
Table 1 North Dublin Passenger Demand

Alignment	Scenario	Peak Uniflow	% above 15vph Capacity (1,800)	% above 20vph Capacity (2,400)	% above 30vph Capacity (3,600)	AM Peak Boardings
Blanchardstown to UCD	Base Year	3,368	87%	40%	-6%	9,482
	2030 Curr Inf	3,877	115%	62%	8%	14,577
	2030 Strategy Inf	2,564	42%	7%	-29%	11,838
Swords to Tallaght	Base Year	3,482	93%	45%	-3%	17,224
	2030 Curr Inf	5,845	225%	144%	62%	22,120
	2030 Strategy Inf	3,963	120%	65%	10%	17,828
Clongriffin to Tallaght	Base Year	2,754	53%	15%	-24%	11,899
	2030 Curr Inf	3,954	120%	65%	10%	14,618
	2030 Strategy Inf	3,638	102%	52%	1%	12,792

Source: National Transport Authority: Bus Rapid Transit (BRT) Core Dublin Network. October 2012.

Figure 41 p.53¹⁰

Figure 3 BRT route proposed for which passenger demand has been assessed



¹⁰ <http://www.nationaltransport.ie/wp-content/uploads/2011/12/Bus-Rapid-Transit-Core-Network-Report.pdf>

¹⁰ <http://www.nationaltransport.ie/wp-content/uploads/2011/12/Bus-Rapid-Transit-Core-Network-Report.pdf>

Extract from NTA BRT Core Network Report

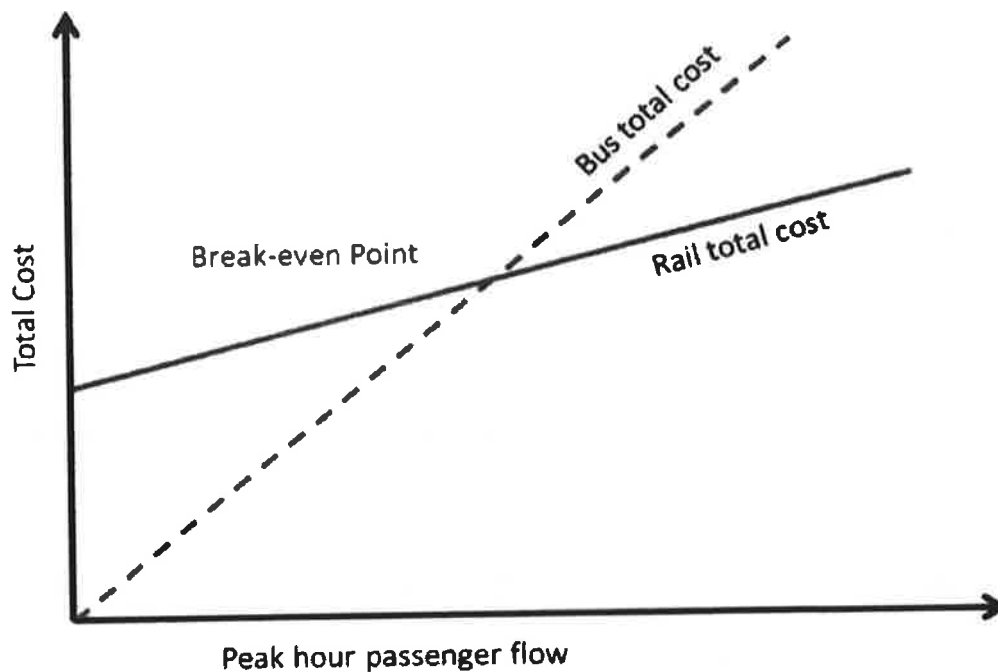
In general it can be said that higher investment costs in LRT are offset by lower operation costs.

When choosing the appropriate mode for particular corridors efficient ratios of passengers per driver result in lower operation costs. The driver numbers are dictated by the number of vehicles required to operate the system, and this is directly proportional to the capacity of the vehicles proposed. For example, to carry 10,000 ppdp in the order of 90 bus drivers would be required against 30 tram drivers for LRT versus 10 metro drivers.

Figure 21 illustrates that if demand justifies it, higher investment costs will be offset by lower operating costs over the full life cycle.

Source: National Transport Authority: Bus Rapid Transit (BRT) Core Dublin Network. October 2012. p. 26-7¹¹

¹¹ <http://www.fingaltransport.ie/wp-content/uploads/2014/12/BRT-Core-Network-Report.pdf>

Figure 4 Public Transport Passenger Demand versus Cost

Source: National Transport Authority: Bus Rapid Transit (BRT) Core Dublin Network. October 2012. Fig.21 p. 27⁴²

With this wealth of data from authoritative sources, it is simply incredible that the consultants did not propose an additional light rail option along what the *central corridor* as an alternative to the clear inadequacies of the proposed BRT. As the German writer Brecht put it.

Intelligence is not to make no mistakes, but quickly to see how to make them good

It is extraordinary that the overview appraisal table on 8 Light Rail options (Table 7.2 p.91) shows all options for light rail to have high degrees of natural heritage/environmental constraints. This assessment is not supported by the descriptions of these light rail options on p.38-81.

Dublin Airport

Similar consideration apply to the way in which Dublin Airport is described (eg. par 3.9.3 p. 46). It is noted that a one-way LRT loop could be looked at. Surely, this should be looked at, even if it does result in a reduction of some road capacity. If the aim is to promote modal shift, then reducing road capacity is normal when road

⁴² <http://www.nra.ie/sites/default/files/publications/2012-10/BRT%20Core%20Dublin%20Network%20Appendix%20B.pdf>

space is allocated to cyclists (eg. along the Grand Canal in Dublin), QBCs, LUAS and even the proposed BRTs.

In a lecture in Dublin in June 1999, the then Deputy director of the Zurich Transport Authority noted that

The future of urban transport policy lies not in expansion but in the intelligent use of existing traffic areas. The objective of ensuring mobility for people when travelling to work and shopping and during leisure time requires imaginative urban traffic management based on modern information technology.

In deciding to the Drumcondra ~~route~~ in the way chosen, the consultants assert that *the route is relatively circuitous...leading to journey times in the area of 1 hour from the City Centre to the Airport. This could not provide a competitive service as journey times are expected to be in the region of 40 minutes by bus and 20 minutes by taxi (par. 3.12.6 p. 60).*

While this may be true, it should be noted that an NTA study of Dublin Airport found that

- Three quarters (75%) of all trips were either for holiday/leisure (nearly half) or visiting friends/relatives (over one-quarter) (see fig. 5).
- Less than one quarter of the trips originated in City Centre (23%)(see Fig. 6). Even if one includes other areas of Dublin, just over 40% of Airport trips could be originating in the business districts of Dublin City.¹³

This suggests that the vast majority of passengers using Dublin Airport may not be very time-constrained in how they access the Airport. As the consultants point out, those that are time-constrained have the option of using taxis.

In summary, the consultants ignore other evidence available in the public domain. This is simply not an acceptable basis on which to assess public transport options for North Dublin.

Figure 5 Dublin Airport Passengers. Purpose of trips.

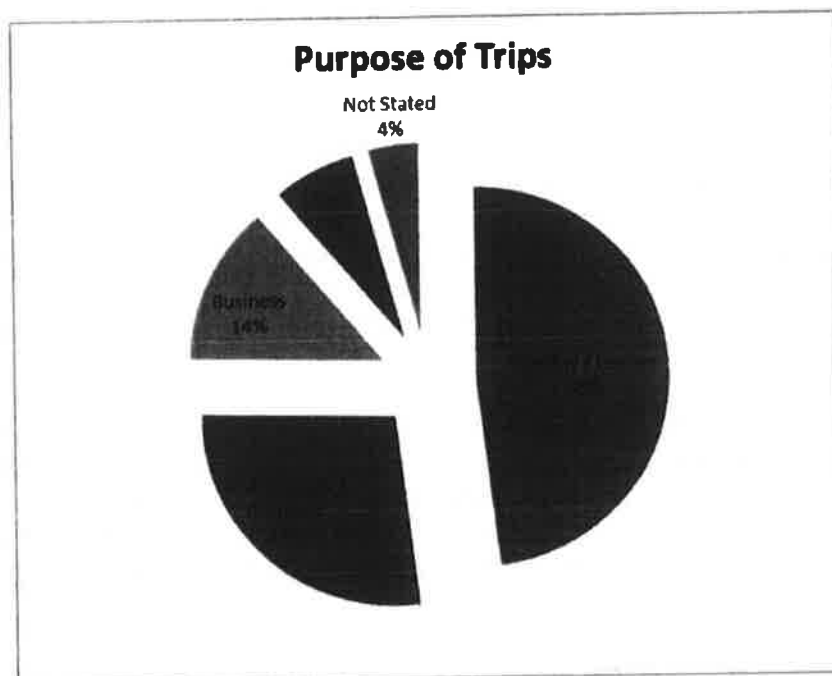
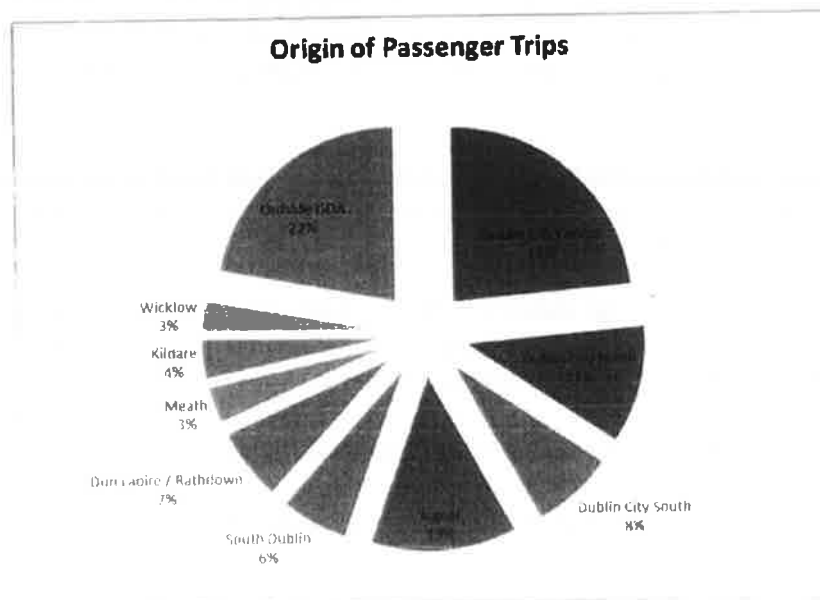


Figure 6 Dublin Airport Passengers. Origins



4.6. Other considerations

4.6.1. The assessment of *Infrastructural considerations* (par 3.12.3 p. 59) leaves a lot to be desired.

It is strange that a study aimed at implementing a government policy to promote modal shift states that *"The implementation of a light rail scheme along this route would require the full removal of the QBC/BRT lanes along Dorset Street and Drumcondra Road, and would also require the removal of (mainly) right turning facilities at many junctions. While physically possible to provide the LRT route along this corridor the traffic impact would be significant, particularly for local movements due to the reduction in the number of turning facilities.*

NTA studies on BRT on this route (in which AECOM has been involved) show clearly that BRT capacity is not fit for purpose on this route, which is heavily congested. Yet, there has been little acknowledgement that the implementation of the inadequate BRT would also give rise to constraints and costs, similar to those needed for a light rail option to be installed on this corridor.

These assertions do not suggest that public funding is being used to good effect on this project or on a previous NTA sponsored project on which these consultants (and others) worked ie. BRT Swords/Airport to City Centre Route Options Assessment October 2014. This report blandly states that *As the route south of Santry to the Royal Canal (F1) is a fixed section where no feasible alternative exists, the 'Stage 2' assessment considers Santry route options only.*¹⁴

It is extremely puzzling that the proposed BRT (which is not fit for purpose) is not subject to the same level of analysis as the consultant applied to the Drumcondra CAT and also LR 5 (par 3.9 p45-47, 49).

4.6.2. There is also another statement that does not bear comparison with practice elsewhere ie. *In addition, the trees along this section of the route would be negatively impacted by the overhead cables and the possible widening of the carriageway.*

- Why is that the widening of the carriageway on this corridor is not needed for BRT?
- Where else in Dublin has the corridor been widened to accommodate on-street LUAS/light rail?

¹⁴ NTA and others. Swords/Airport to City Centre, Route Options Assessment volume 1: Main Report (page 100). Oct 2014 <http://www.nationaltransportauthority.ie/en/123456789/101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100>
lastedly, in 2014, by Route Options Assessment Report.pdf

- Why can Helsinki have light rail on narrow tree-lined streets shared with other traffic as shown the following photographs?
- Are those who govern us and the consultants they employ incapable of the same degree of care and attention to the provision of fit-for-purpose public transport as those who govern another small country at another edge of Europe?

Figure 7 Helsinki Light Rail 1



Figure 8 Helsinki Light Rail 2



Figure 9 Helsinki Light Rail 3



4.6.3. It lacks merit to assert that *Construction impacts on Dorset Street and Drumcondra Road would be very significant as space to facility diverted traffic is not available over much of its length.* (par 3.12.4 p. 60). This simple assertion shows a lack of attention to the possibilities of using routes for diverted traffic while the means to promote modal shift are put in place eg.

- *Dublin Port Tunnel;*
- *Malahide Road; Clontarf and Alfie Byrne Roads*
- *Ballymun Road and Botanic Avenue*
- *Even the M50 for south Dublin bound traffic.*

Appropriate city-wide traffic management could lessen the inconvenience of having to divert traffic by eliciting the co-operation of other public authorities.

- Tolls throughout Dublin could be dropped during the construction period;
- Public transport fares could be moderated to give people options on how they travel and even when they travel.

It is significant that the proposed cross-city on-street BRT routes are not subject to the same comments, particularly when they converge on the city centre.

4.6.4. It is not acceptable that this report assumes that a light rail on this route would be *central running*. No basis is given to support this assertion. It is completely unprofessional to overlook our experience of light rail lines in Dublin city centre. LUAS is not constrained by *central running* on

- Abbey Street;
- Harcourt Street;
- Stephen's Green;
- LUAS Cross City now being built eg. Dawson Street, O'Connell Street.

Conclusion

Conclusion

Dublin still needs the Drumcondra [GDA](#) (2015) + [B&C](#) (2011) which involves

1. Two mainly on-street light rail lines looped around the North City, including the Airport and Swords;
2. A Docklands loop linking the existing Green and Red on-street LUAS lines;
3. A light rail link from the proposed North Dublin loop to Howth Junction;
4. A complete redesign of bus services Dublin area.

Only thus can Dublin become easier to move around in for all those who live and work in here in addition to those who visit our capital city for business or leisure or some other reasons.

This latest report continues the pussyfooting that the public authorities have engaged in for years as they persist in trying to placate the many feuding baronies now involved in public transport in our capital city. This report leaves a lot to be desired in terms of the quiet competence we need.

The public authorities must get a grip to ensure on this situation to ensure that our city achieves and sustains an internationally attractive place in which to live, work, play and visit.

Appendix 1.

Agreed Record of meeting with AECOM Monday 6th October 2014

Meeting with AECOM 2pm Monday 6th October 2014
Grand Canal House, Grand Canal Street Upper, Dublin 4

Report

Present: Joe Seymour, AECOM (JS)
Dónal Ó Brolcháin (DÓB)
Tom Coffey (TC)
Michael N Howard (MNH)
Michael J Howard (MJH)
Brian MacEochaidhin (BMacE)
John Roden (JR)

The meeting arose from an invitation from Ms. Elaine Brick, Associate Director, Transportation, AECOM to DÓB to present the City Access Transit (CAT) proposal.

As Ms. Brick was unable to attend, Joe Seymour (JS), Regional Director, AECOM, took the meeting, as he is Project Manager for the study AECOM is currently carrying out into public transport options for the North Dublin area on behalf of the NTA.

DÓB introduced himself, followed by the others who joined the meeting at Donal's invitation, following Elaine's prior agreement.

JS explained the scope of the current AECOM study, which is focussed on public transport options between Dublin City Centre, Dublin Airport and Swords. He stated that all possible options were being considered, across all transport modes, and that so far his team had identified 24 different options.

These were being developed at a general, conceptual level. By Nov 2014 they hope to have narrowed these down to 5 or 6 routes, with a "Preferred Option" selected by early 2015.

Options included variations to the Metro North proposal, "light metro", heavy rail, light rail, bus rapid transit, and indeed a combination of modal options. Many different routes are also being considered.

JS acknowledged that the Swords – Airport – City Centre BRT route being currently developed by the NTA (upon which public consultation is to begin in the next two weeks) is only a short-term solution, in its current form, but a larger scale BRT is part of the options being considered for medium to long term solution. AECOM's current work was on developing medium- to long-term solutions in this area.

JS indicated that their work assumes the introduction of the DART Underground project. BMacE asked if their interpretation of this included the proposed heavy rail link to Dublin Airport, and JS responded that it did not.

DÓB then presented the Drumcondra City Access Transit (CAT) proposal. This presentation showed how the NTA's own data indicated that a BRT scheme did not have adequate capacity for the passengers projected on the Swords – Airport – City Centre corridor. DÓB's view is that this calls for two new LUAS lines looped around the northside. This loop would continue from the LUAS CrossCity terminus at Broombridge to take in Finglas, Charlestown, Ballymun, Santry, Clonsillaugh, Coolock and back to the city centre via Whitehall and Drumcondra. There would be a spur to Dublin Airport and Swords as well as another to link with DART and Commuter services at Howth Junction. This would serve people in Dublin's north city, as well as Dublin Airport passengers and staff. The presentation emphasised, using previous DTI and DTO data, how similar LUAS proposals have been in existence for many years, and yet have been repeatedly ignored by government.

The presentation highlighted the ongoing transport void in the Dublin north city area, which has the highest number of people in the Dublin area and has had for the last 20 years. It also showed that because only 14% of Airport trips were business-related, a dedicated high-speed metro-standard link was not actually required, and that LUAS would be a far better fit for City Centre – Airport journeys. Other options exist for those who need fast access to the Central Business District and IFSC.

MJH presented the Metro East proposal, developed in 2005/2006. This proposed a route from the City Centre through Drumcondra to Whitehall, Santry, Kilmore, Clonshaugh, the Airport and Swords. This privately funded proposal includes economic, land use and engineering data they had commissioned at the time, from Roughan O'Donovan and other consultants. (JS commented they often worked with them). MJH gave JS a copy of the Proposal, accompanied by a Submission made to the RPA at the time,

Deleted: and t

Deleted: , to JS

Concerned that AECOM may be focussing on a narrow "single corridor" approach, BMacE commented that the strong message coming through was that both the Beaumont / Kilmore / Clonshaugh and Ballymun / Finglas areas had to be served by high-quality public transport and that the standard approach was to consider a core route with one or more branches, a core route with a loop, or two or more distinct routes, rather than trying to follow a "one size fits all" approach.

JS asked DÓB about disruption in Drumcondra caused by LUAS construction. DÓB pointed out that there will always be objections and outlined his experience of campaigning, on behalf of residents' associations, for the Dublin Port Tunnel project.

Deleted: omunity involvement in

Deleted: the

Deleted: /

TC outlined how the Dublin City Business Association (DCBA) (from which he has recently retired) supported on-street LRT from its inception. DCBA looked beyond the short-term disruption caused by its construction to the great benefits it conferred on retailers and life in the city centre. He also explained how younger people, especially today, were becoming more urbanised, preferring to live in cities like Dublin, or emigrating abroad, and more and more did not need or want access to cars in urban areas, preferring instead high-quality public transport and taxis.

There was further discussion on additional routes for northside LUAS, such as linking the proposed line through Drumcondra, Whitehall, Kilmore and Clonshaugh to the Airport with Howth Junction via Oscar Traynor, Tonleagee and Kilbarrack Roads.

BMacE also circulated an outline map that synthesised the CAT and Metro East proposals, illustrating how these could be implemented in LUAS form.

The presentation highlighted the ongoing transport void in the Dublin north city area, which has the highest number of people in the Dublin area and has had for the last 20 years. It also showed that because only 14% of Airport trips were business-related, a dedicated high-speed metro-standard link was not actually required, and that LUAS would be a far better fit for City Centre – Airport journeys. Other options exist for those who need fast access to the Central Business District and IFSC.

MJH presented the Metro East proposal, developed in 2005/2006. This proposed a route from the City Centre through Drumcondra to Whitehall, Santry, Kilmore, Clonshaugh, the Airport and Swords. This privately funded proposal includes economic, land use and engineering data they had commissioned at the time, from Roughan O'Donovan and other consultants. (JS commented they often worked with them). MJH gave JS a copy of the Proposal, accompanied by a Submission made to the RPA at the time,

Deleted: and t

Deleted: , to JS

Concerned that AECOM may be focussing on a narrow "single corridor" approach, BMacE commented that the strong message coming through was that both the Beaumont / Kilmore / Clonshaugh and Ballymun / Finglas areas had to be served by high-quality public transport and that the standard approach was to consider a core route with one or more branches, a core route with a loop, or two or more distinct routes, rather than trying to follow a "one size fits all" approach.

JS asked DÓB about disruption in Drumcondra caused by LUAS construction. DÓB pointed out that there will always be objections and outlined his experience of campaigning, on behalf of residents' associations, for the Dublin Port Tunnel project.

Deleted: community involvement in

Deleted: the

Deleted: /

TC outlined how the Dublin City Business Association (DCBA) (from which he has recently retired) supported on-street LRT from its inception. DCBA looked beyond the short-term disruption caused by its construction to the great benefits it conferred on retailers and life in the city centre. He also explained how younger people, especially today, were becoming more urbanised, preferring to live in cities like Dublin, or emigrating abroad, and more and more did not need or want access to cars in urban areas, preferring instead high-quality public transport and taxis.

There was further discussion on additional routes for northside LUAS, such as linking the proposed line through Drumcondra, Whitehall, Kilmore and Clonshaugh to the Airport with Howth Junction via Oscar Traynor, Tonleegoe and Kilbarrack Roads.

BMacE also circulated an outline map that synthesised the CAT and Metro East proposals, illustrating how these could be implemented in LUAS form.

Appendix 2.

Drumcondra CITY ACCESS TRANSIT(CAT)

27/11/14
31/11/14
1/12/14

LUAS

DUBLIN LIGHT RAIL (LUAS) AND METRO SYSTEMS Preliminary Public Consultation - Invitation for Written Submissions

Good progress is being made with construction of the Luas - a flagship project of the National Development Plan 2007-2013. The initial legs will serve Tallaght and Sandycove/Glenageary and will link the three main city centre public transport hubs at Heuston, Connolly and Busaras.

This notice relates to future development of the Luas system and the introduction of a metro system to meet the growing demand for high quality public transport.

In October 2008, the Dublin Transportation Office (DTO) published a strategy 'roadmap' document entitled 'A Platform for Change' which encourages outline proposals for future Luas and Metro lines.

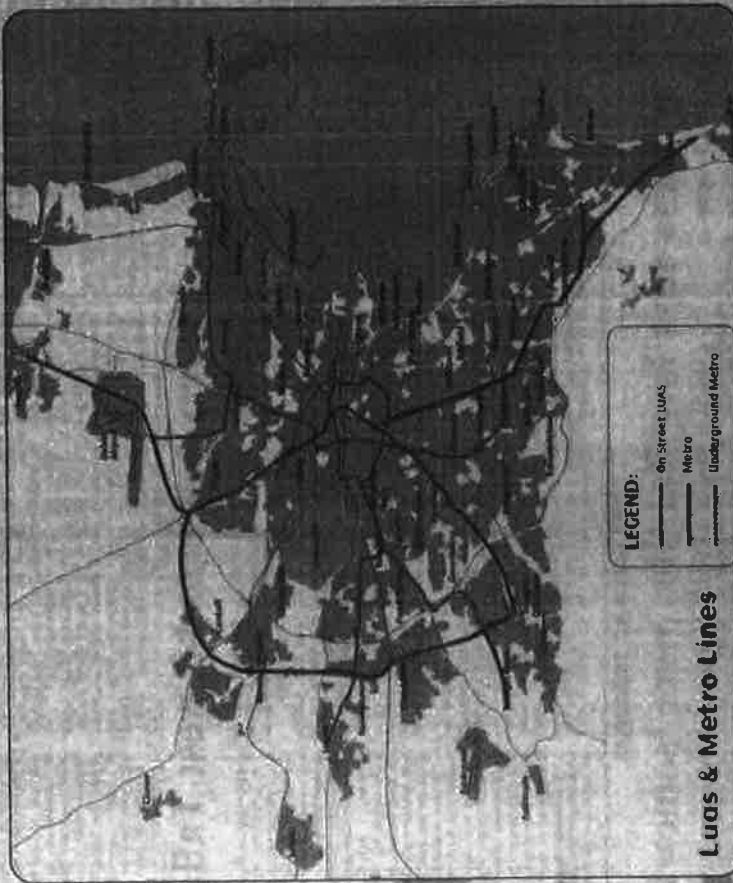
The Government has indicated its acceptance of the broad thrust of this strategy roadmap document and has requested the Light Rail Project Office to study the outline proposals.

The Light Rail Project Office has commenced this study and is interested in receiving written submissions relating to the envisaged Luas and Metro systems as outlined in the accompanying map.

Written submissions should be sent to the following address for receipt by 20th May 2009:

Strategy Development Unit
The Light Rail Project Office
Heuston Station
Dublin 8

Light Rail Project Office



Luas & Metro Lines

Luas Lines:

- A north-south line from Ballymun via Whitehall, City Centre, Harold's Cross, Terenure and Rathfarnham to Dundrum with an extension north of Ballymun to Silllogue. A spur at Whitehall via Coolock to Kilbarrock.
- An east-west line from Lucan via Ballyfermot, Dolphin's Barn and South City Centre to Docklands.

Metro Lines:

- A line from Swords to Shanganagh serving Dublin Airport, Finglas, Broadstone, City Centre, Ranelagh, Sandycove and Cherrywood incorporating some underground sections and integrating with Luas south of Ranelagh.
- A line from Tallaght West via Tallaght and Kilmage entering the city centre tunnel in the south city.
- An orbital line from Finglas to Tallaght via Blanchardstown and Connolly.

NDP
NATIONAL DEVELOPMENT PLAN

CIE Group of Companies

City Access Transit

SUMMARY

CAT is **street wise and clean**. It offers a coherent framework for

- **Park 'n Ride sites on all the main national roads**
- **Interchange with DART, Arrow and other mainline rail services**
- **access to Dublin Airport and Port**
- **redesigning bus services**
- **becoming fatter, with bells, whiskers and even kittens.**

CAT serves all the main road, rail and air access points to Dublin. It links many industrial, office and commercial areas with residential areas. The network also links many educational and cultural institutions as well as hospitals. CAT makes it easy to run continuous services in a single system.

Dublin's public transport (including buses) needs a **current cost subsidy** at the same level as other European capitals. A Dept. of Public Enterprise paper reported that Dublin's public transport gets less than one quarter of the subsidy rate in Helsinki and Stockholm. Other studies suggest that European capital cities have public transport subsidy rates of about 50 per cent.

We need **quiet competence - not grand gestures**. We must have a coherent strategy for the next 20 years. During that time, further options for the future can be developed, studied, designed, costed, debated and decided. By having three different policies in the three years since it took office, this government has shown itself incapable of coherent thought, competent planning and considered action on Dublin transport. Consider the following

- The proposal for a LUAS line linking Ballymun, Drumcondra to Broadstone! At present buses from these areas go into the city centre. If Broadstone did not exist, who would create this place well away from the city centre!
- The proposed LUAS link with DART near Shankill. This seems to assume using an old rail junction. This area is now built up. Does this new plan imply demolition of houses in Shanganagh?
- "The future of urban transport policy lies not in expansion but in the intelligent use of existing traffic areas. The objective of ensuring mobility for people when travelling to work and shopping and during leisure time requires imaginative urban traffic management based on modern information technology". Ernst Joost, Deputy Director, Zurich Transport Authority, speaking in Dublin in June 1999.

Both the **motoring and taxi lobbies want better public transport** instead of more parking charges and road-pricing. Judge Sean O'Leary, Inspector for the LUAS public inquiries, found that **buses alone cannot do the job**. John Henry, DTO Director told the same inquiries that light rail has a proven capacity to attract car drivers. As citizens of the Celtic Tiger, CAT **improves our standard of living** by making it easy to travel around our capital in **less polluting** ways.

CAT links different parts of Dublin using a mainly surface light rail transit. Many centre city stops are those already approved for the Tallaght and Sandyford lines, as are the stations on those lines. Government consultants studied a line linking Tallaght to Kimmage, going underground to Rathmines, Ranelagh, Tara St, O'Connell St and Broadstone. CAT includes that line. The LUAS vehicles already ordered are being built for underground running.

CAT is **cost effective**. Surface LUAS is **costs one-seventh** that of underground (see p. 5). The Government has already committed over 20 per cent of the cost by deciding to build the Tallaght and Sandyford LUAS lines at a cost of £353m for 23km. This CAT will cost £1.628bn. as follows:

On-street LUAS 70kms @ £15m per km	=£1,050m
Underground LUAS 6kms @ £38m per km	= £228m
Underground stations say 5 @ £70m each	= £350m

GET ON WITH IT!

CLEAN AND HEALTHY

Being electric-powered, CAT pollutes less at point of use and is quieter. Given the different ways of generating electricity, CAT need not contribute to climate change, as it does not emit any environmentally damaging greenhouse gases directly.

CAT will help Dublin to become a healthier city. Traffic is now the largest single air pollutant in urban areas. Some have estimated that traffic-generated air pollution causes over 20,000 deaths in Europe every year.

PARK 'N RIDE ON THE MAIN ROADS.

CAT provides a clear framework for Park 'n Ride sites. It links all the main roads into Dublin with much of the city, as follows

- Airport/Belfast road(N1) at Swords, the Airport, Collins Ave and Drumcondra;
- Ashbourne/Slane/Derry road (N2) at Finglas;
- Navan/Cavan road(N3) at Cabra;
- Lucan/Maynooth road(N4) along the quays e.g. Museum on the Tallaght LUAS;
- Naas/Kildare road(N7) between Red Cow and Grand Canal (with stations at Kylemore Road, Bluebell and Blackhorse on the already approved Tallaght line)
- Blessington/Tullow(N81) road at Tallaght;
- Bray/Wicklow(N11) at Loughlinstown and Cabinteely;
- M50 at two places, ie. between Kingswood and Red Cow(on the Tallaght line), between the Airport and Finglas between CAT's ears.

INTERCHANGE WITH DART, ARROW AND OTHER RAIL SERVICES

CAT has direct interchanges to the existing rail services at four different places. It links with

- DART by underground stations at Tara St or Connolly (Tara St station cannot cope with existing peak hour passengers. It is not clear that CIE's development plans for Tara St. include increasing the capacity for passengers).
- Heuston. This links with Kildare Arrow services and mainline rail services from Dublin to all parts of Ireland.
- The Western line at Drumcondra Station and a proposed station at Liffey Junction. Liffey Junction is between Cabra and Finglas. It where the railway line under the Phoenix Park joins the Western Suburban (Kilcock-Maynooth-Barrow St) line. This serves such rapidly growing areas as Blanchardstown in North-West Dublin and Leixlip in North Kildare.

DUBLIN AIRPORT

CAT serves Dublin Airport directly. It does so from two directions, as the Airport is on a loop. One part of this loop is mostly off street ie. from Harold's Cross to the Airport via Rathmines, Ranelagh, Tara Street, Broadstone, Cabra, Finglas. This would make it easy to run express and/or limited stop services to/from the Airport. This means a predictable travel time to and from the Airport. It shortens the total journey time, including the time spent looking for parking at Dublin Airport. CAT gives people another option on the cost and inconvenience of Airport parking.

For years, all Governments have ignored key facts about the Airport in planning Dublin transport. A recent Ove Arup report confirmed what the Dublin Transportation Initiative found in 1993 - that there is a lot of traffic to the Airport during the morning peak commute hour. This complements the city bound flow making this an ideal route for public transport.

A 1998 Aer Rianta/CIE Air-Rail study reported that over three-quarters of Dublin Airport passengers are making journeys for leisure purposes.(see p.6) Passengers who want non-stop Airport access would have the options of their own cars or taxis or bus services. All could use either the Port Tunnel or the complete M50 or the Eastern By-Pass, if it is ever built!

BUSES

Dublin needs a redesign of bus services. Bus drivers need comfortable places to work from and in which to take breaks. One Dublin Bus depot (Broadstone) is on CAT, while another three (Ringsend, Summerhill, Cunningham Rd) are very near it. This would help get rid of bus parking on city centre streets.

A FATTER CAT - BELLS AND WHISKERS, EVEN KITTENS

By adding bells and whiskers, and a kitten or two, CAT could serve other areas. One obvious area is between the M1 and the northern railway line. This whisker would take in industrial areas at Clonshaugh and Coolock in addition to Northside Centre and Beaumont Hospital. An extra bell could take in the Point, East Wall and the ferry terminal at Dublin Port, perhaps connecting with the Coolock whisker! Similarly, a west side kitten could take in Clondalkin and Citywest.

BEING STREET WISE,

CAT makes better use of the space available. (see p.7). A 30m CAT vehicle carries 60 people seated in the same street space as 6 cars. These 6 cars carry less than 9 people as each car carries an average of 1.42 people during the morning peak in Dublin according to the DTO.

100,000 new vehicles were registered in Dublin between January and October. Traffic planners allow over 5 metres per car. This suggests that Dublin needs over 12 km (7.5 miles) of street space each week to cater for these vehicles. On this basis, you might have to go to Cork to park!

CAT OR A WOMBAT?

CAT is a single network. As all parts are connected, there will be no need to build maintenance depots for the separate lines needed by this government's policy. Why build two separate depots for the Tallaght and Sandymount lines? The present policy does not to connect these lines. This repeats the mistake made when railways were first built in Ireland. The lines into Dublin did not interconnect then. Continuing this is a *waste of money, brains and time* - a *wombat*. Approving this "in principle", means dithering! This indecisiveness drives up costs. It makes life uncomfortable and unpleasant!

A PURRING CITY

All public transport has to be pleasant, easy to use, predictable and reliable. This means easy access for all and being clean.

Ease of use will be greatly enhanced when the Dept. of Public Enterprise brings in **integrated ticketing** for public transport. Smart cards (like telephone call cards) may be used. This will allow people to use a single card for any public transport journey within the Greater Dublin area, regardless of how many changes of mode (eg. from CAT to bus, DART, Arrow or suburban and vice versa) are needed.

Predictability means having up-to-the-minute information on the next service arriving at each public transport stop. DART has this. But CAT will run mainly on streets, where traffic conditions can make time tables more aspirational than real. **Real-time information** is necessary at each stop as in cities like Gothenburg.

Reliability demands that all public transport (CAT, buses) in Dublin must get **automatic priority at traffic lights**. Dublin Corporation staff resist this, despite the lessons of wealthy cities like Zurich.

GET ON WITH IT!*

CAT is one of a set of mutually-reinforcing measures which should make it easy for people to move around the Greater Dublin Area. We need the Government to get on with CAT by deciding, immediately, to

1. hold a public inquiry on a surface link (via Dawson, Nassau, Grafton and Westmoreland Streets) between the Sandyford and the Tallaght lines
2. fund full detailed design on
 - the northside loops serving the Airport, Swords and the suburbs between them and the city centre;
 - the Docklands loop linking Connolly to Ranelagh via the new Guild Street - Macken St. bridge;
 - a new line from Tallaght (via Templeogue, Kimmage, Harold's Cross Rathmines) to the city centre and Broadstone outlined by Atkins in 1998. This includes a tunnel from Mount Argus through to Broadstone (with underground stations at Rathmines, Ranelagh, Tara Street);
 - extensions to City West, Clondalkin, Coolock, East Wall and the Dublin Port passenger terminal.
3. Provide an operational cost subsidy of at least 50 per cent for all mass public transport - regardless of who owns or operates it.

*CAT is based on the following

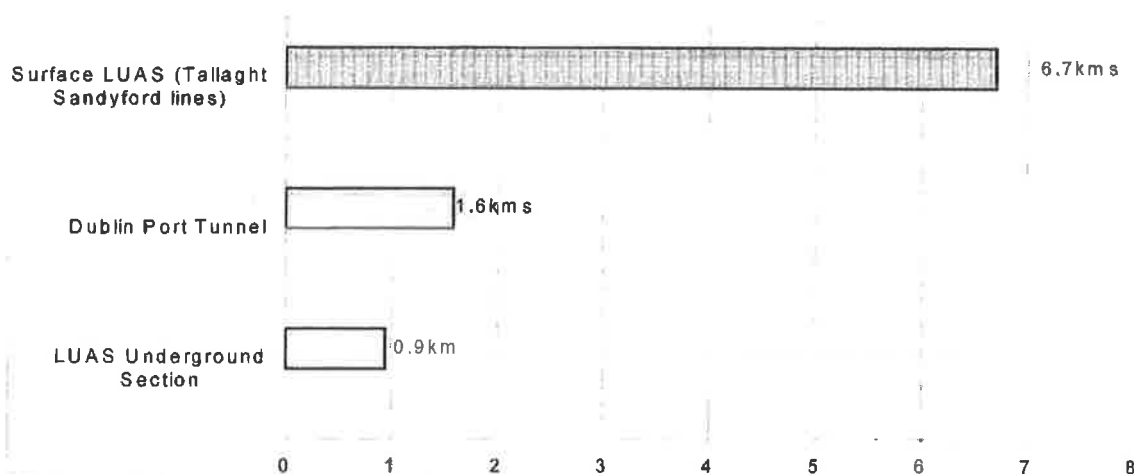
- the 1994 Dublin Transportation Initiative (DTI) final report.
- the 1996 Oscar Faber comparative study on Dublin's LRT lines.
- the 1997 Dublin Docklands Master Plan
- the 1998 Atkins study on surface/underground options for Dublin's light rail.
- the 1998 CIE-Aer Rianta Air-Rail link Report.
- the 1998 Dublin Corporation Review of Existing Air Quality and proposals for additional monitoring of traffic related emissions in Dublin City, issued by the Office of the Director of Traffic
- the 1998 DTO Final Report on Park and Ride Strategy for the DTI area
- CIE - Light Rail Project Office - Environmental Impact Statements
 1. Line A, Tallaght - Middle Abbey Street, July 1998
 2. Line B, St. Stephen's Green - Sandyford Industrial Estate, December 1998
 3. Line C, Abbey Street - Connolly Station, September 1999
- Findings of Inquiry
 1. Dublin Light Rail Line A, December 1998
 2. Dublin Light Rail Line B, June 1999
 3. Dublin Light Rail Line C, January 2000
- the 1999 Dublin City Development Plan
- the 1999 National Development Plan
- the 1999 Strategic Planning Guidelines for the Greater Dublin Area
- the January 2000 Atkins McCarthy report on the underground section of LUAS/LRT between Stephen's Green and Broadstone
- the June 1999 lecture Economy and Ecology are not Contradictions - Lessons in Transportation Planning from Zurich by Ernst Joos, Deputy Director, Zurich Transport Authority organised by the Swiss Embassy and others
- the March 2000 Ove Arup report Dublin Suburban Strategic Rail Review
- the April 2000 UCD report Comparison of Subvention levels for Public Transport Systems in European Cities, commissioned by the Dept. of Public Enterprise
- the April 2000 report by Environmental and Transport Planning (UK)
 - Bus or Light Rail - Making the Right Choice
- the May 2000 Dept. of Public Enterprise report on Regulation of the Bus Market in the Greater Dublin Area - prepared for the Cabinet Committee on Infrastructural Development and Public Private Partnerships
- the June 2000 Dublin Corporation proposal for a bridge in the Docklands
- the September 2000 article on Public-health impact of outdoor and traffic-related air pollution - a European assessment Lancet (UK) 2 Sept 2000 (Vol 356 No 9232)
- the September 2000 DTO Platform for Change Strategy 2000-2016
- the October 2000 National Greenhouse Gas Strategy published by the Minister for the Environment and Local Government

Donal O'Brolchain

Secretary Tel:(11) 837 1753 (after 19.00) email: donal.obrolchain@nta.ie

**It is still cheaper to put cars/trucks underground than to put LUAS/Metro underground, even with the doubling of the cost of the Port Tunnel!
Putting LUAS/Metro underground is the most expensive option.**

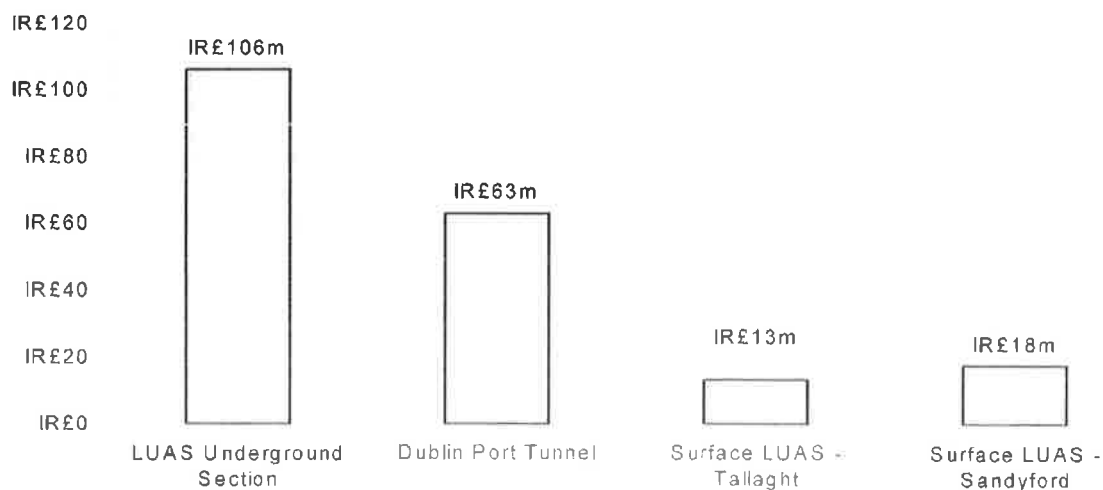
**How many Kilometers of Dublin Transport Infrastructure
for IR£100m ?**



Sources:

LUAS Underground Section:	3 underground and 2 surface stops, Atkins McCarthy report for CIE, January 2000	2.85kms	£303m
Dublin Port Tunnel:	Dual carriageway with 4.5km in tunnel, Dublin Corporation Press Release, 11 October 2000	5.6kms	£353m
Surface LUAS:	Tallaght-Middle Abbey St line, Dáil Debates, 29 March 2000	14kms	£185m
	Sandyford-Stephens Green Mary O'Rourke, TD Minister for Public Enterprise, 31 July 2000	9kms	£158m
	CIE, Environmental Impact Statements,		

**Dublin Transport Projects
Cost per Km £m**



DUBLIN AIRPORT

Profile of Passengers (1)

1999 Passengers (excluding transit)(2) 12,657,047
(say 12.65m.)

Purpose of Journey(3)	Business	Leisure
	24.4%	75.6%
Irish	(11.7%)	(33.3%)
Non-Irish	(12.7%)	(42.3%)

Origin/Destination of Air Travellers(4)

Dublin	50.7%	(say 6.42m)
Leinster	23.9%	
Munster	11.7%	
Connacht	7.9%	
Ulster	5.8%	

Dublin Area 'air passenger'(5)(subject to note)

Contiguous to DART network	45%	(say 2.89m.)
Northside	15%	(say 960,000)
Southside	30%	(say 1,925,000)

Note. "A closer review of the Dublin area airport 'air passenger' traffic highlights that approximately 45 per cent of the traffic is contiguous to the DART network... Similar information is not available for 'non-Irish' travellers through the Airport. However, market research indicates that up to 70 per cent of foreign travellers visit Dublin at some stage of their Irish trip. A review of the 1996 Bord Fáilte approved hotels and guest houses in Dublin highlights the very high concentration of bed spaces in the central area and the south east quadrant. The distribution of beds within these areas is summarised in Table 4.2 below. It is clear from this table that the south east city centre area (Dublin 2) along with the Ballsbridge and Donnybrook areas (Dublin 4) are the prime locations in terms of accommodation availability." (from par 4.3 of Source 1. Below)

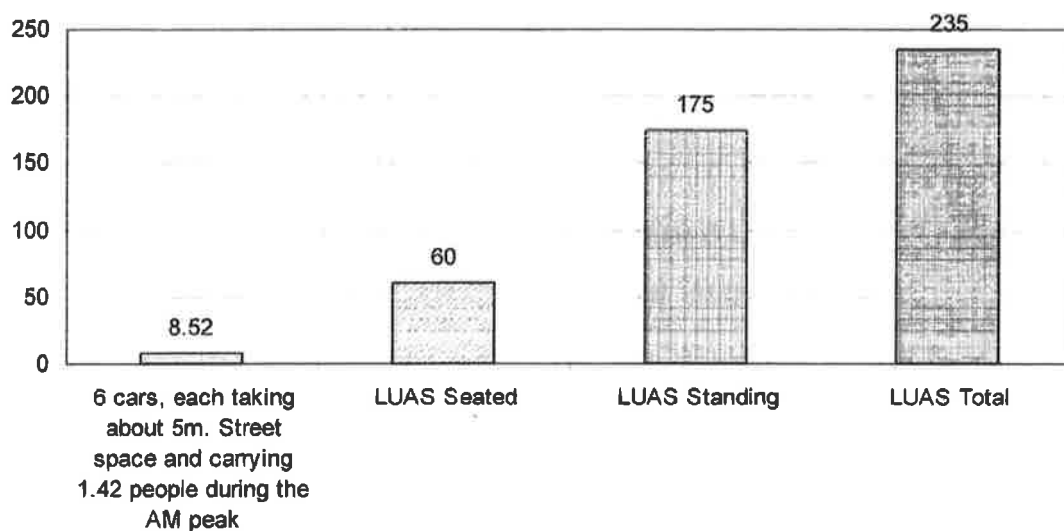
Surface Access (mode of use) by Air Passengers(6)

Private Car	67.6%
Taxi	12.2%
Bus/Coach	19.2%
Other (HGV, Motorcycle)	1%

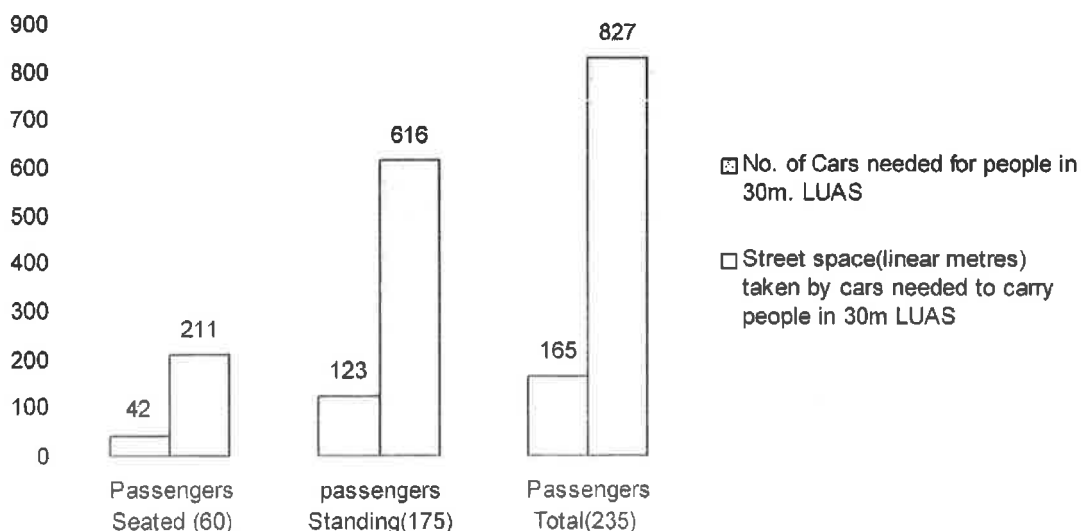
Sources

1. Drawn from CIE/Aer Rianta. Dublin Airport Air-Rail Link Study. Final Report. April 1998. (Air-Rail Link Study)
2. Aer Rianta Press releases on 1999 Passengers through its Airports. 28th January 2000
3. Air-Rail Link Study. Table 3.4. p.12
4. Air-Rail Link Study. Figure 4.1 p.19
5. Air-Rail Link Study. Section 4.3. p.19
6. Air-Rail Link Study. Table 4.4. p.25

STREETWISE!

People per 30 metre street space
during the AM peak

If 1,000 new cars are being bought every week in Dublin, then these occupy 5km (3 miles) of street space. It is cheaper to provide new street space underground, in road tunnels, than it is to put LUAS/Metro/Rail/CAT underground (see p. 5)

Street Space needed by cars during AM peak to carry
same no. of passengers as one LUAS vehicle
(DTO. Each car carrying 1.42 people)

Appendix 3

**Exchanges (email) with AECOM re Drumcondra
CAT before and after meeting of 6Oct2104**

From: Donal O'Brolchain <donalobrol@clubi.ie>
Sent: 25 September 2014 14:19
To: 'Brick, Elaine'
Subject: RE: Fingal/North Dublin Transport Study
Attachments: CITY ACCESS TRANSIT Drumcondra 2005 Submission 2001.pdf

Elaine,

Being unaware of what you may know of the Drumcondra CAT, I attach the original submission made in 2001.

I will also have some more material. BTW, if I bring a very short presentation on a USB, I trust that you have facilities to show it.

It is not clear to me that the reasons we put forward to support CAT then have lost any of their force – despite the emphasis on grand gestures by some public authorities, as opposed to the persistent quiet competence which is the only way to build public transport infrastructure and to sustain services.

All for discussion on Monday 6th October next.

Regards

Donal

From: Brick, Elaine [mailto:elaine.brick@aecom.com]
Sent: 25 September 2014 12:45
To: Donal O'Brolchain
Subject: RE: Fingal/North Dublin Transport Study

Hi Donal,

The purpose of the meeting is really just for you to present the CAT option, to tell us more about it and its technical feasibility.

I think 1.5 hours should be enough?

I have no problem with you bringing additional people.

Regards,

Elaine Brick
Associate Director Transportation
elaine.brick@aecom.com

AECOM
King and Queen Street, Dublin, Ireland
Tel: +353 1 474 4000 Fax: +353 1 474 4001

From: Donal O'Brolchain <donalobrol@clubi.ie>
Sent: 28 November 2014 07:08
To: 'joe.seymour@aecom.com'
Cc: 'Brick, Elaine'; 'mjhoward@eircom.net'; Tom Coffey; Brian MacEochaidhin; John Roden (john.roden@iol.ie)
Subject: FW: Drumcondra CAT a response to the long-term neglect of Dublin North City by the public authorities

Joe,

A few things about your final report on options for public transport serving North Dublin

1. **Population:** the existing Northern part of Dublin city has the highest number of people living in it
2. **A Platform for Change** Dublin Transport Office ; this should get detailed consideration document, given that so much else that followed during the 2000s claimed to be based on the work summarised in that document, including the distortion that is Metro North;
3. **Metro East;** this should get a complete chapter, given that it was developed to a very high standards by the Howards on their own initiative and using their own resources – an option which fits with A Platform for Change;
4. **Docklands LUAS link:** the need for to serve that business/residential district – set for further investment by NAMA - by linking the two existing LUAS lines
5. **LUAS CrossCity** – a comment showing how this rushed project closed off options set out in the 1998 Atkins report;
6. **Between the canals:** The need for another plane for transport within the canals eg.
 - a. the overstreet heavy rail link between Pearse and Connolly stations;
 - b. The Dublin Port Tunnel;
 - c. The Phoenix Park heavy rail tunnel, due for reopening over the next two years.
7. **Buses:** the need for complete recasting of the routes – way beyond any policy-driven evidence making shown engaged in by the National Transport Authority advocacy of Bus Rapid Transit proposals
8. **CAT Proposal:** I would appreciate it if you included the original the 2001 CAT proposal as an appendix in your report.

Your sincerely

Donal O'Brolchain

From: Seymour, Joseph [mailto:Joseph.Seymour@aecom.com]
Sent: 10 November 2014 08:16
To: Donal O'Brolchain
Subject: RE: Drumcondra CAT a response to the long-term neglect of Dublin North City by the public authorities

Donal

Thanks for reply.

Regards
Joe

From: Donal O'Brolchain [mailto:donalobrol@clubi.ie]
Sent: 10 November 2014 00:17
To: Seymour, Joseph
Subject: RE: Drumcondra CAT a response to the long term neglect of Dublin North City by the public authorities

Joe,

Thanks for forwarding your map showing the Drumcondra

A couple of comments.

1. The Drumcondra was drawn up to show that the Dublin area needs an integrated Light Rail based core City Access Transit;
2. This called for a Northside LRT loop, consisting of two linked lines, linked to the existing Red and Green lines, but also to other loops and some spurs.
3. Your map does show this basic idea
4. But omits some critical elements ie
 - a. There is no Docklands Loop, as was presented in the *DTO Platform for Change* ;
 - b. The spur to link with the DART was to Howth Junction, along Coolock Lane, the Oscar Traynor, Tonlegee and Kilbarrack Roads
Reason: Howth Junction is a stop for commuter heavy rail services (eg. from Dundalk, Drogheda) as well as being the point at which the Howth and Malahide DART services separate in contrast to Raheny shown in your map. In short, Howth Junction would serve as the functional equivalent to say Broombridge, with the possibility of passenger interchange between LUAS CrossCity - as extended in the thinking and heavy rail based commuter services on that Western Line;
 - c. Your map only provides for an East-West transport plane in the central area ie. DART Underground;
 - d. I suggest that there are still major commuter North – South flows particularly towards the East of the Greater Dublin Area.
5. Showing BRT routes on this map lacks merit, as does the whole BRT concept (see attached submission)
BRT is far from the kind of radical overhaul of Dublin bus routes that we advocated in 2001 and which is still needed.

Yours sincerely

Donal O'Brolchain

From: Seymour, Joseph [<mailto:Joseph.Seymour@aecom.com>]

Sent: 04 November 2014 09:16

To: Donal O'Brolchain

Cc: Brick, Elaine

Subject: RE: Drumcondra CAT a response to the long-term neglect of Dublin North City by the public authorities

Donal

As part of our report development we are preparing images that are consistent with each other. Could I ask you to review the attached and indicate if it is a reasonable interpretation of your CAT Proposal (north side study area only). Your help would be much appreciated.

Regards

Joe

Joe Seymour BEng MEngSc CEng FIE FCIHT
Regional Director - Transport

From: Donal O'Brolchain <donalobrol@clubi.ie>
Sent: 19 January 2015 15:59
To: northdublinstudy
Subject: Submission Fingal North Dublin Transport Study
Attachments: Letter and Submission NTA Fingal North Dublin Transport Study.pdf

19 January 2015

National Transport Authority
Dun Scéine
Harcourt Lane
Dublin 2.

Re. Fingal/North Dublin Transport Study
Stage one appraisal Report Nov 2014 produced by AECOM

A chara,

I call for this report to be rejected in full as

- The terms of reference set by the National Transport Authority are flawed
 - It excludes Blanchardstown, which is part of Fingal;
- The consultants fail to meet even these flawed terms of reference
 - eg. they ignore Finglas and Ashbourne which are part of the study area
- the report is seriously misleading in its presentation of options
 - it ignores the privately developed Metro East proposal of which the consultants doing this study were fully aware;
- the report is tendentious in its assessments of the options presented
 - the consultants developed at least one option of their own, but did not apply this policy to possible light rail options for North Dublin;
- the conclusions do not match the complete terms of reference.

This latest report continues the pussyfooting that the public authorities have engaged in for years as they persist in trying to placate the many feuding baronies now involved in public transport in our capital city. This report leaves a lot to be desired in terms of the quiet competence we need.

Dublin still needs the Drumcondra City Access Transit CAT which involves

1. Two mainly on-street light rail lines looped around the North City, including the Airport and Swords;
2. A Docklands loop linking the existing Green and Red on-street LUAS lines;
3. A light rail link from the proposed North Dublin loop to Howth Junction;
4. A complete redesign of bus services Dublin area;
5. Serious consideration to having another north-south road tunnel

instead of going ahead with the not-fit-for purpose Bus Rapid Transit between the City Centre-Drumcondra-Dublin airport- Swords

The public authorities must get a grip to ensure on this situation to ensure that our city achieves and sustains an internationally attractive place in which to live, work, play and visit.

I attach my submission.

Is mise

Donal O'Brolchain

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

North Dublin Public Transport Proposals

I wish to make a submission to the NTA on the six options proposed to address the public transport infrastructure requirements of North Dublin.

The population explosion in the Fingal area in the last two decades and the development of a second terminal at Dublin Airport, combined with rapidly increasing levels of air traffic at the airport, highlight the need for a fast and effective public transport system for the area. Likewise, a rapid public transport system to the City Centre is essential.

Option C1 would seem to offer the most sensible and cost effective solution at the present time. This option provides for a light rail (Luas) line from Dublin's City Centre via Cabra to the Airport and Swords and for a heavy rail spur from Clongriffin to the Airport. This combination option would take advantage of the light rail line (Luas Cross City) being constructed at present from St. Stephen's Green to Broombridge, Cabra, that will open in 2017. It would involve a spur from the proposed Cabra Station, which would link Phibsborough, Glasnevin, DCU and Ballymun, with the Airport and Swords. The heavy rail spur from Clongriffin to the Airport and Swords would link into the existing mainline serving Drogheda, Dundalk, Newry and Belfast and linking into Connolly Station, Dublin.

On Saturday, the 17th of January, I convened a public meeting in Bohemian FC's Club House, Dalymount Park, to discuss the options. RPA representatives attended and made a presentation and answered questions. Approximately 100 people attended. While no vote was taken, there was overwhelming support for the light rail option from Phibsborough to the Airport and Swords.

However, there was strong criticism expressed at the low level of public awareness of the entire process. The need for the relevant authorities to highlight the proposals and to engage in public consultation was emphasised. **They asked me to convey their dissatisfaction to the NTA and to request an extension of the deadline for consultation.**

Whatever the outcome of the present phase of study and consultation, it is essential that in the next stage of planning and appraisal there would be full engagement with the local communities in all matters relevant to the selected project(s).

Joe CostelloTD

From: Joe Costello <joe.costello@oireachtas.ie>
Sent: 19 January 2015 15:59
To: northdublinstudy
Subject: Submission on North Dublin Transport Study
Attachments: North Dublin Transport Submission to NTA.docx

Dear NTA,

Please find attached my submission on the North Dublin Transport Study.

Yours sincerely,

Joe Costello

Joe Costello TD
Telephone: (01) 6183896
Email: joe.costello@oir.ie
Web: www.labour.ie/joecostello
Facebook: www.facebook.com/joecostellotd
Twitter: www.twitter.com/joecostellotd

(See attached file: North Dublin Transport Submission to NTA.docx)

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/>

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.



**National Transport Authority
North Dublin Transport Study Public
Consultation
Submission on behalf of Eirebus Limited
19 January 2015**



Eirebus Ltd, Corduff Road, Blanchardstown, Dublin 15, Republic of Ireland

www.eirebus.ie



Contents

1.0 INTRODUCTION	3
1.1 Overview	3
1.2 Eirebus Ltd.....	3
1.3 Swords Express.....	3
2.0 BACKGROUND	4
3.0 OBSERVATION	4
4.0 RESEARCH.....	4
5.0 OBJECTIVES	4
6.0 ISSUES AFFECTING EIREBUS/SWORDS EXPRESS	5



1.0 INTRODUCTION

1.1 Overview

This submission is a response on behalf of Eirebus Ltd. (t/a Swords Express) to the public consultation launched by the National Transport Authority on the six shortlisted public transport options for Fingal/North Dublin, encompassing Swords and Dublin Airport.

1.2 Eirebus Ltd.

Eirebus Ltd is a private coach and bus operator based adjacent to North West Business Park in Blanchardstown, Dublin 15. It operates 50 coaches of varying sizes from its purpose built premises. Eirebus serves a variety of national and international tourism clients and operates its own destination management division. It also offers private coach hire and scheduled services in Ireland and the UK, with subsidiary UK coach operations in Edinburgh and Fareham.

1.3 Swords Express

Eirebus operates a licensed scheduled service between Swords and Dublin City Centre. This service operates under the brand name 'Swords Express' and has proven to be a very successful and welcome addition to the public transport offering for the people of Swords. It is a customer centric company and serves a growing base of satisfied customers, operating 100 daily departures on weekdays between Swords and Dublin City Centre. Swords Express was awarded 'Passenger Transport Company of the Year' at the Irish Logistics and Transport Awards in 2013 and 2014.

Swords Express operates 20 high quality deluxe coaches and employs 35 full-time driving, maintenance and office support staff. In the past twelve months, Swords Express has carried 640,000 passengers and offers a fast and efficient transport link between Swords and Dublin City Centre with proven rapid journey times and a high level of customer satisfaction. No standees are allowed and patrons travel in comfort on fully air conditioned coaches with access to complimentary Wi-Fi. Additionally, Swords Express passengers enjoy excellent customer service and are regularly invited to submit feedback, which is routinely used to progress and enhance the service.

Swords Express does not receive any subsidy from the state and it has proven, along with many other commercial operators throughout the state, that well managed, efficient private enterprises have a role to play in the Irish scheduled public transport sector. Private operators would welcome the opportunity to be invited to have greater participation in public transport provision in the GDA and can, if given the opportunity, provide safe, efficient and faster travel times than currently available.

2.0 BACKGROUND

The Consultants have examined a number of options set out as follows:

- Heavy Rail 1 – 10
- Light Rail 1 – 8
- Bus Rapid Transit 1 – 5

These options have been condensed down to 6 proposals for further study i.e. HR1, HR8, LR3, LR7, BRT5 and CI. The preferred options require further research on projected demand, environmental impact during and after introduction, cost effectiveness and economic impact. The preferred option should be a driver of economic growth as well as being an efficient transport conduit.

3.0 OBSERVATION

Despite the current consultation and further study requirement of the 6 preferred options, Swiftway from Swords to Earlsfort Terrace is to proceed. This would appear imprudent without first evaluating the options recommended in the wider North Dublin/Fingal study to ensure that any final long-term decision is not prejudiced by the Swiftway proposal and vital public resources are not wasted on this unproven interim solution.

4.0 RESEARCH

The underlying assumptions on population and industrial growth have not been examined or tested in any great detail and require robust investigation in any further study. Demand research needs to be more locally focused and transport deficits in the region have not been identified. These should be considered properly before next stage appraisal. The consultation material addresses future transport issues but fails to specify current problems on the corridors selected for further study and what short-term improvements could be applied without commitment to any interim major expenditure.

5.0 OBJECTIVES

The objective of these studies should be to arrive at a transport solution which will attract commuters to public transport and relieve any current deficits. The latter objective is not specifically examined in this consultation and given the current and projected congestion on radial corridors into the city and on the M50, transport solutions should be considered in this context.

6.0 ISSUES AFFECTING EIREBUS/SWORDS EXPRESS

The option that most concerns Eirebus is BRT5 as it will effectively destroy the Swords Express service operated from Swords to City Centre through the Port Tunnel. BRT5 is a combination of BRT2, 3 & 4 with the latter to operate directly on the existing Swords Express route. Thus a viable commercial operation is to be removed and directly replaced by a publicly funded and subsidised BRT4 which the authors point out will be constrained to 60kph and as such will be slower than conventional Swords Express coaches. BRT4 will not be fully seated and its benefits or attractiveness to commuters over existing commercially operated Swords Express service is difficult to see. In the case of BRT4 one can reasonably forecast that commuters will not transfer from their cars in any great numbers due to unattractive walking distances to and from stops, questionable journey times and uncertain seating facilities. Indeed it can be reasonably argued that BRT4 in combination with Swiftway will not be able to deliver the level of service and comfort currently available on Swords Express services.

The operation of BRT4 from Swords is not explained save for a claim that journey times from Pavilions to City Centre STG will be 27 minutes. This journey time claim is questionable when compared to actual average times of 32 minutes delivered by the Swords Express direct service from Pavilions to Eden Quay. It should be noted that Swords Express coaches can travel at 80/100 kph where permissible compared to BRT which is constrained to 60 kph. BRT4's co-ordination with Swiftway is not addressed. Swiftway operation from Pavilions has already been discounted in an earlier study which recommended its terminus should be at Oldtown with routing through Glen Ellen, Balheary and the R132.

It is noted that BR2 & BRT3 are not appraised individually but are included in BRT5. This inclusion is despite serious reservations expressed about BRT3 in relation to traffic disruption, narrow roads and consequent motor traffic displacement leading to congestion in adjacent roads. The same reservations would surely apply in the case of Swiftway as its proposed routing along narrow streets will lead to worse displacement of motor, bus, coach and taxi traffic. Consequently, much more congestion than is presently experienced in Swords North and from Santry, Drumcondra, Dorset Street to Earlsfort Terrace is to be expected with the introduction of Swiftway.

**SUBMISSION FROM THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT IN
IRELAND TO THE NATIONAL TRANSPORT AUTHORITY'S PUBLIC CONSULTATION ON THE
FINGAL/NORTH DUBLIN TRANSPORT STUDY**

Introduction

The Chartered Institute of Logistics and Transport in Ireland ("the Institute") is the independent professional body for people engaged in logistics and all modes of transport. The Institute is part of an international body with 30,000 members worldwide. As a professional body, the Institute does not lobby on behalf of any sectoral interest, but seeks to take an independent, objective and considered view on matters of public policy.

The Institute welcomes the opportunity to respond to this public consultation.

Strategic Context for Study

There are a number of issues of concern about the strategic context for the study as set out in the published study report.

No population and employment projections specific to the study area have been provided in the report published for consultation. Neither is there any analysis of present and future travel demand in the area or of the key drivers of that demand. There is a reference on page 5 to a Strategic Context Report but this does not appear to have been published for the purposes of the current consultation. It is difficult for the Institute to draw any conclusions on the findings of the study in the absence of published information on these critical factors.

Context for the study is provided by the Authority's Draft Greater Dublin Area Transport Strategy 2011-2030. However this Strategy has never received Ministerial approval and still remains a draft. At this stage it likely to be of increasingly limited value as a strategic backdrop and probably needs to be updated in the near future to reflect the new realities following the sustained crisis in the economy and the public finances.

The Department of Transport, Tourism and Sport published a draft Strategic Framework for Land Transport Investment during 2014 which contained some very sobering information about future transport investment requirements and the limited scope for financing them. The draft pointed to a large and continuing spending requirement just to maintain and renew the existing transport infrastructure and identified very limited potential for spending on new investment. Surely this draft report is a critical element of the strategic context for any study of future public transport investment requirements in the Greater Dublin Area? The draft conclusions of the Strategic Investment Framework state that there will be limited scope for major investment in new transport infrastructure for the foreseeable future and this in turn suggests that particular priority should be given to low cost/high return investments and to investments which maximise the use of existing assets.

Definition of the Do-Minimum

Section 2.0 of the study report indicates that the DART Expansion Programme, including the proposed DART Underground project, forms part of the Do-Minimum network for the study area in 2035. It is somewhat unusual to include in the Do-Minimum a project which has not been given funding approval to proceed and which is currently under review. This concern is exacerbated by the findings of the draft Strategic Framework for Investment in Land Transport, referred to earlier, which suggest that finding the funding for an investment programme of this scale will be at best very challenging. The Institute therefore recommends that the consultants should review their findings to consider if the exclusion of the DART Expansion Programme from the Do-Minimum would have led to any changes in their conclusions as to the projects to be taken forward for detailed evaluation. The next stage of the study, the more detailed evaluation of the shortlisted projects, should exclude the DART Expansion Programme from the Do-Minimum or alternatively consider the implications of two Do-Minimums which include and exclude this major investment.

Definition of the Study Area

The study area for this project is very extensive, stretching from Clongriffin in the east to beyond Ashbourne in the west. Serving both Dublin Airport and Swords has been identified as a key consideration in deciding whether a project should be taken forward for further evaluation and a number of projects were excluded at the preliminary screening stage because they did not serve Swords. This begs a question as to why they were included for consideration in the first place.

This approach also raises a wider question about adopting a segmented approach to the study of the public transport investment requirements for the Greater Dublin Area. While it is undoubtedly the case that effectively catering for high travel demand in the Airport/Swords corridor will be of major importance in deciding any future transport strategy for the region, it is not the only area or corridor requiring investment. For example, Ballymun and Finglas are significantly dependent on public transport, but have not been prioritised in this study despite being within the study area. This may create a false impression that areas such as these do not warrant priority. There is also a risk that using a segmented approach to the identification of public transport requirements could lead to some areas "falling between two stools" and not receiving priority in any geographical area selected for study.

Another concern about a segmented approach is how to bring the component parts together to form a coherent overall strategy for the Greater Dublin Area and how to determine overall regional, and indeed wider national, priorities for investment in a climate of tightly constrained resources. We should at least acknowledge the possibility, however remote, that a project which emerges as a priority for the Dublin Airport/Swords corridor might not warrant the same priority when considered at a regional level or might conflict

with other regional or local priorities. It is also possible that projects emerging from this current evaluation process might get a head start over other equally valuable projects elsewhere in the Greater Dublin Area. The Authority needs to consider how it will guard against these undesirable consequences. One option would be to bring forward the review of the overall Transportation Strategy for the Greater Dublin Area. As we said earlier, the current draft probably no longer adequately reflects the realities on the ground, as regards the likely growth in travel demand and the availability of public funding for transport investment.

Shortlisting of Options

The approach that appears to have been taken was to shortlist projects from each of the three modes – heavy rail, light rail and BRT. We ask the consultants to consider whether the shortlist of projects selected for further evaluation might have been different if all 25 projects had been reviewed together rather than in mode-specific packages.

Heavy Rail Options

The Institute has no particular objections to the heavy rail projects which it is proposed to take forward for detailed evaluation. They represent two of the principal alternative alignments already identified to potentially serve Dublin Airport, and by extension Swords. We would ask the consultants to give particular attention to the following issues in carrying out a more detailed evaluation of these projects:

- We welcome the acknowledgement in the study report that the implications of the DART Expansion Programme in terms of journey times and capacity will need to be studied in more detail. However we would argue that the work needs to go further. It should look at the capacity implications if the DART Expansion Programme is not implemented or is significantly delayed. In other words, is sufficient track capacity available to deliver these projects in an effective way if the DART Expansion Programme does not go ahead? We should also consider, in a wider regional and national context, whether these projects represent the best possible use of whatever capacity is available, either with or without the DART Expansion Programme. Particular attention should be given to the utilisation of capacity on the Northern rail corridor given existing constraints, the relatively complex service patterns and the potential for residential development along the corridor as far north as Drogheda and Dundalk.
- Travel times relative to competing modes, and particularly the private car, will be of particular importance in determining the success or otherwise of particular projects. Direct service, without interchange, will also be an important consideration. This includes as direct access as possible to the Dublin Airport terminals.

Light Rail Options

There needs to be greater clarity as to what precisely will be evaluated in the next phase of the study. The Table on page 82 seems initially to suggest that LR3, LR4 and LR 5 should be progressed to detailed evaluation but it is subsequently proposed that only LR3 will be brought forward, with the precise routing of the southern section remaining to be determined. It is important that all three variants be adequately evaluated as the choice of preferred option is finely balanced. LR3 would deliver a shorter journey time, particularly compared with LR5, but has a much higher capital cost range than the other two and lower catchment population and employment. LR5 does not serve Ballymun and if it was the chosen alignment for the southern section of the project, alternative means of providing better public transport services to Ballymun and indeed Finglas would have to be considered.

The travel times for the light rail options are not particularly attractive and the Airport station would not be within the footprint of the terminals. These are significant drawbacks which should be considered further during the detailed evaluation.

While we have no objection to LR7 (Optimised Metro North) being taken forward for detailed evaluation, we would like to sound one note of caution. Because a substantial proportion of Metro North is planned to be underground, the principal determining factor of the ultimate capacity of the system will be the length of station platforms. In the Optimised variant now proposed, the length of station platforms is set at 60 metres rather than the original 94 metres. This reduces the ultimate capacity of the system from 20,000 ppdp to 12,000. If this project were to emerge as the preferred option, it is questionable whether it would be wise to proceed with a project which had such a serious and insurmountable infrastructure constraint on its ultimate capacity.

Bus Rapid Transit Options

The Institute has no particular objections to the BRT projects which it is proposed to bring forward for detailed evaluation.

We welcome the increase in the maximum capacity of BRT from 3,600 ppdp to 4,500. However we repeat the concern expressed in our earlier submission to the Authority in response to its consultation on BRT that an unduly conservative approach is being adopted and should be further reconsidered.

Practical experience elsewhere and observation of performance on the existing QBCs in Dublin suggests that significantly higher capacities are potentially achievable. We accept that there will be constraints which mean that higher frequencies and capacities are not always achievable, but this is not a sufficient reason for adopting such a conservative capacity ceiling. Another reason for considering a higher capacity threshold is the fact that the levels of public funding available for transport investment are likely to be constrained

for an extended period and are unlikely again to reach the levels achieved (in real terms) in the late 2000s. There is therefore an increased imperative to seek effective lower cost solutions to transport deficiencies; high performance BRT is one such potential solution.

We recognise that higher vehicle frequencies would carry some risk of bunching and of vehicles delaying each other and would require more than one vehicle to clear junctions in a single traffic light phase. We understand from the Core Dublin Network Study that the NTA's preference is to avoid this in the interests of maintaining service quality. However, given the passenger volumes that need to be carried and the limited number of public transport corridors available in Dublin, it is not practical to pursue this policy. Corridors should be designed to allow higher frequency vehicle flows while minimising the impact on service speeds and reliability on the core BRT routes.

We note that another constraint on BRT capacity is the fact that the longest bus currently authorised to operate on all Irish public roads is 18.75 metres in length. Longer vehicles of upwards of 24 metres are available and could potentially be used in certain circumstances, increasing the capacity threshold by up to 25%.

The Institute considers that the approach to the design of BRT routes should be based on LRT standards. The aim should not be to build a "tram on tyres" but rather to deliver a public transport product of equivalent quality coupled with the flexibility of the bus. Consider what would be appropriate if LRT was being built on the route and only depart from that standard where there is a robust and objective technical justification for doing so. There is no reason why lower standards should be acceptable for a bus than for a tram.

The study report expresses some concerns about operating a BRT route through the Port Tunnel which we consider somewhat misplaced for the following reasons:

- There is no such thing as a BRT vehicle. Any type of bus can be used on BRT services. It depends of journey length and other factors. Swords/Airport to city via Port Tunnel would be an express service rather than a stopping service. Therefore a seated only vehicle with fewer doors would best suit this corridor
- According to the Rules of the Road, a vehicle-specific limit of 65km/h, not 60km/h, applies to buses which are designed for standee passengers (whether single or double decker). An 80km/h vehicle-specific limit applies to buses which are not designed for standee passengers on all roads other than motorways or dual carriageways and a 100km/h limit applies on motorways and dual carriageways where no lower speed limit is in place. Consideration would also have to be given to any particular speed restrictions or any other limitations which might be applied in the Tunnel.
- Standee double decker buses currently use the Port Tunnel (Dublin Bus routes 33X, 142 and 747 and private sector route 191 to Balbriggan).

- There are many express services to/from all parts of the country, both Bus Eireann and private sector, using the Port Tunnel between Dublin Airport and the city centre. These would all benefit from a BRT route between city centre and Port Tunnel entrance, including priority through tolls. This might not be designed for typical BRT vehicles, stops etc., but would critically give fast, reliable times for all express bus services.

Issues for Consideration in the Next Phase of the Study

Dublin Airport is a very significant generator of traffic demand in the study corridor, comprising air passengers, meeters and greeters and persons employed in the Airport zone. The pattern of travel to and from the Airport is also different to the general pattern of commuter travel in the corridor and the wider region. For example, the peak periods and the origins/destinations are likely to be materially different. Air travel is continuing to grow and Dublin Airport could be handling in excess of 30 million passengers per annum in the medium term. The traffic demand implications of a growth in air travel should to be considered separately from general traffic demand growth in the study area. A challenge for the consultants will be to ensure that the specific requirements of the Airport and the wider study area are adequately reflected in the analysis.

Travel times for public transport need to be competitive with the private car. The travel times for some of the options considered in the current study were excessive and would not be competitive. This issue requires particular consideration in the next phase of the study and should separately assess the implications for general commuters and people accessing the Airport.

No prior assumptions should be made about the most appropriate public transport mode to be used. An argument is often heard that the Airport should be rail connected because most major airports have rail connections. However a counter-argument can be made that the role of the bus in providing access to Dublin Airport has changed enormously for the better in the last decade or so, with a much greater range of commuter and long distance services and much increased capacity. Decisions on mode choice should flow from the analysis and only from the analysis.

The implications of the preferred public transport option for road traffic should be carefully considered and this includes the implications for ordinary bus services, freight traffic and taxis.

As mentioned earlier, the continuing and likely long term constraints on public funding for investment and public service obligations must form an important part of the evaluation process. There is no point recommending projects which are simply not affordable and will not be delivered; nor is it appropriate to develop land use strategies based on such assumptions.

The outcomes need to be considered in the context of the requirements of the wider Greater Dublin Area and of national transportation priorities.

[REDACTED]

From: Hugh Creegan
Sent: 19 January 2015 12:52
To: David King
Cc: [REDACTED]
Subject: FW: Submission
Attachments: NorthDubTransportOptions_Final.pdf

Submission from Eirebus (Swords Express) on Fingal North Dublin Study.

From: Anne Graham
Sent: 19 January 2015 12:47
To: Hugh Creegan
Subject: FW: Submission

Hugh, I don't know whether he has submitted to your team separately but just in case here it is. Regards, Anne

From: Paddy [<mailto:paddy@eirebus.ie>]
Sent: 19 January 2015 12:29
To: Anne Graham
Subject: Submission

Dear Anne,

Firstly may I congratulate you on your promotion to Chief Executive of the National Transport Authority and look forward to working with you in the future on matters of mutual interest and concern.

We are anticipating soon terms in relation to the 10% GDA route tendering and hope that the details are conducive to a robust competitive process.

I am attaching for your attention our Submission on the North Dublin/Fingal public transport study. I hope that the various submissions received will be fully reviewed before any further Swiftway developments are brought forward in the interest of prudent planning.

Regards,

Paddy Kavanagh
Managing Director
www.eirebus.ie
Tel: +353-1-8242626
Fax: +353-1-8242627
Follow us on Facebook & Twitter



Eirebus Limited
Corduff Road
Blanchardstown
Dublin 15
Republic of Ireland



eirebus limited
Curduff Road, Blanchardstown
Dublin 15, Ireland
T: +353 (0) 18247626
info@eirebus.ie



www.eirebus.ie

Download the Transport for Ireland Smartphone Apps:



Cycle
Planner



Real Time
Ireland



Journey
Planner



Taxi Driver
Check



Follow us on Twitter @TFIUpdates

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

From: Roisin Shortall <roisin.shortall@oireachtas.ie>
Sent: 19 January 2015 15:52
To: northdublinstudy
Subject: Submission on North Dublin Transport Study
Attachments: ATT00001.txt

National Transport Authority

Dún Scéine

Harcourt Lane

Dublin 2

19th January, 2015

Dear Sir/Madam

Please accept the following submission in relation to the North Dublin Public Transport Study. I am asking that the study be withdrawn, new objectives be drawn up and that a new report be produced and made available for genuine public consultation.

Public Consultation

The consultation on this significant study was entirely inadequate. There was no direct notification of residents. There was no direct notification of residents associations. There was no direct notification of public representatives. There was no public display of the plans in any of the local areas affected. The consultation period was held over the Christmas and New Year period.

It seems that the only people that the NTA chose to directly contact were those they were already familiar with as having made proposals for a Metro, Luas or other significant public transport proposal in North Dublin. We cannot have a public consultation that is based on "who shouts the loudest".

It is unacceptable that such a significant study, which will inform the process of selecting which public transport project ultimately gets funding approval, is carried out in this manner.

The study narrows down future options to six possible projects and rules out altogether the original Metro North project. Such a fundamental change in policy should be subject to as wide a public consultation as possible.

Objective of the Study

The premise of the report and its overall objective is completely flawed in my view.

There are several key objectives other than simply linking Dublin City Centre, Dublin Airport and Swords. On what basis was the overall objective of the report confined to these areas? This central objective completely ignores the strategic advantages of ensuring that Ballymun and adjoining areas are treated equally to Swords in terms of connectivity to the City Centre and the airport, or indeed the importance of a significant public transport improvement to the regeneration

of Ballymun, or the development potential of jobs and housing along this corridor.

Proposals of the Study

This study and the public consultation that goes with it does not befit the importance of the subject under consideration. It is inadequate to perform a "sketch" assessment of different projects and pretend this constitutes a thorough appraisal of each of the projects.

For instance:

- It is difficult to have any confidence in some of the assumptions contained in the report, such as the assumption that BRT will achieve an average speed of 26 kph.
- There was virtually no weight given to how sustainable each project would be in the medium-term in terms of its impact on the availability of roadspace. The cost of tunnelling has simply been put down as a monetary cost whereas the loss of roadspace in other options is not factored in as a cost.
- There was inadequate weighting given to the deliverability of each project vis-a-vis planning requirements.
- And it is unexplained in the report how exactly the assessment was made under the "Environment" category.

It is most disappointing that the original Metro North project is not part of the six final options. It is the only option considered that actually has planning permission. It may or may not be the case that there is an acceptable scaled-down version of the project. However, to reject out of hand the only project with planning permission, even if it is the most costly option available, is extremely short-sighted. It means that there can be no short-term move to construction of the line. Critically, it will mean the kinds of housing densities that are earmarked for this line and which can only be delivered if there is the public transport to match, will not be achieved in the immediate future. If the original Metro North project is excluded from the final list of options, there is no hope that the immediate housing response required of the two local authorities can be achieved in time to address the current housing shortage. It is also difficult to understand how the assessment process resulted in the exclusion of this project when it scored the second highest number of "greens" under the authors' very own scoring system.

In relation to the new Metro proposal, the so-called "optimised Metro North", the cost of this project has not been adequately assessed. The optimised Metro North would obviously be preferable to no metro at all but the proposal to have the Metro emerge from its tunnel in advance of the Collins Avenue/Glasnevin Avenue/Ballymun Road junction is unworkable. This junction is already past saturation point at peak times and often during the day. It would significantly impact on tail-backs and queueing times for cars using the east-west route – a route that is virtually unserved by public transport – and in particular on the western side of this junction. Similar congestion problems will exist at further junctions on Ballymun Main Street - especially at the Santry Avenue/Balbutcher Lane junction.

I strongly believe that the National Transport Authority should go back to the drawing board on this report. The report presented is simply not thorough enough to allow an informed and evidence-based decision on what projects should be ruled in or out. A new in-depth study should be drawn up and a proper public consultation exercise should be engaged in.

Yours sincerely,

Róisín Shortall T.D.

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/>



McCutcheon Halley Walsh
ARCHITECTS PLANNERS ENGINEERS



Fingal/ North Dublin Transport Study

Pre-Submission Consultation - Stakeholder Submission

by



**DublinTown,
Dublin City Business
Improvement District,
Level 1, Ulysses House
22-24 Foley Street Dublin 1.**

Town Planning & Engineering Consultancy Services by



McCutcheon Halley Walsh
ARCHITECTS PLANNERS ENGINEERS

January 2015



Table of Contents

Executive Summary.....	3
1. Introduction.....	6
1.1 Fingal/North Dublin Transport Study Overview.....	6
1.2 Purpose.....	6
1.3 Key Drivers.....	7
2. Analysis of Transport Route Options.....	8
2.1 Introduction.....	8
2.2 Review of options and routes presented by NTA.....	8
2.2.1 HR2.....	8
2.2.2 HR8.....	10
2.2.3 LR3.....	11
2.2.4 LR7.....	12
2.2.5 BRT5.....	14
2.2.6 CI.....	15
2.2.7 LR6.....	16
2.2.8 HR10.....	17
2.3 Dublin Town's preferred option.....	18
2.3.1 HR2: Clongriffin/Swords Heavy Rail Spur.....	18
2.3.2 LR6: Metro North.....	19
2.3.3 CI: Cabra/Swords Light Rail and Clongriffin Rail Spur.....	19
2.3.4 Summary.....	19
3. Dublin City Centre 2030.....	21
3.1 Investing in city centre growth.....	22
3.2 Key city centre attractors – culture, economic, social quality of life.....	23
4. Benchmarking investment in public transport.....	24
4.1 City indices.....	Error! Bookmark not defined.
4.2 Global Financial Centres Index.....	24
4.3 European Green Cities Index.....	24
5. Conclusions.....	28
Appendix A.....	29



Executive Summary

Introduction

Dublin City Business Improvement District trading as DublinTown, is pleased to make this submission on the Fingal/North Dublin Transport Study (November 2014). DublinTown and its members are fully supportive of investment in an improved public transport infrastructure for Dublin. While respecting the importance of private car transport for a significant proportion of the shopping population, it must also be acknowledged that almost 80% of people visiting Dublin City Centre use modes of transport other than the motor car. This contrasts with competitor locations where almost 80% of customers use private car transport. It is therefore in the interests of Dublin city centre businesses that the public transport network connecting the city to the suburbs is continuously improved and made a more attractive option. International trends suggest that there is a modal shift taking place with walking, cycling and public transport becoming more popular.

The purpose of the report is to provide an informed town planning and engineering analysis to review the NTA's Fingal / North Dublin Transport study. This report will reaffirm DublinTown's welcoming of continued investment in public transport provision, and identify preferred options which will serve the city's needs best in the medium and long term.

DublinTown has a mandate to develop and promote the economic advancement of Dublin City Centre. It works on behalf of the 2,500 businesses in the central city area to create an attractive, welcoming, vibrant and economically successful destination. The contribution of the businesses in this area to the exchequer is to the order of €1Bn. per annum. DublinTown has developed a number of initiatives to create an inviting city. Research conducted by Millward Browne on behalf of DublinTown shows that the majority of Dubliners believe that the city centre experience has improved in the past 5 years but there is still much to be achieved.

Analysis of Transport Route Options

The primary objective of the Fingal/North Dublin Transport Study is to determine the optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords. A list of potential public transport schemes for the north Dublin area have been developed and have been subject to a sketch appraisal. The list of 25 schemes include 10 Heavy Rail options, eight Light Rail options, five BRT options and two final options combining different transport modes. The schemes are analysed in terms of their route choice, total catchment, journey times, capital costs, level of integration and environmental constraints.

The Fingal/North Dublin Transport Study identified six schemes for further analysis and appraisal. These six schemes include HR2 a Clongriffin to Swords heavy rail spur; HR8 a Swords/Maynooth/City Centre heavy rail line, LR3 a light rail from Swords to Cabra; LR7 an optimised Metro North; BRT5 a combination of bus rapid transit lines; C1 a Swords/Cabra light rail with a Clongriffin heavy rail spur.

In this submission we have added two further schemes for consideration. These two schemes are LR6 the original Metro North scheme and HR10 a heavy rail line from Malahide to Heuston via Swords.

From this list of transport schemes, three options have been identified in this submission as best fulfilling the project objective and which are in the best interest of DublinTown's members. The optimum scheme has been identified as the original Metro North LR6, which provides the fastest journey times, largest catchment and highest capacities. However it is acknowledged that Metro North is also the most expensive scheme option.

A cheaper alternative is the HR2 Clongriffin to Swords heavy rail spur, which provides good catchment and journey times at a lower cost. A concern with HR2 is that, in its current form, it will put an over reliance on the eastern Dart/Train line. To enable this to be put forward as a viable long term solution, further assessment of the requirements for increased capacity on the Dublin/Belfast line (i.e. increasing the number of lines) is required. Maximising the potential of this option may also require further consideration of the DART



Underground. Option C1, a combination of the Cabra light rail line and Clongriffin heavy rail spur, is also considered a viable option. C1 scored well across the board with good catchment, journey times and capacities at a moderate cost.

It is noted that both HR2 and C, in their current form, will not be sufficient to meet the future demand for public transport in north Dublin. In order to ensure the long term success of both HR2 and C1, both options would require additional dedicated infrastructure, or to be combined with other light rail and BRT transport schemes. Overall Metro North is considered the most preferable long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords.

Dublin City Centre - Vision and Policy

The draft National Transport Authority (NTA) transport strategy for the Greater Dublin Area (April 2012) highlights the demographic and economic growth, driving the need for new infrastructure. It further identifies the importance of public transport in addressing that demand. In particular the strategy report indicates that Metro North is "a key project of the Strategy" and along with Dart Underground are "the two most significant public transport projects proposed in the Strategy." It notes that the population of the Greater Dublin Area grew by 19% in the ten year period between 1996 and 2006 and 8.3% between 2006 and 2011. Employment grew by 40% between 1996 and 2006. Both population and employment are expected to grow by 39% in the period from 2006 to 2030.

DublinTown fully supports the core objective of the Fingal/North Dublin Study to identify the optimum long-term public transport solutions to connect Dublin City Centre, Dublin Airport and Swords. Our view is that the social and economic needs of the capital must remain key to the decision making process. It is our view that selecting the right transport options will enhance economic activity, creating additional revenues to pay for the required infrastructure. There is a fear that we may select options which, while appearing cheaper in the short term, will in fact damage current activity and/or inhibit further economic expansion which will in turn limit revenue growth. This is true in terms of attracting domestic customers, tourists and also Foreign Direct Investment, which is increasingly being influenced by the quality of life that a city offers the workforce of the investing company.

DublinTown fully supports the NTA's detailed review of the transport options for the city, and in particular the consideration of alternatives and variants to established ideas. However, we are extremely concerned with the timescale for infrastructure delivery. To suggest 2035 as a target for schemes that are needed at present is unacceptable for Dublin businesses competing in a global environment.

Benchmarking investment in public transport

The capital costs associated with the public transport route options, and the importance of linking the city centre to Dublin Airport and the northern suburbs, merit consideration on a broader scale. This investment will determine Dublin's performance as a city in which to live, visit and do business. The Global Financial Centres Index ranked Dublin 70th place out of a total of 83 as a financial centre, well below the 10th position it enjoyed five years ago.

The European Green City Index measures the environmental performance of 30 leading European cities. Dublin is ranked 21st overall in the most recent index. While Dublin does well in indicators such as Air Quality and Water, it is ranked last in terms of Transport. An EU study on sustainable urban mobility highlights that Ireland and the Dublin Region in particular perform poorly in terms of urban displacement and sprawl.

Conclusion



The research and analysis clearly indicated the importance of finding an optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords. Not only will increased investment in public transport benefit the residents of the northern suburbs on a local scale, but it will also benefit Dublin city on an international scale. A review of the schemes presented in the Fingal / North Dublin Transport Study include light rail, heavy rail and BRT transport options. The HR2 Swords, Dublin Airport to Clongriffin heavy rail spur and the CI Swords Luas combination with Clongriffin rail spur are both worthy, cost effective, interim public transport solutions. However the goal of the transport study clearly indicated the importance of finding the optimum long term public transport solution. It is our view that the fully operational Metro North is the best long term solution for Dublin on both a local and international scale.



McCutcheon Halley Walsh
PLANNING CONSULTANTS



I. Introduction

Dublin City Business Improvement District trading as DublinTown is pleased to make this submission on the Fingal/North Dublin Transport Study (November 2016). DublinTown and its members are fully supportive of investment in an improved public transport infrastructure for Dublin. While respecting the importance of private car transport for a significant proportion of the shopping population it must also be acknowledged that almost 80% of people visiting Dublin City Centre use modes of transport other than the motor car. This contrasts with competitor locations where almost 80% of customers use private car transport. It is therefore, in the interests of Dublin city centre businesses that the public transport network connecting the city to the suburbs is continuously improved and made a more attractive option for the general public. International trends suggest that there is a modal shift taking place with walking, cycling and public transport becoming more popular.

DublinTown fully acknowledges the considered work undertaken by the NTA and its consultants in this regard. It is DublinTown's position that we need to ensure the optimum transport solution can be achieved, and that the preferred route reflects the needs of Dublin's citizens and its businesses community. This requires a recognition of both the legacy of under-investment in public transport in Dublin, and the urgency to provide substantial investment in the short-term.

DublinTown has a mandate to develop and promote the economic advancement of Dublin City Centre. It works on behalf of the 2,500 businesses in the central city area to create an attractive, welcoming, vibrant and economically sustainable environment in Dublin City Centre. The contribution of the businesses in this area to the exchequer is to the order of €1Bn. per annum. The goal is to position Dublin City Centre as the location of choice for retail, leisure and business activity. DublinTown has developed a number of initiatives to create an inviting city, to ensure a safe and secure city and has developed a marketing and communications plan to promote the city centre to Dubliners and visitors alike. A recent survey conducted by Millward Browne, on behalf of DublinTown, confirmed that Dubliners believe that the city centre experience has improved over the past 5 years but there is clearly more to do to ensure that Dublin can compete successfully on the international stage.

I.1 Fingal/North Dublin Transport Study Overview

The stated aim of the NTA report is to identify the optimum long term public transport solutions to connect Dublin City Centre, Dublin Airport and Swords. The study area for the project covers these three areas, including a large proportion of the Fingal and Dublin City local authority catchments.

The Swords - Dublin City Centre proposal emerged from the draft National Transport Authority (NTA) transport strategy for the Greater Dublin Area (April 2012). This transport strategy maintains that DART Underground and Metro North are medium term priority objectives to be delivered between 2017 and 2026. However, it is clear that budgetary constraints are impacting on this delivery programme, and that BRT has emerged as a potential short-term response to improve public transport services on the Swords/Airport – City Centre corridor in a relatively short timescale.

I.2 Purpose

This submission report has been prepared on behalf of DublinTown by JB Barry Consulting Engineers, and McCutcheon Halley Walsh Chartered Planning Consultants. The purpose of the report is to provide an informed town planning and engineering analysis to review the National Transport Authority's study. The report will reaffirm DublinTown's welcoming of continued investment in public transport provision, and identify preferred options which will in the medium and long term serve the city's needs best. The report will highlight the pressing need to address a long-term legacy of transport under provision in the Dublin Region that undermines the city's economic performance. Key indicators are beginning to



identify a decline in Dublin's international competitiveness. It is clearly essential that we build on our strengths and address our competitive disadvantages.

The overall aim of the transport proposals are to link north Dublin and the airport with the city centre. It is therefore vital that we consider what the city will look like in 2030, together with its roles and functions. This report will highlight particular concerns for DublinTown that the city needs a world class transport system to be a world class city. We will benchmark the levels of investment referred to in the NTA report against international standards, and consider the risk of under-investment, and interim solutions becoming our long-term infrastructure.

1.3 Key Drivers

The draft National Transport Authority (NTA) strategy for the Greater Dublin Area (April 2012) highlights the demographic and economic context for the transport proposals, and the importance of public transport in addressing that demand.

- It notes that the population of the Greater Dublin Area grew by 19% in the ten year period between 1996 and 2006 and 8.3% between 2006 and 2011. Employment grew by 40% between 1996 and 2006. Both population and employment are expected to grow by 39% in the period from 2006 to 2030.
- Whereas job growth has taken place in the hinterland, most employment is still located within the metropolitan area of Dublin, with office based jobs particularly focused in or close to the city centre. Forecasts up to 2030 assume the large majority of GDA jobs (85%) will continue to be located in the metropolitan area, with a particularly strong growth in jobs anticipated in the Dublin city centre.
- Currently, DublinTown's footfall cameras record an average daily footfall in the region of 330,000. Over the next ten years or so, an additional 40,000 to 50,000 additional people will travel into the city centre each morning – an increase of about a quarter over current numbers.
- The city will not be able to accommodate that number of additional commuters travelling by car - they will mainly have to be accommodated on public transport. The city has approximately 10,000 public car parking spaces and it is unlikely that we will see a growth in this number. Therefore, in order to develop the customer base for both retailers and the hospitality industries we need to consider how our public transport infrastructure can be made more attractive to our local population and how we can adapt it to better meet their developing needs.
- A number of our key bus corridors, such as the Swords to City Centre route will reach capacity over the next few years.
- Potential options include a long term rail solution such as Metro North, or more short term BRT type services which have about 50% more capacity than a conventional bus service;

In this submission, we will highlight other key drivers, such as Dublin's falling levels in international indices. These factors undermine Dublin's potential to reach its full potential and the work undertaken by DublinTown to assist the city in attracting domestic and international customers.



McCutcheon Halley Walsh



2. Analysis of Transport Route Options

2.1 Introduction

The main purpose of the Fingal/North Dublin Transport Study is to determine and analyse the optimum long term public transport solutions to connect Dublin City Centre, Dublin Airport and Swords.

The first stage of the transport study was the strategic context, including a policy review, the current context combined with a review of future demand and a gap analysis. Following this review, numerous stakeholder consultations were undertaken in order to understand the various public transport schemes previously proposed for the study area. An identification of additional schemes presented by Aecom was also undertaken. In conclusion, a long list of potential public transport schemes for the study area was developed and were subject to a sketch appraisal in the transport study.

In total, 25 public transport scheme options were included for sketch appraisal, including:

- 10 Heavy Rail options
- 8 Light Rail options
- 5 BRT options
- 2 options combining different transport modes

The Study Report gave a brief summary of each scheme and analysed the considerations, impacts and issues relating to each. After the review of each scheme, a preliminary appraisal was undertaken to select a representative set of options which cover all potential approaches to fulfilling the identified project need. On this basis, just six of the 25 options suggested were put forward for further investigation.

Section 2.2 of this submission will review the six options proposed (section 2.2.1 - 2.2.6). Additionally, section 2.2 will review a further two options which were discounted in the scheme appraisals (section 2.2.7 - 2.2.8). These options are considered by us to have merit. For this analysis, the schemes will be examined, with the positives and negatives of each evaluated. Following the analysis of the eight total options, section 2.3 of the report will take a further look at the top three preferred options which best meet the desired purpose.

2.2 Review of options and routes presented by NTA

2.2.1 HR2

HR2 is a heavy rail spur from Clongriffin to the airport and Swords. This heavy rail option, proposed by Irish Rail, is an extension of a 7.5km spur almost directly west from the existing DART line at Clongriffin Station to Dublin Airport. The proposed extension will continue railway services to Swords. Figure 2.1 is a map indicating the rough layout of the proposed scheme.

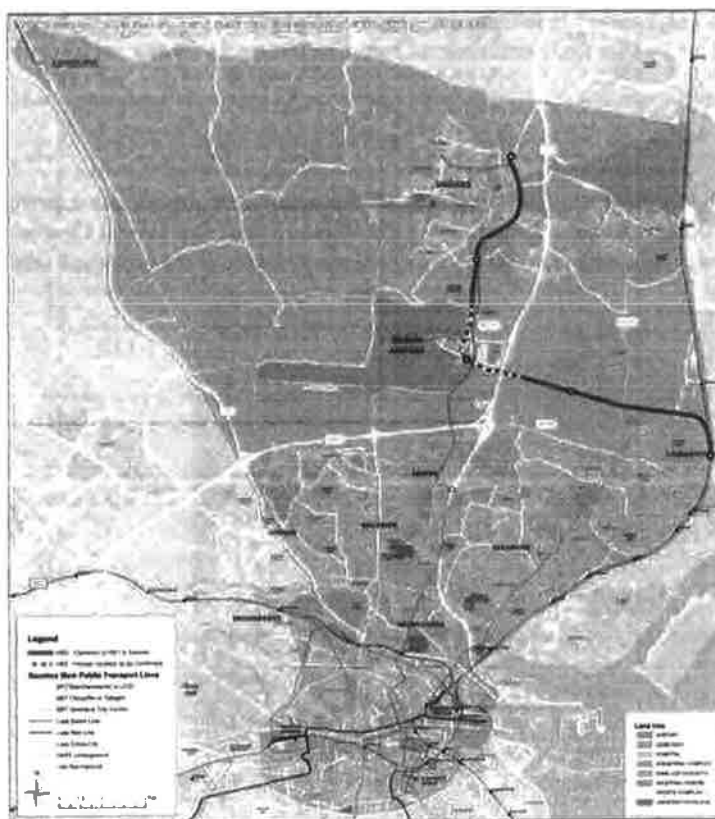


Figure 2.1: HR3 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

One of the drawbacks of this route addressed in the Transport Study was that *“it does not serve an extensive new catchment area as there is little residential development between Clongriffin and the Airport”*. However the most recent Dublin city development plan 2016-2022, sets out to focus on the regeneration and development of key developing areas. This includes the North Fringe Development of Clongriffin & Belmayne. Development in these areas will increase potential population/catchment.

Another issue raised for this route was the *“Complexity in providing a turning movement for the rail line at the airport, north to Swords.”* An idea was proposed of providing two interconnecting lines at Dublin Airport. However a turning movement at the airport connecting the two lines can be incorporated into the detailed design of the scheme. Consultation with the Dublin Airport Authority before a detailed appraisal of the route and constraints should be undertaken. With DAA approval a tunnel under the airport would facilitate a *“clean sweep”* through the site allowing for a faster, more effective level of service, making it far more attractive to commuters.

One of the major benefits of this heavy rail scheme is the potential interchange at the Clongriffin spur. This interchange would allow Dublin Airport/Swords commuters to choose between continuing south to the city centre or travelling north towards Drogheda/Dundalk and Northern Ireland. However, a major concern with this option is that it will put an over reliance on the eastern Dart/Train line. The Transport Study suggests that the DART currently operates at 6-8 trains an hour each direction at peak times, with room to operate at a maximum of 20 trains each direction every hour. This increase would partially relieve the problem of overcrowding on the line. HR2 appears to be a relatively low cost option compared to other heavy rail options, providing a high quality public transport link from the city



centre to Dublin Airport and Swords. However, the Dublin/Belfast rail line may need to be widened to accommodate additional future Irish Rail requirements. This impact requires further assessment.

2.2.2 HR8

HR8 is a new heavy rail line from the Maynooth Line to the airport and Swords via a tunnel under Glasnevin. This railway line is 12.6km in length linking the Western Irish Rail Line at Drumcondra to Dublin Airport and Swords. Figure 2.2 is a map indicating the rough layout of the proposed scheme.

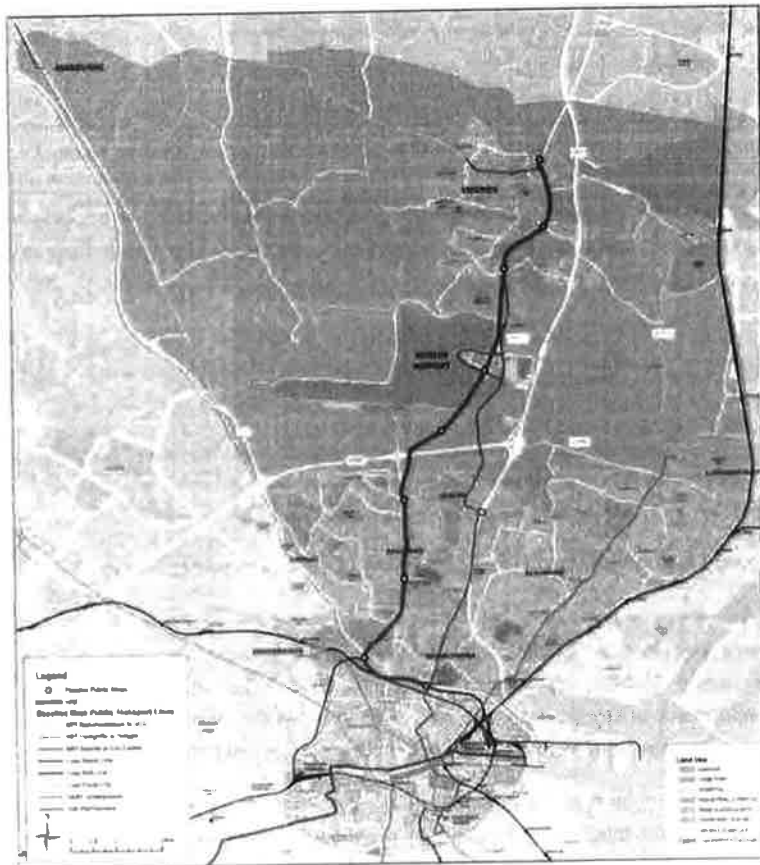
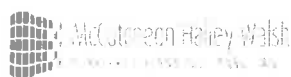


Figure 2.2: HR8 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

This scheme offers a public transport system of a high quality and high capacity service. The scheme travels through a lot of northern suburbs, including Dublin Airport and Swords. This creates a large potential population catchment. The scheme also will have one of the fastest possible journey times of all potential schemes to Connolly station.

The scheme will be dependent on the successful completion of the Dart underground to allow efficient circulation around the city centre. HR2 may put an over reliance on the eastern Dart/Train line, while HR8 may put an over reliance on the Western Rail Line. A significant factor relating to the viability of the scheme is the proposed cost, "The cost of this option would be high in comparison with others due to the amount of tunnelling required." Despite it being one of the most expensive schemes, it still provides the



best journey times and catchment areas. As this will be a long term investment, supporting the growing demand for public transport north of the city, the return on investment will be evident in the future.

Overall this scheme is similar to Metro North and the optimised Metro North. Despite having similar journey times, the Maynooth heavy rail line serves a much smaller population catchment catering for far less people. This is due to having far less stops than Metro North. The scheme is also dependent on the DART underground and current train service from Connolly to Maynooth. This may lead to capacity problems on this line in the future. Due to these shortfalls and only being marginally cheaper than Metro North, it will not be considered a viable alternative. In contrast to metro North, the HR8 heavy rail line would require planning and statutory approvals, resulting in a longer delivery programme and additional costs.

2.2.3 LR3

LR3 is a light rail scheme connected to the Luas Cross City from Cabra to the airport and Swords via a tunnel under Glasnevin (Luas D2). The route is considered likely to be the optimum solution of the 3 different options connected to the Luas Cross City currently under development by the Railway Procurement Agency (RPA). The total length of this light rail option is 13.5km, of which 11.4km is at-grade and the remaining 2.1km is tunnelled, with twelve new stations. The route follows a similar alignment to the proposed Metro North. Figure 2.3 is a map indicating the rough layout of the proposed scheme.

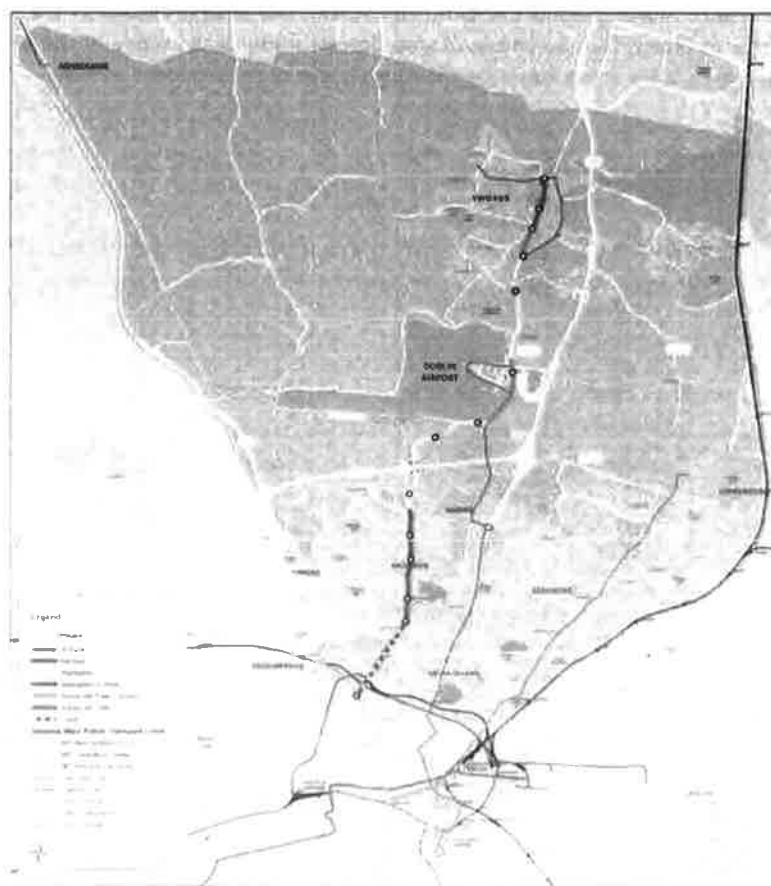


Figure 2.3: LR3 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)



McCutcheon Hailey Walsh
ARCHITECTS



The scheme travels through high density areas which creates a good potential population catchment. The benefits of this scheme over other alternative Cabra light rail options is that it offers a more segregated service, which equates to faster journey times.

As noted in the transport study, *"LR3 through Glasnevin is the most expensive of the three proposed options as it requires tunnelling however the impact of traffic is likely to be significantly less than the other two options."* As with some of the other schemes, it is expensive but as it offers the highest quality of service, the return on investment will be evident in the long term.

An issue with the above sketch is that the Dublin Airport stop is a large distance away from the airport itself. The integration with Dublin Airport will need to be looked at in further detail to allow a smooth, efficient service at this pinch point. The biggest concern with the light rail options and reduced heavy rail options is that they will not meet future demand for public transport. The likelihood is that in the future, demand for light rails/BRTs will far exceed their capacity. These transport schemes offer interim solutions, rather than the long term solutions required in the transport study objective. In order for light rail schemes to work and meet the long term demand, they should be considered as a combination with other public transport schemes.

2.2.4 LR7

LR7 is an optimised Metro North transport scheme. This scheme has been proposed by the RPA as a revised version of Metro North with a number of amendments made to the scope of the project to reduce capital costs. Figure 2.4 is a map indicating the rough layout of the proposed scheme.

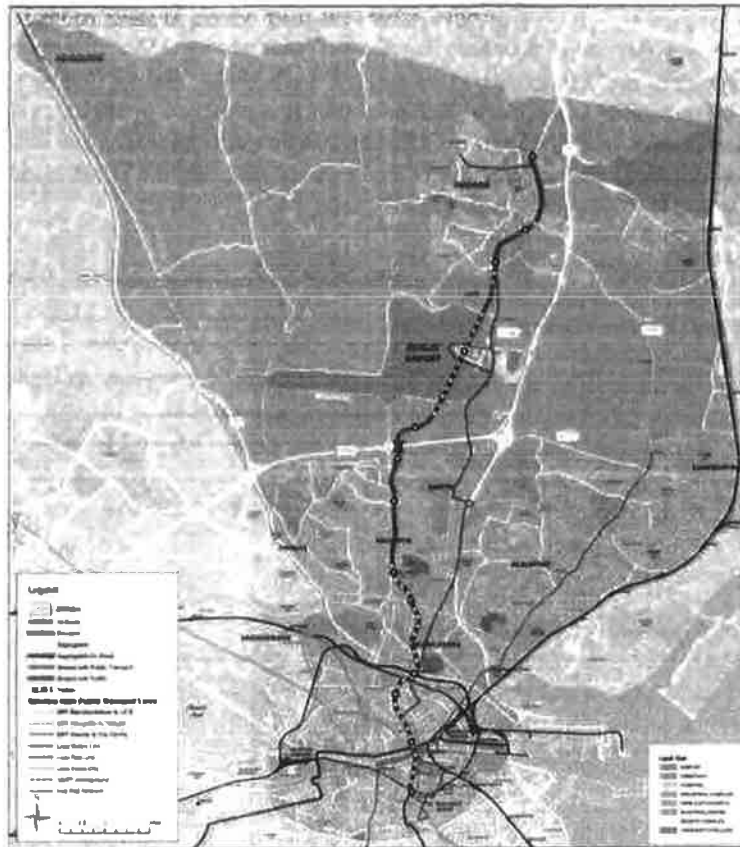


Figure 2.4: LR7 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

This scheme has many benefits. It has the highest potential population catchment and a very large potential capacity (passengers per direction per hour). The scheme also integrates very well with land use and transport policy. However, a revised Metro North scheme would require planning and statutory approvals which may elongate the delivery programme.

A number of cost cutting measures have been made from the original Metro North scheme; fewer and smaller stations, reduced rolling stock, and vertical alignment changes. However these cost cutting measures have been incorporated at the cost of a reduced level of service. These changes have led to a smaller catchment area due to fewer stations, slower journey times as less of the scheme is now tunnelled and a reduction of potential capacities. The revised long term patronage forecasts for Metro North are estimated to be no more than 12,000 passengers per direction per hour (ppdph), this compares unfavourably with the original estimations of Metro North which were in the order of 20,000 ppdph for 2030. Further research into the patronage forecasts is needed in order to get more accurate figures.

These measures will give a saving of €461m in comparison with the original Metro North proposal. When looking at a €2.5 billion investment, this saving may not be worth the compromised level of service. Further analysis is required to establish the projected cost benefit ratio of the amended scheme and thus fully assess its viability.



2.2.5 BRT5

BRT 5 is a combination of a number of proposed Bus Rapid Transit services. This scheme combines BRT2 (Clongriffin to Airport), BRT3 (City Centre to Airport via Ballymun) and BRT4 (Docklands to Swords via Port Tunnel) to provide an additional 32.7km of BRT lane provision. It will be an additional service to the proposed Swords to City Centre BRT corridor, significantly increasing the destinations served by the proposed Swiftway BRT system. Figure 2.5 is a map indicating the rough layout of the proposed scheme.

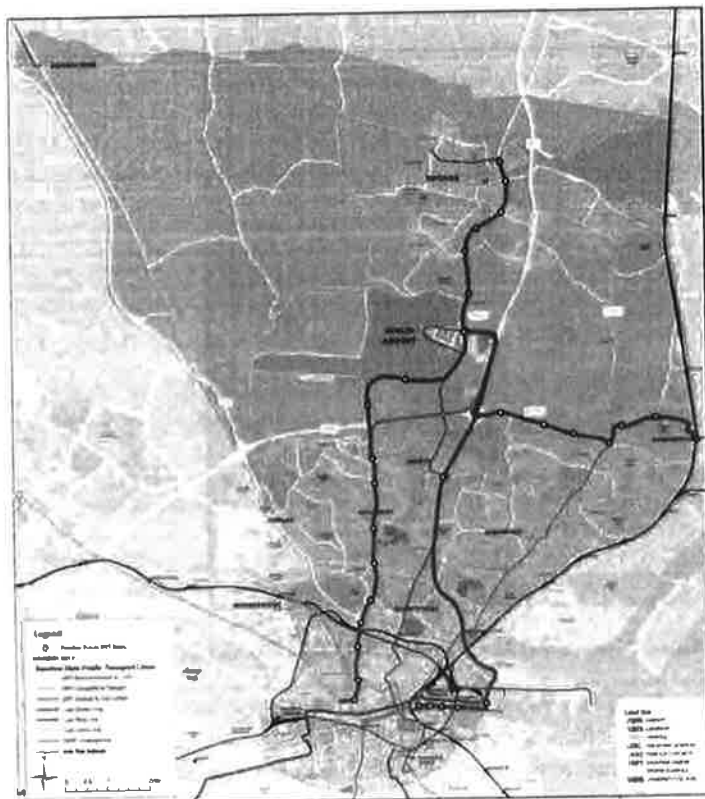


Figure 2.5: BRT5 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

The main benefit of this BRT system is the very large catchment area it will cover. It also comes at a fraction of the cost of other light/heavy rail alternatives (€250-330 million). It will also provide a direct route to Dublin Airport from; Swords, Clongriffin, Heuston Station and the Docklands. This allows the BRT to have a good interconnection with various other transport nodes.

One of the largest concerns with this scheme is the level of segregation which will be afforded to the BRT on the route. Complete segregation from other traffic will allow a fast service, whereas compromising the level of segregation will result in a poorer level of service. The BRT also proposes a moderate capacity of 4,500 ppdp on each individual route, which is quite optimistic considering the original Swords to City Centre BRT has a capacity of 3,600 ppdp. A capacity of 3,600 ppdp equates to an already optimistic headway of 120 seconds, whereas a 4,500 ppdp equates to a headway of 96 seconds or a larger vehicle at 120 seconds headway. The demand on the proposed BRT section (5,000-16,000 ppdp in some areas) greatly exceeds the capacity that can be provided by a BRT solution.



Overall BRT5 does not meet the needs for public transport north of the city. A BRT will be a good short term service but similar to LR3, the biggest concern is that they will not meet the future demand for public transport. These transport schemes offer interim solutions, rather than long term solutions as desired in the transport study objective. In order for a BRT scheme to work and meet the long term demand, they need to be considered in combination with other public transport schemes. BRT services are a good investment if they are designed to allow future conversion into a light rail system when the demand exceeds the supply.

2.2.6 CI

CI is a combination of the HRI spur from Clongriffin to the airport with the LR3 light rail from Cabra to the airport and on to Swords. HRI is a 7.5km spur almost directly west from the existing DART line at Clongriffin Station to Dublin Airport. LR3 is a 13.5 km generally segregated and partially tunnelled light rail system traveling from Cabra to Ballymun to Dublin Airport and Swords. Figure 2.6 is a map indicating the rough layout of the proposed scheme.

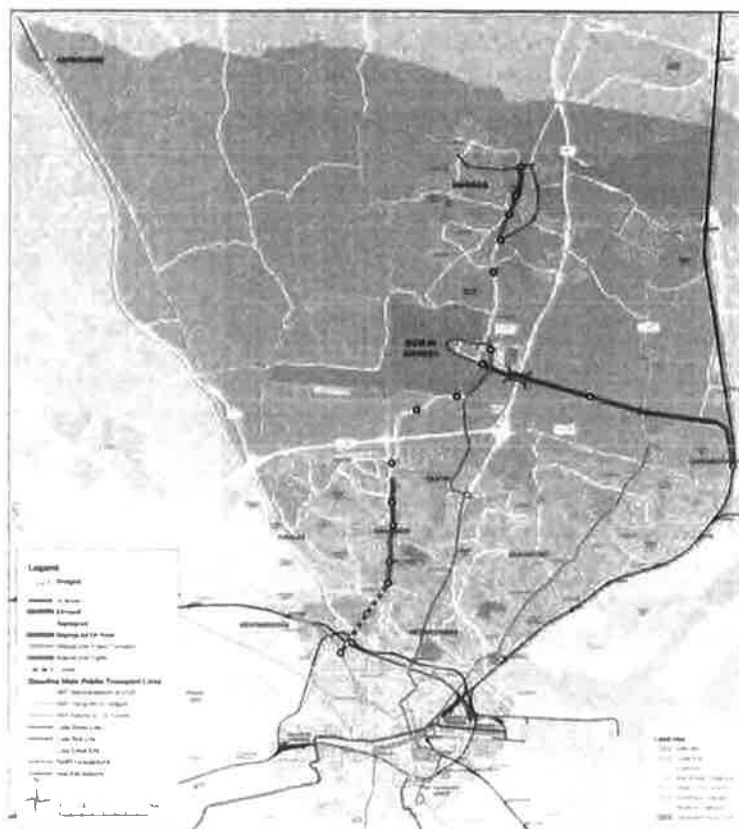


Figure 2.6: BRT5 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

The benefit of this option is that it provides the people of Swords with direct access to the city centre via Luas. It also provides two direct links to the airport via light or heavy rail. This combination overcomes the initial problem of HRI not connecting Swords to the City Centre.

This combination will also service a good catchment area and the segregation given to the Luas line will help reduce the journey times. The scheme will work out more expensive than many of the light rail



and BRT alternatives (€0.8-1.3 billion), however it is a much cheaper option than the Metro North scheme (€2.5 billion). Although this scheme does not have the highest catchment area or fastest journey times, its relatively average cost means that it scores very well. The scheme could be further combined with other light rail and BRT services to increase capacities making it a more desirable option.

2.2.7 LR6

LR6 is the original Metro North Scheme as proposed by the RPA and approved by An Bord Pleanála in 2010. Metro North was proposed for development as part of the Transport 21 in 2005 as a long term solution to the increasing demand on public transport in north Dublin. However, despite getting planning permission in 2010, the scheme was deferred in 2011 due to financial constraints. The scheme is estimated to cost in region of €2.5bn. This scheme was not proposed for further consideration in the Fingal/ North Dublin Transport Study due to its high costs and the optimised Metro North in section 2.2.4 was proposed instead. Figure 2.7 is a map indicating the rough layout of the proposed scheme.

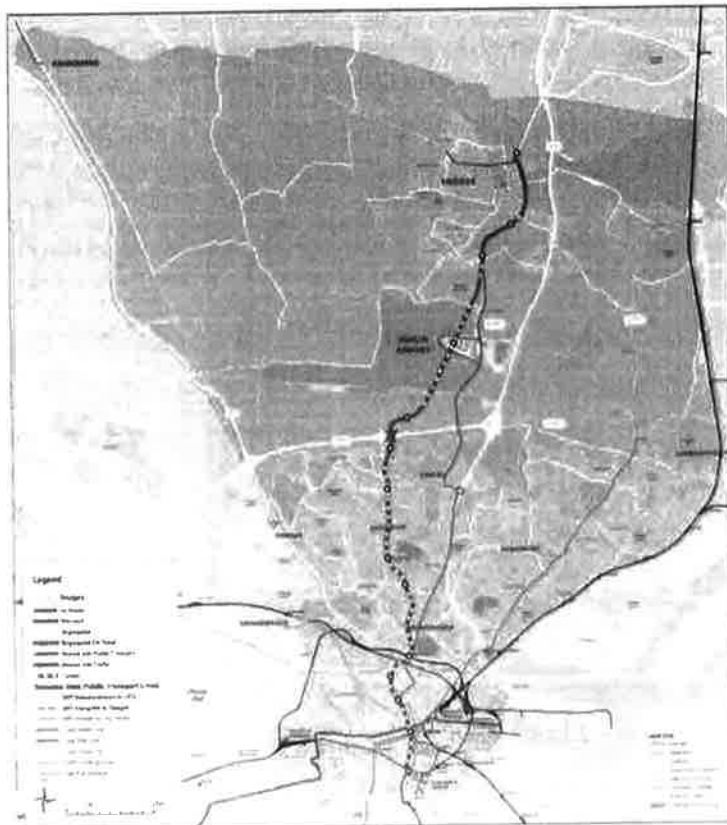


Figure 2.7: BRT5 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

We believe the Metro North scheme is the optimum solution. Unlike any of the other public transport schemes in the study, the major benefits of this scheme is that it has already been through the planning and statutory approvals process and is therefore significantly closer to any of the alternatives to being 'shovel ready'. The scheme has the highest potential population catchment and the highest potential capacity (8,000 - 20,000 ppdp). The scheme also integrates very well with land use and transport



policy. Metro North also provides the fastest journey times from Swords to the city centre at 25 minutes which is twice as fast as many of the light/heavy rail alternatives.

One of the biggest problems associated with Metro North is the large costs involved. With capital costs in excess of €2.5 billion, it far exceeds the costs of alternative schemes. Despite the high costs of the scheme, it is still the best service available. It will be important to invest heavily in large scale public transport schemes in the short term in order to recuperate the benefits in the long term.

2.2.8 HR10

HR10 is a Metro Dublin railway system, which includes a proposal for a new metro system that includes an extended DART Underground/Expansion. This scheme was not proposed for further consideration in the Fingal/North Dublin Transport Study due to its technical unfeasibility. The system is 53 kilometres in length with various different lines connecting Adamstown, Blanchardstown and Malahide to the city centre. For this particular study we will focus on the Malahide to Swords/Airport to Heuston line. This section will be 22km in length, with 10.8km as a single bore tunnel and 11km at-grade. Figure 2.8 is a map indicating the rough layout of the proposed scheme.

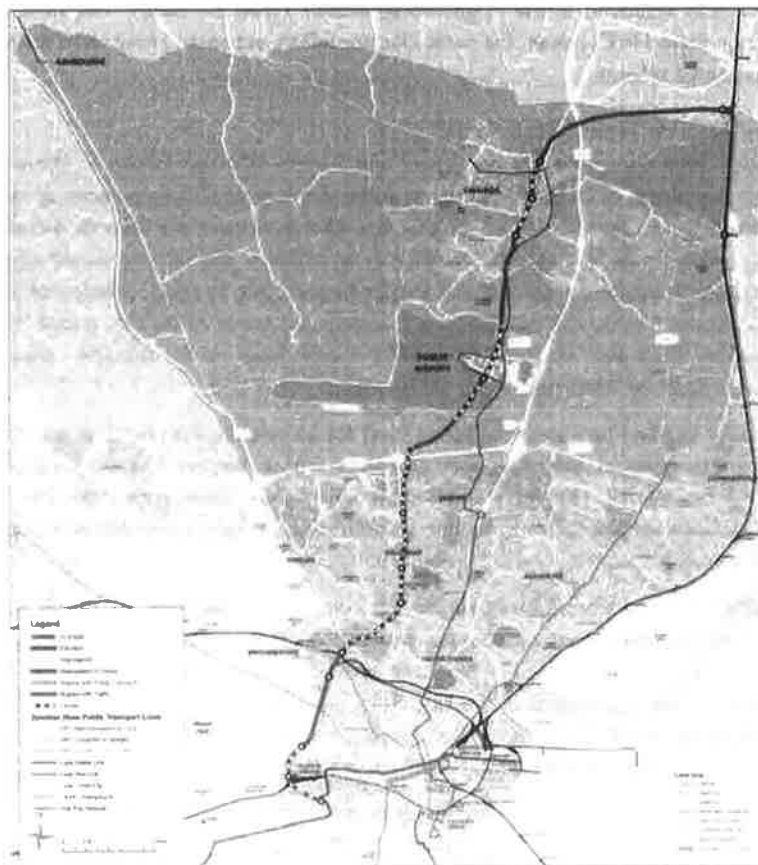


Figure 2.8: BRT5 Proposed Route (Source: NTA: Fingal /North Dublin Transport Study)

As with Metro North, the Dublin Metro will have one of the highest potential population catchments and one of the highest potential capacities. The scheme will integrate very well with the Irish rail network, allowing interconnections at many stations. Dublin Metro will also provide one of the fastest



journey times from Swords to the city centre. The scheme will be heavily reliant on the Dart Underground to further connect Heuston station to the rest of the city. The scheme is slightly cheaper than Metro North and still offers many of the same benefits.

The main problem with this option is that no detailed drawings of the scheme have been provided which makes it difficult to validate the technical feasibility. The biggest concern is the route alignment at Heuston Station, St. James Hospital and the Phoenix Park tunnel. The scheme has been rejected based on this unclear technical feasibility. This has led to difficulties in determining the exact price of the project. It is estimated that the scheme will service large catchment areas and have good journey times to the city centre if connected with the DART Underground. The scheme fulfils the study objective of finding the long-term public transport solution to connect Dublin City Centre, Dublin Airport and Swords and is considered a possible candidate for further consideration.

2.3 Dublin Town's preferred option

This section of the report will take a further look at the top three preferred options which, in the opinion of Dublin Town, best meet the desired purpose. These preferred options were chosen based on the research and facts displayed in the Fingal/North Dublin Transport Study. The three options chosen are; the cost effective HR2 scheme, the most efficient (albeit expensive) long term solution LR6 scheme and combination CI scheme.

2.3.1 HR2: Clongriffin/Swords Heavy Rail Spur

HR2, a heavy rail spur from Clongriffin to the airport and Swords is a cost effective, efficient public transport scheme for the North of Dublin. The scheme fulfils the original project purpose of identifying the public transport solution to connect Dublin City Centre, Dublin Airport and Swords. However it is clear that HR2, in its present form, is a short to medium term solution. The scheme would support the current demand for public transport, in Swords and Dublin Airport. Yet, as the population of Swords is expected to rise and further residential development is anticipated north of the city centre, HR2 may not be enough beyond 2030. For the long term HR2 would have to be brought forward as a combination along with other BRT and heavy/light rail options.

From the perspective of DublinTown, the HR2 spur allows for an efficient rail route to the city centre via an interchange at Clongriffin station. This spur also gives Dublin Airport commuters a choice to travel north at Clongriffin station. The successful completion of Dart Underground is critical to the success of HR2, which will then link Connolly Station to different parts of the city including St Stephens Green and Heuston Station.

The journey time of 44 minutes from Swords to the city centre also compares favourably to several alternatives, but not all. The scheme has a moderate cost of €600-790 million which is far cheaper than the other rail alternatives with similar journey times. As mentioned in section 2.2, there are concerns over the exact alignments and movements of the system. In order to ensure the most efficient system, more detailed investigation into the route is needed. Despite meeting the project objective of servicing Swords and the Airport, it does miss out on locations such as Santry, Ballymun and Drumcondra.

In terms of a cost benefit analysis, it scores very highly due to its moderate costs. In conclusion, HR2 meets the project objective linking Swords to Dublin Airport and Dublin city centre. However, the main concern is that it puts an over reliance on the eastern Dart line. There is room to increase the service on the Dublin/Belfast rail line by adding more trains. It may prove necessary to widen this line to accommodate the additional trains and maintain a satisfactory level of service. A more detailed look at the scheme is recommended to understand the feasibility of these requirements as well as their financial implications.



2.3.2 LR6: Metro North

LR6 is the original Metro North Scheme as proposed by the RPA and approved by An Bord Pleanála in 2010. The scheme has the highest rating in many different criteria including catchment population, journey times and meeting the project objective. The scheme services both Swords and the airport, and also facilitates Ballymun, Drumcondra and other locations within the city centre. However the major stumbling block to Metro North is the large costs associated with the project. After being granted planning permission in 2010, the scheme was dropped in 2011 due to budgetary constraints. Despite the high costs, LR6 is still regarded by us as the best long term solution.

It is evident that of all the proposed schemes, LR6 Metro North best matches the long term requirements of providing quick and reliable access between Swords, the Airport and population centres on the north side of the city. From the perspective of DublinTown, it is the fastest, most effective transport scheme to get large quantities of commuters into the city centre. The scheme has successfully navigated all the planning and statutory requirements, and therefore has a significantly shorter lead time in comparison to all other alternatives. In order to meet the same capacities and catchments as Metro North, some of the other preferred options are required to combine together which will increase their overall capital costs.

2.3.3 CI: Cabra/Swords Light Rail and Clongriffin Rail Spur

CI is a combination of the HR1 spur from Clongriffin to the airport with the LR3 light rail from Cabra to the airport and on to Swords. This scheme includes many of the benefits associated with HR2 by connecting Dublin Airport to the city centre with an efficient rail route to the city centre via an interchange at Clongriffin station. This spur also gives Dublin Airport commuters a choice to travel north at Clongriffin station. Furthermore, the scheme provides an efficient public transport option into the city centre for the commuters of Swords, Santry and Ballymun. Servicing these areas allows for a large catchment area, greater than many light/heavy rail alternatives.

The CI combination fulfils the project objective of finding the optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords. The scheme does not have better journey times or larger catchment areas than Metro North, however it comes at a far lower cost. At a cost of €0.8 - 1.3 billion, it is roughly two and a half times cheaper than Metro North. Due to the success of the light rail Luas systems in other parts of the city, it is likely that the Cabra/Swords light rail will be just as successful. As large portions of this light rail line are either tunnelled or segregated, it will provide better journey times and far less impact on traffic compared to alternative schemes. The rail lines can be integrated with the proposed BRT lines which travel in the same road space around Swords and Dublin Airport.

In summary the CI combination is a far cheaper alternative to Metro North. It does not provide the same level of service as Metro North but is of far better quality than other BRT/rail alternatives. It provides an efficient public transport option into the city centre for Dublin Airport and the population of North Dublin. It is a viable medium to long term solution to the Fingal/North Dublin public transport situation.

2.3.4 Summary

A summary of the three route options is shown below in the form of a scoring table. This appraisal system differs from the appraisal system shown in the transport study by giving each scheme a rating



rather than a colour code for each criterion. This system also introduces 'maximum capacity' as a scoring criterion. Each scheme was given a score from 0 to 10 for each criterion. The scores were based on the facts shown in the transport study. When further consultation with stakeholders is undertaken, a weighting system should be applied to each criterion. Scheme capacity, catchment area and journey times should be appropriately weighted. The BRT5 transport scheme and the optimised Metro North have been given a score for comparison.

The criteria and ratings used in this section are a brief summary of what was presented in the early stages of scheme appraisals from the transport study. A more detailed investigation into each scheme will provide a more comprehensive rating. Other considerations such as planning permission, scheme feasibility, possibilities for expansion and scheme reliability should be similarly assessed.

The summary indicates that the LR6 Metro North option gains the highest score as it performs well on total catchment and capacity. Although the BRT has a high total score, it falls down on maximum capacity which indicates that although it offers a moderate short term option, it does not meet future anticipated demand. A full breakdown of the scoring system for each criterion is contained in Appendix A. An overview of the final scores for the four schemes;

- HR2: Clongriffin/Swords Heavy Rail Spur - 41
- LR6: Metro North - 48
- C1: Cabra/Swords Light Rail and Clongriffin Rail Spur - 41
- BRT5: Bus Rapid Transit Combination - 40

HR2: Clongriffin/Swords Heavy Rail Spur						
Criteria-	Total Catchment	Journey Times	Costs	Integration	Environmental Constraints	Maximum Capacity
Score (0-10)-	6	6	7	6	6	10
Total Score = 41						

LR6: Metro North						
Criteria-	Total Catchment	Journey Times	Costs	Integration	Environmental Constraints	Maximum Capacity
Score (0-10)-	10	10	4	8	6	10



Total Score = 48

CI: Cabra/Swords Light Rail and Clongriffin Rail Spur

Criteria-	Total Catchment	Journey Times	Costs	Integration	Environmental Constraints	Maximum Capacity
Score (0-10)-	6	6	7	8	6	8
<u>Total Score = 41</u>						

BRT5: Bus Rapid Transit Combination

Criteria-	Total Catchment	Journey Times	Costs	Integration	Environmental Constraints	Maximum Capacity
Score (0-10)-	5	8	8	8	10	1
<u>Total Score = 40</u>						

3. Dublin City Centre 2030

The Fingal/ North Dublin Transport Study provides a comprehensive review of the transport options for linking the city with the airport and northern suburbs.

However, while the study considers the long-term 2030-2035 as an acceptable timeframe, our competitor cities are already significantly ahead in terms of transport options and efficiency and we anticipate that they will invest in further improvements before 2030. We must also acknowledge that in China alone entire new cities are being planned and delivered well within the timeframes discussed in this report. If we are to compete we have to have a transport system that matches our ambition within the next 5 to 10 years. We cannot wait for 20 years for our present difficulties to be addressed.



In this section, we therefore provide some brief examples of urban developments and compare Dublin's performance against our competitor cities.

3.1 Investing in city centre growth

Three quarters of the world's population will live in cities by 2050. This unprecedented growth in urban centres brings a host of new challenges and a pressing need to optimise efficiencies across sectors (e.g. water, waste, energy and transportation). By 2025, an estimated 250 million people will migrate from rural to urban environments across China, many into cities that currently don't exist.¹ Dublin, as part of an open economy in a Europe without frontiers, will be impacted by these developments. We need to improve our competitive position in order to thrive and prosper.

Cities are in constant state of change. Even during economic depressions, they demonstrate a level of resilience and innovation. City based retailers face competition from suburban shopping malls and increasingly from on-line and mobile commerce options. However, the sociologist Saskia Sassen highlights that cities alter and mutate technology to suit their needs rather than the other way around.² Indeed, she notes that modern hyper-mobility extenuates concentrations of power and finance and that the future city will not have a simple relationship between core and periphery, but a more extensive urbanisation.

The Smart City has become an established term reflecting both extensive research and investment by global corporations. The way is opening up for public bodies, the business community and financiers to consider how they can co-operate to deliver the type of large-scale investment in future city infrastructure that they all require in their city.³

The Financing Future Cities expert group point to the need for an info-structure management team who would help unlock initial funding (national government) and de-risk investment, so as to draw capital into infrastructure.

A recent Booz & Co report on financing needs of Sustainable Urban Mobility highlights that there are innovative ways of realising value from urban infrastructure investments that should be treated as opportunities to increase economic activity and value in cities.⁴ Beyond direct sources of revenue are opportunities for financing capital expenditure (either through equity or the provision of loans) where government acts a facilitator or possible under-writer.

A good example of this is Airportlink, Sydney's Airport Train. In 2007, investors CP2 identified it as an underperforming asset with attractive long-term potential. Along with other leading investors, CP2 purchased the 30 year concession and associated infrastructure. Since then, CP2 has restructured the service delivery and asset management. Airportlink now serves more than 12 million passengers each year – a 6 million annual increase.⁵

Crossrail in London will create a new station, similar in scale to Waterloo, by 2026 in Old Oak Common. It will have a throughput of 250,000 people per day. It will facilitate a new city quarter with

¹ Lawrence Bloom quoted in Pivotal Innovations (September 2013) Financing Future Cities Summary Report Initial findings from expert engagement

² See www.saskiasassen.com for an extensive publication list

³ Pivotal Innovations (September 2013) Financing Future Cities Summary Report Initial findings from expert engagement

⁴ Booz & Co. Study on the financing needs in the area of Sustainable Urban Mobility. Prepared for Directorate General for Mobility and Transport, March 2012

⁵ www.cp2.com



19,000 new homes and 90,000 jobs on a currently underutilised site.⁶ The Crossrail model, while clearly greater in scale than Irish requirements has been enabled by considering infrastructure as an investment:

"When you look at something like Crossrail, it cost £15 Billion but you could probably sell it for something like £10 – 12 Billion, so the delta of a £15 Billion cost and a 12B yield is £3-5 Billion – and that could be the public sector spend, not £15 Billion. Government has to start thinking of infrastructure investment in those terms, and then you can reinvest in the project"

We should start thinking differently about infrastructural development and get away from the closed system that sees the cost only in terms of cost to the exchequer. We should also consider land-use differently, as an interaction between the infrastructure investment and the land use benefit rather than planning as a given from Development Plans and current zoning projections at the core of its assessment.

3.2 Key city centre attractors – culture, economic, social quality of life

DublinTown sees the economic potential of the city as being linked with the overall experience of the city as place to visit, do business and live in.

From DublinTown's perspective, the optimum transport solution must be one that encourages investment in the urban core, bringing in business and continuing the process of re-population, thereby supporting city centre businesses. Proposals must enhance the key civic spine of O'Connell Street, Westmoreland Street and College Green. Proposals must bring enhanced capacity to city streets while increasing visitor through-put. We believe that this complex set of objectives will require the implementation of measures that meet our longer term requirements. We are therefore wary of interim measures which will not assist the city in meeting the challenges of the 21st century. We have therefore formed the opinion that BRT is not optimal for the city centre and similarly caution against the reduction in the number of stations contained in LR7 Optimised Metro North.

The Dublin City Development Plan sets out the following vision for the city:

Within the next 25 to 30 years, Dublin will have an established international reputation as one of the most sustainable, dynamic and resourceful city regions in Europe. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse greenspace network. In short, the vision is for a capital city where people will seek to live, work and experience as a matter of choice.

A key part of delivering this vision is the enhancement of the City's environment and experience to residents, visitors and businesses. This is a goal shared by DublinTown as a crucial part of building the economy for DublinTown members in the city centre.

⁶ Mayor of London (2013) Old Oak, A Vision for the future www.london.gov.uk



McCutcheon Hailey Walsh
PLANNING • DESIGN • URBAN DESIGN



4. Benchmarking investment in public transport

DublinTown understands that the Fingal/North Dublin Transport study has been procured as a pure transport study, and should be read as such. However, we all accept that transport must be seen in the wider social and economic context. This is essential in the planning of a city that must perform globally in the 21st century if Ireland's ambitions are to be met. Dublin is falling down the ladder as an international city, and performs poorly in a number of studies. This highlights that the city is suffering from a legacy of under-investment in critical infrastructure.

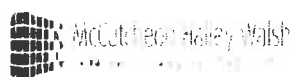
4.1 Global Financial Centres Index

The recently published 16th bi-annual Global Financial Centres Index, prepared by research group Z/Yen, attracted considerable publicity in Ireland in December 2014. It placed Dublin ahead of only Madrid, Helsinki, Lisbon and Reykjavik among 23 western European centres polled.

Dublin's ranking as a financial centre fell to 70th place out of a total of 83, well below the 10th position it enjoyed five years ago and behind centres like Luxembourg, Guernsey, Cayman Islands and Gibraltar.

4.3 European Green Cities Index

The European Green City Index, prepared by the Economist Intelligence Unit sponsored by Siemens, measures and rates the environmental performance of 30 leading European cities. While Dublin does well in indicators such as air quality, it is only ranked 21st overall, and quite starkly for transportation, Dublin sits at the bottom of a list of 30 European cities.



Overall			Transport		
	City	Score		City	Score
1	Copenhagen	87,31	1	Stockholm	8,81
2	Stockholm	86,65	2	Amsterdam	8,44
3	Oslo	83,98	3	Copenhagen	8,29
4	Vienna	83,34	4	Vienna	8,00
5	Amsterdam	83,03	5	Oslo	7,92
6	Zurich	82,31	6	Zurich	7,83
7	Helsinki	79,29	7	Brussels	7,49
8	Berlin	79,01	8	Bratislava	7,16
9	Brussels	78,01	9	Helsinki	7,08
10	Paris	73,21	10	Budapest	6,64
11	London	71,56	10	Tallinn	6,64
12	Madrid	67,08	12	Berlin	6,60
13	Vilnius	62,77	13	Ljubljana	6,17
14	Rome	62,58	14	Riga	6,16
15	Riga	59,57	15	Madrid	6,01
16	Warsaw	59,04	16	London	5,55
17	Budapest	57,55	17	Athens	5,48
18	Lisbon	57,25	18	Rome	5,31
19	Ljubljana	56,39	19	Kiev	5,29
20	Bratislava	56,09	19	Paris	5,29
21	Dublin	53,98	19	Vilnius	5,29
22	Athens	52,09	19	Zagreb	5,29
23	Tallinn	52,98	23	Istanbul	5,12
24	Prague	49,78	24	Warsaw	5,11
25	Istanbul	45,20	25	Lisbon	4,73
26	Zagreb	42,36	26	Prague	4,71
27	Belgrade	40,03	27	Sofia	4,62
28	Bucharest	39,14	28	Bucharest	4,55
29	Sofia	36,85	29	Belgrade	4,48
30	Kiev	32,33	30	Dublin	2,89

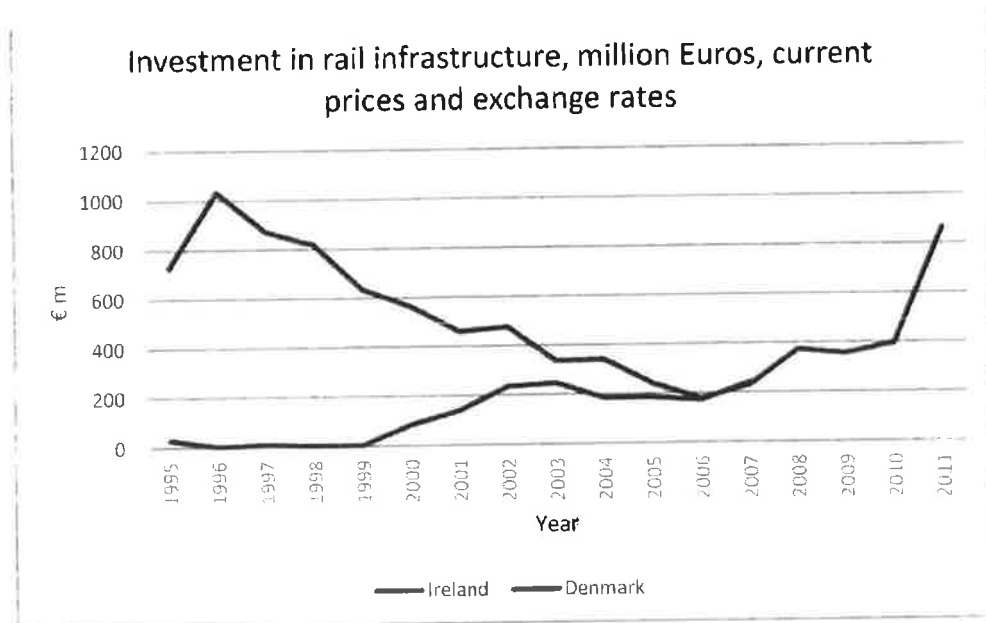
International Transport Forum, Report on Spending on Transport Infrastructure 1995-2011

This report by the OECD International Transport Forum provides a range of useful data on investment in infrastructure. We have extracted one series of data which compares rail investment in Ireland with that of Denmark – a country of similar size and scale. It is also a relevant comparison in the context of Copenhagen coming top of Siemen's Green Cities Index and third in category of transport.

The comparison below of investment in Danish and Irish railways is quite stark. It is clear that there is long legacy of under-investment in railway infrastructure in Ireland. In Ireland, investment stopped at the outset of the financial crisis while it continued apace in Denmark.



McCutcheon Hailey Walsh



Source: OECD International Transport Forum, Spending on Transport Infrastructure 1995 - 2011 Trends, Policies, Data (2013)

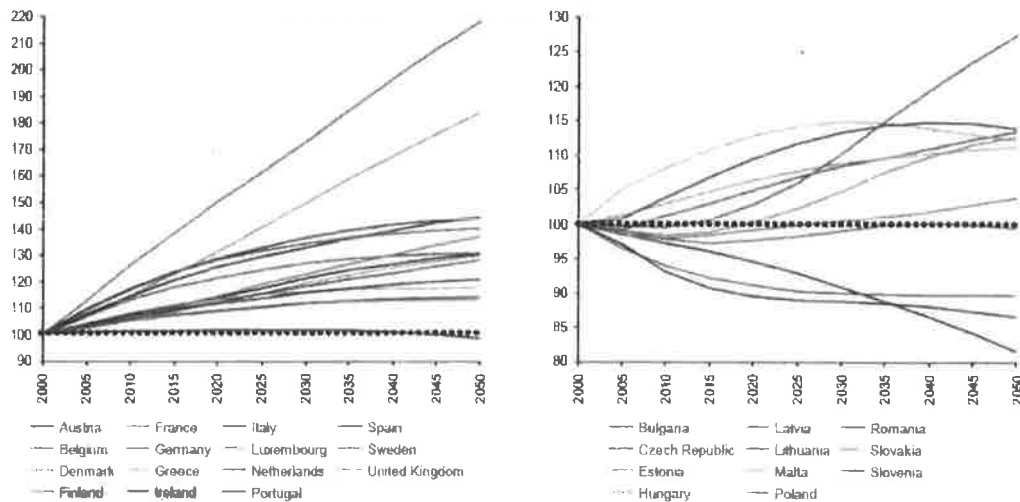
Booz & Co. Study on the financing needs in the area of Sustainable Urban Mobility, prepared for Directorate General for Mobility and Transport, March 2012

This European study considers the challenge and environmental imperative of delivering transport for European Cities and considers financial mechanisms and new approaches to governance and investment that are required. With reference to Dublin, this report specifically draws attention to the Dublin Region's unsustainable form of expansion. It highlights that Dublin's infrastructure is unlikely to be able to cope with its demand. The reduction in demand resulting from the economic downturn provided temporary respite, however, with the anticipated increase in economic activity our infrastructure is unlikely to keep pace with demand. Urgent investment is required if Dublin is to meet its potential to create employment and lift Ireland from its current economic position. This is before one considers the anticipated growth in Dublin's urban population.

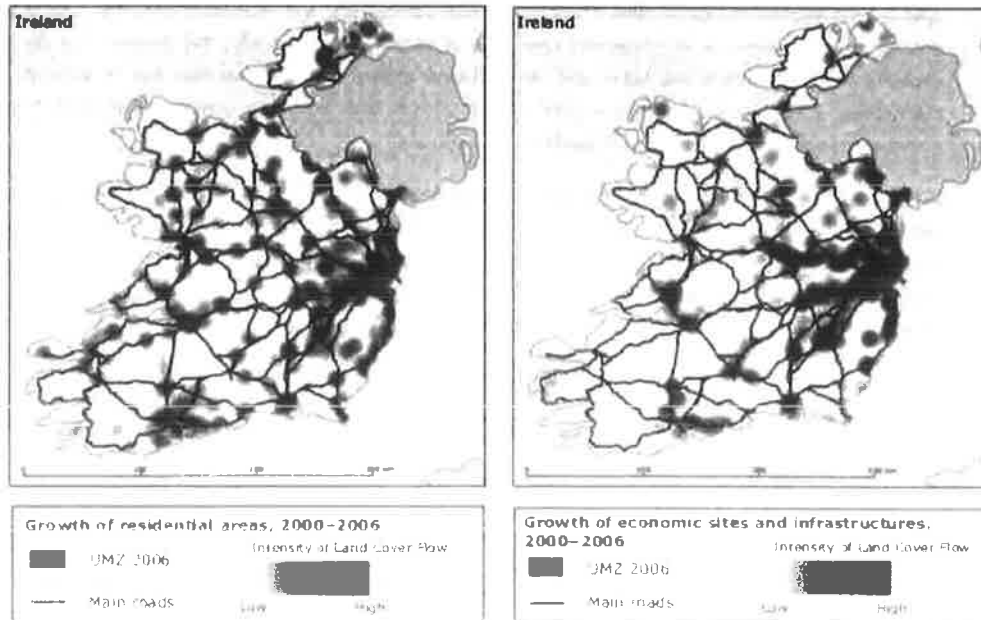
"Ireland is shown to have experienced high levels of urban sprawl and economic development in many areas of the country over the period, reflecting the country's debt and construction boom that preceded the recent global economic crisis. It can be expected that these patterns of development would have placed enormous pressure on existing transport infrastructure, which would have struggled to cope in maintaining reasonable access to its urban centres, particularly Dublin"

(Source: Booz & Company, Sustainable Urban Mobility Financing Final Report prepared for DG MOVE p.89)

Figure 24: Historic & Forecast Urbanisation Trends for EU Member States - 2000 - 2050



The EU study highlights that Ireland and the Dublin Region perform poorly in terms of urban displacement and sprawl, which is illustrated in the diagram below. This is included in this submission, not to say that the NTA is unaware of such facts, but to emphasise the land use impacts of transport under-investment, in which time is as important a factor as quantum.



(Source: Booz & Co., p. 90 sourced from The European Environment Agency. The European Environment State and Outlook 2010 (Landuse))

The study highlights that the key aspects of EU policy and legislation for sustainable urban mobility are assumed to relate to:



- Ensuring mobility is not restricted
- Achieving better inter-modal connectivity
- Implementing infrastructure pricing to achieve full cost recovery
- Achieving reductions in vehicle emissions by 60% by 2050 compared to 1990 levels
- Limiting the growth of congestion.

As noted above, Booz and Company highlight that there are innovative ways of realising value from urban infrastructure investments. To ensure that we are not left behind, we need to consider these in the Irish context.

5. Conclusions

In this report, many of the potential public transport schemes to connect Dublin City Centre, Dublin Airport and Swords have been reviewed and analysed. Investments in these public transport schemes were benchmarked against other international cities. The schemes included in the transport study were ideal long term solutions and cost effective short term solutions. DublinTown welcomes the much needed investments in public transport north of the city centre. The purpose of the initial preliminary appraisal was to select a representative set of options which take into consideration both cost and quality. DublinTown recognises the importance of finding the right and optimal long term solution.

In considering which project to advance, we recommend that catchment should be measured as a whole rather than per kilometre. The journey length should not be included in potential catchments as the negative effects of longer routes will be measured in journey times and economic costs. For example, a ten kilometre route with a catchment of 1000 population served per km, is more beneficial than a two kilometre route with 1000 population served per km. Furthermore, the appraisal system should take into account the potential capacities of each transport mode. We believe that the scheme's capacity is a very important issue and we included it in the scoring carried out in section 2.3.4. As mentioned in section 2.3.4, the appraisal system should also include a weighting for each criterion, as some appraisal criteria are more important than others.

In the final 'Summary of Appraisal of Short Listed Schemes', the BRT5 option was considered to have advantages over other options in almost all the criteria except catchment. The BRT is a cheap, effective short term solution which will help put a dent in the **current** demand for public transport north of Dublin city. However, we do not consider it as a good long term solution when compared with the other proposed options. The scoring appraisal in section 2.3.4 demonstrated that the BRT is a weaker option than Metro North in some of the most important criteria (catchment/capacities). Additionally, it should be noted that only in-vehicle time has been taken into account in the transport study scheme appraisal. Additional time for access, egress and interchange are taken into account through the 'Integration' criterion. Therefore, the journey times of transport schemes which require interchanges will appear far more desirable than in reality.

From the analysis and review conducted on the various public transport options it was clear that three options stood out in particular for a variety of different reasons including cost and quality of service. HR2 connects the city centre to the airport and Swords at a moderate journey time of 44 minutes. The completion of the DART underground is critical to the success of the scheme however. The scheme, in its proposed form, is a good medium term solution, however as demand increases, it will put further pressure on the current Dublin/Belfast rail line. It is likely that additional trains and a widening of the current rail lines will be required. HR2 may be more expensive than the BRT5 scheme option, however it offers greater capacities and far more reliable journey times. A viable option would also be to



combine HR2 with other BRT and light rail services to help increase capacities and potential catchments.

The study identified that the most effective public transport scheme was the most expensive: LR6 Metro North. Metro North provided the fastest journey times, catering for the largest catchment area. The scheme integrates well with other transport modes and has already gone through the planning and statutory approvals process, thereby significantly reducing lead times when compared to all other transport alternatives.

A cheaper alternative would be L3, the Cabra/Swords light rail with the Clongriffin/Airport rail spur. It provides for two rail mode choices from Dublin Airport to the city centre. Due to the success of other light rail lines in the south and west of the city, it is likely that this northern rail line will also be a success. The scheme also connects Swords to the city centre and beyond. The biggest concern with the light rail option is its ability to meet future demand.

It is important that non-transport considerations are taken into account. A high quality public transport link between the city centre and Dublin Airport will support Dublin's performance as a city in which to live, visit and do business.

The proposed public transport options can have significant benefits for residents, the city as a whole and city centre businesses. However, these benefits can only be realised if the public transport is implemented with long term goals in mind.

Appendix A

Scoring Criteria

<u>Total Catchment</u>	
<i>Total Population and Employment (,000s)</i>	<i>Rating</i>
>300	10
250 - 300	8
200 - 250	7
150 - 200	6
100 - 150	5
50 - 100	4
25 - 50	3
<25	2

<u>Journey Times</u>	
<i>Swords-City Centre Journey Time (min)</i>	<i>Rating</i>
<25	10
25 - 30	8



McCutcheon Hailey Walsh
ARCHITECTS

BARRY
& PARTNERS
CONSULTING ENGINEERS

30 – 35	7
35 – 40	6
40 – 45	5
45 – 50	4
50 – 55	3
>55	2

<u>Costs</u>	
<i>Capital Cost</i>	<i>Rating</i>
< €0.25bn	10
€0.25bn – €0.5bn	8
€0.5bn – €1bn	7
€1bn – €1.5bn	6
€1.5bn – €2bn	5
€2bn – €2.5bn	4
€2.5bn – €3bn	3
>€3bn	2

<u>Integration</u>	
<i>Level of Integration</i>	<i>Rating</i>
Total quality integration	10
General quality integration	8
Medium integration	6
	4

<u>Environmental Constraints</u>	
<i>Level of Constraint</i>	<i>Rating</i>
All Negligible	10
Mostly Negligible	8
Mostly Moderate	6
Mostly Significant	4

<u>Maximum Capacity</u>	
<i>Total Maximum Capacity (,000s)</i>	<i>Rating</i>
>18	10
16-18	8



14-16	7
12-14	6
10-12	5
8-10	4
6-8	3
5-6	2
4-5	1

From: Roisin O'Doherty <roisin@dublintown.ie>
Sent: 19 January 2015 15:46
To: northdublinstudy
Cc: Richard Guiney; Gerard Farrell
Subject: Submission on Fingal/North Dublin Transport Study
Attachments: DublinTown_NorthDublinTransport Submission.pdf

Dear Sir/Madam,

Please find enclosed DublinTown's submission on the Fingal/North Dublin Transport Study.

Kind regards,

Roisín



Roisín O'Doherty

Operations Executive

E: Roisin@dublintown.ie

T: 01 633 4680/

Address: 22-24 Foley Street, 1st Floor Ulysses House
Dublin 1



North Dublin Transport Study
National Transport Authority
Dun Sceine, Iveagh Court
Harcourt Lane
Dublin 2

19th January 2015

RE: North Dublin Transport Study

Dear Sir / Madam

We are writing to you on behalf of the Grangegorman Development Agency (GDA) and the Dublin Institute of Technology (DIT). We have reviewed your Stage 1 Appraisal Report of the 'Fingal / North County Dublin Transport Study and make the following comments.

Background - General

The Grangegorman Urban Quarter represents one of the most significant developments in Dublin City over recent times. It will see the development of approximately four hundred thousand square metres of facilities on site, with a population of around twenty five thousand site users. It is currently envisaged that this development will be completed over the next ten to fifteen years.

Grangegorman has been designed to focus on sustainable modes of transport with an internal focus on pedestrian and cyclist movements. Our mobility management objectives include mode share targets as described in Fig. 1. These target figures take into account the delivery of Luas Cross City and Swiftway. They do not take into account the DART Expansion / Underground schemes or the Phoenix Park Tunnel. Such schemes will greatly improve accessibility via the public transport network to Grangegorman. They will be strongly supported by us and will help further improve our sustainable transport modal share splits. The additional improvements as proposed in your study will further aid us in ensuring that commuting travel patterns to Grangegorman will be sustainable.

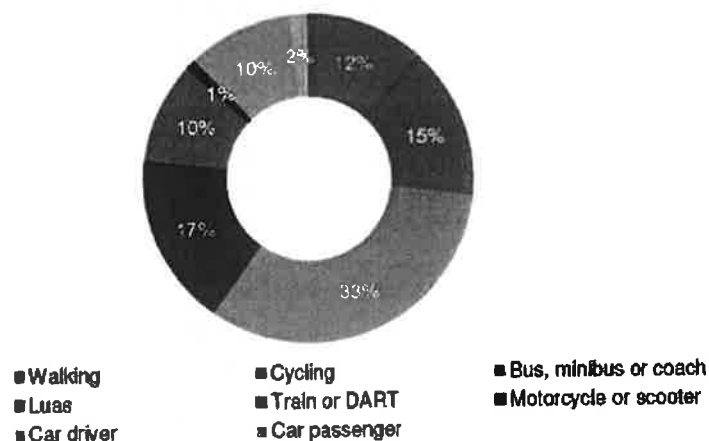


Figure 1 Current Mode Share Targets for Grangegorman



Background DIT

A significant proportion of students attending DIT have historically emanated from the Fingal / North County Dublin area that forms the catchment of your study. For example looking at schools in Swords such as Colaiste Choilm CBS or St. Fintans, in both cases in 2014, DIT was the most popular choice with a third of the college going cohort choosing DIT. Coupled with the fact that DIT students predominantly commute from home, (over 57% in comparison with a national average of 37.6%) this underpins the importance of good transport links to North Dublin for DIT and the Grangegorman Urban Quarter. It could also be anticipated that improved public transport and consolidation in the north city and county would only increase the bias of students attending DIT from the north Dublin area.

Currently, most DIT students attend college in several key locations around the city centre, namely Kevin Street, Aungier Street, Cathal Brugha Street, Bolton Street, Rathmines, and various other smaller locations. However, as you will be aware, the GDA is in the process of relocating DIT to Grangegorman, with approximately half of the student population programmed to attend Grangegorman in September 2017. This relocation project should be fully complete no later than 2025, with all of DIT students and staff being relocated to Grangegorman by this time. It is anticipated the number of whole time equivalents attending DIT at Grangegorman will be in the order of twenty thousand students and staff.

Commentary on Options

For the purposes of simplicity, we have limited our comments to the shortlisted schemes.

HR2: We consider that this option would have limited further positive impact on Grangegorman.

HR8: This option would seem to offer good potential for improvements in direct public transport accessibility to Grangegorman from the study area. Coupled with the proposed DART Expansion Programme and the Phoenix Park Tunnel it should also offer enhanced overall accessibility with minimal interchanges. However, it is unclear from the diagram (Figure 2.10) if there will be a direct connection with Luas Cross City which directly serves Grangegorman. This would be important for Grangegorman and we assume, given the close proximity of both lines, that this would be appropriately addressed at a later stage.

LR3: This option would seem to offer excellent potential for improvements in direct public transport accessibility to Grangegorman from the study area, with direct attractive links from Swords and the airport. As discussed in your report, Luas is a well received and heavily utilised mode of public transport and has significantly helped to improve both the nature and perception of public transport in the city. It also appears to be more easily achievable than the other shortlisted schemes and offers a direct linkage to the airport without further disruption to the city centre, while further utilising what will be in effect existing track facilities (i.e. we understand that there will be spare capacity on the Luas Cross City line currently under construction to cater for the required demand).

We would suggest the following two issues be considered in its further design, they are

- An appropriate interchange at the Cabra stop with the Maynooth and Phoenix Park Tunnel heavy rail line would be hugely beneficial for the city. This particularly would be very important to us in terms of connectivity to the greater rail network.
- Further to this, and given that DIT are currently developing a high quality sports facility directly adjacent to the Broombridge stop, we would like to propose that the link with the Phoenix Park Tunnel and the Maynooth Line be extended as a high quality pedestrian and cyclist link to Broombridge. This would most likely be tied in with the planned Greenway cycle track along the Royal Canal.

LR7: This option would seem to offer good potential for improvements in direct public transport accessibility to Grangegorman from the study area. While it offers more than double the capacity of LR3, it is significantly more expensive and is more remote from our site. The nearest stop location is the proposed Mater stop. This is about a twenty minute walk to our main entry point on the North Circular Road. By contrast, stops located on the Luas Cross City line are directly adjacent to Grangegorman.

BRT 5: This option would seem to offer potential for improvements in direct public transport accessibility to Grangegorman from the study area. The BRT 3 element of this proposal directly links Grangegorman via Broadstone Gate. However, we note the comment on potential difficulties post construction in delivering desirable journey times given the constricted and heavily congested nature of the local road network in the north inner city.

C1: This option would seem to offer excellent potential for improvements in direct public transport accessibility to Grangegorman from the study area. Coupled with our comments on the LR3 scheme above, by further adding the proposed HR1 scheme will only help connectivity between the northeast of Dublin City with Grangegorman, effectively creating a loop with the current DART line and the proposed LR3 line. This option could also be delivered incrementally, and offers choice to the service user.

Conclusion

Both the GDA and DIT welcome the proposals as laid out in the report, and in order of preference, would support LR3 / C1 as being, by far, our preferred schemes in terms of what they offer and in terms of deliverability.

While the HR8 and LR7 schemes offer good potential, we would see their cost and as being the key obstacle in terms of deliverability. Either of these would represent our second best option.

Though BRT 5 appears to offer good connectivity, we fear that, in the end, it would offer not much more than the traditional bus service for relatively significant disruption and cost. Further, due to its limited capacity, an eventual upgrade to a light rail scheme appears inevitable (e.g. the Confederation Line, Ottawa, Canada). The HR2 option appears to offer relatively little in terms of improvements in accessibility for Grangegorman.

The GDA and DIT would be more than happy to assist the NTA in their further assessment and appraisal of the options, and look forward to the on-going improvements of the wider public transport network.

Yours faithfully



Michael Hand
Chief Executive Officer
Grangegorman Development Agency



Professor Brian Norton
President
Dublin Institute of Technology

GREEN PARTY/Comhaontas Glas

CONTRIBUTION to PUBLIC CONSULTATION

on the Proposals Contained in

**The NTA's Fingal/North Dublin Transport
Study Appraisal Report, November 2014**

19th January, 2015

The Green Party would like to thank the National Transport Authority for the opportunity to comment on the proposals of the Fingal/North Dublin Transport Study.

Key Points

- This submission is based substantially on the Green Party's Transport Policy¹, notably the principles of minimising greenhouse gas emissions, of climate change and of social justice (provision of a quality public transport system for all).
- The study is welcome insofar as it recognises a need for a high quality public transport system to support, within the area in question, a modal shift from private vehicles to public transport and the substantial projected increase in population.
- However, the approach taken in studying the Swords-City Centre corridor in isolation from the general issue of transport in Dublin is limited as it precludes recognition of the need for a comprehensive transport network of orbital and radial routes, such as illustrated in the Aris-Leahy "Dublin Transport Map"².
- The Study should recognise the global context of climate change and the urgent need to reduce carbon emissions.
- As well as considering conventional measures of technical feasibility, cost and travel time savings, all proposals should be appraised on the basis of
 - high level of service in terms of reliability, frequency and comfort;
 - emissions reductions;
 - ability to cater for expected population increases in the study area;
 - impact on the public realm and streetscape;
 - integration with existing transport systems;
 - safety for vulnerable road users.
- On the basis of the information available, the Green Party considers that LR7/'optimised' Metro North is the scheme which currently best fulfils these criteria.

Schemes proposed: criticisms and areas for further analysis

Given the preliminary stage of technical and economic analysis, it is premature to make categorical statements about the best transport system for the area in question. The section below outlines criticisms and areas where further analysis is required for the six schemes identified as feasible in the study. The proposals are discussed here in the order in which they are presented in the study.

HR2: Rail link Swords - Clongriffin

- It serves a very limited new catchment due to the low level of development between the airport and Clongriffin.

¹ The Green Party (2013). Transport Policy. Available at:
<http://www.greenparty.ie/assets/docs/Green%20Party%20Transport%20Policy.pdf>

² http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html

- The lack of capacity on the Northern line between Clongriffin and Connolly is a major disadvantage. HR2 is contingent on the progress of the Dart Underground/Expansion project, whose status is currently uncertain.
- As acknowledged in the study, even if the Dart Expansion project were to go ahead, it is not clear whether there would be sufficient capacity on the line both for a new airline service and commuter and mainline rail services.
- The Dart Underground project is discussed in further detail on pg.5 of this submission.

HR8: Rail link Drumcondra-Swords

- There is again a high level of uncertainty about the capacity of the Western rail line.
- The cost of this option is extremely high with low benefits in comparison to other options.

LR3: LUAS Swords-Cabra

- LUAS is a proven technology in Ireland with a high level of public support.
- The cost of this option is not prohibitive.
- Whether the maximum possible capacity on this line could cater for greater demand due to population increases in the North Dublin area should be examined.
- The travel time for this option is poor.
- Further analysis should investigate how this could be improved, for example by ensuring priority for LUAS at all road junctions.
- Also, the current route alignment under Glasnevin Cemetery means a significant catchment is excluded.
- The possibility of adding an underground station to serve Glasnevin/Drumcondra should be explored.
- Further analysis should clarify whether the addition of services to Swords on the Cross City line would negatively affect the frequency of services to Broombridge.

LR7: 'Optimised' Metro North

- On the basis of the information available, this option currently best fulfils the criteria for a large scale public transport system serving the North Dublin corridor.
- It has sufficient capacity to cater for greater demand as a result of population increases.
- It provides a high level of service particularly in terms of travel time.
- Underground rail in the city centre is favourable in terms of minimising impacts on the streetscape.
- According to the research conducted by Caulfield et al.³, the Metro would cause the greatest reduction in private transport trips of all options on this corridor.
- There has been substantial prior investment in planning and pre-development.
- Although the cost is high, the Metro fulfils the need for long term planning and strategic investment in public transport in Dublin.

Criticisms and suggestions for further analysis of the Metro proposal

- Further development of this option should involve exploring all possible measures to minimise impacts on St. Stephen's Green.
- Underground transport systems have a significant environmental impact during construction.
- Later stages of analysis should explore means to further reduce costs.
- This could include limiting the distance travelled underground to the core city centre.

³ Caulfield B., Bailey, D. and Mullarkey, S. (2013) Using data envelopment analysis as a public transport project appraisal tool. *Transport Policy*. 29, 74-85.

- Further analysis should explore the possibility of an at-grade alignment through the airport as suggested for HR8.
- The at-grade section could be extended further south towards the city centre than is currently proposed.
- An underground rail system of this nature must be accompanied by complementary measures to ensure resulting available road space does not result in increased car use.
- The removal of the Lower O'Connell St. Station should be reconsidered as this is an important point of interconnection with the Luas Red Line.

BRT option:

- The BRT option has a favourable cost compared to others.
- It has the potential to be developed into a comprehensive network, for example as suggested in the Aris- Leahy "Dublin Transport Map" referred to at ² above.
- It has potential benefits in terms of reducing the road space available to private cars.
- BRT is regarded as an unproven technology in Ireland.
- A system with levels of service, in terms of capacity, comfort, travel time and reliability, equivalent or greater than light rail is required in order to cause significant modal shift.
- The 'semi-open' type network suggested for Dublin in the NTA's Dublin BRT Core Network Report ⁴ will not deliver such levels of service as it does not sufficiently prioritise BRT over other road users in terms of levels of segregation.
- These conclusions are supported by the Institution for Transport Development and Policy's "BRT Standard" report ⁵.

C1: Combination Option

- This option requires a transfer from passengers travelling from City centre – Swords by heavy rail. This will seriously undermine its attractiveness to passengers.
- Capacity on the LUAS line from Airport-Swords would need to be sufficient for additional passengers transferring from the Clongriffin-Airport route.
- Otherwise refer to observations on HR2 and LR3.

Other issues to be considered

1. Carbon emissions reductions and social gains

One of the principal objectives of the system should be reducing overall carbon emissions from transport. As such it is necessary to consider the number of private vehicle trips removed as a primary benefit of investment in public transport. In addition, it is also necessary to consider the relative energy efficiency and social gains of public transport systems. This should be an aspect of option appraisal. The Green Party strongly supports the implementation of public transport systems that utilise low emissions technology such as electric, hybrid or biogas power.

2. Timeframe for implementation and expected population increases

⁴ National Transport Authority (2012), Bus Rapid Transit Core Network Dublin

⁵ Institution for Transport and Development Policy (2014). The BRT Standard. Available at: <https://www.itdp.org/wp-content/uploads/2014/07/BRT-Standard-2014L.pdf>

The Green Party considers that the timeframe for implementation of the study must be reduced. The implementation of some of the proposals is not foreseen before 2035. There is an urgent need for the provision of high quality public transport in this area in the short to medium term for all the reasons that we support public transport, including reducing congestion and emissions.

Furthermore, where future housing development is located should be governed not just by current and expected increases in population, but by public transport routes and hubs. It is also possible to promote high density development around public transport stations in planning policy. Increased capacity as a result of such development should be considered in the appraisal of options.

3. The Dart Expansion/Underground Project

The Dart Expansion/Underground Project is referenced throughout the study report in which context its progress is regarded as uncertain. More recently, according to the draft 'Strategic Framework for Land Transport' the Dart Expansion project has been indefinitely postponed.

the status of the Dart Underground/Expansion is a vital consideration in the appraisal of options in the current study. It is inappropriate, for example, that HR2 and C1 propose to utilise railway capacity which may not eventually materialise. Dart Underground is also an essential point of integration with the proposed Metro North route alignment.

The Green Party strongly supports the DART Underground project. The economic benefits were clearly demonstrated in the 2010 'Business Case' report.⁶ In addition, the DART Underground corresponds to the need to maximise the value of existing infrastructure and form a coherent public transport network to a greater extent than the projects currently proposed in the North Dublin Study.

4. Complementary public transport schemes

The prospect of increased investment in public transport in the area in question is welcome. However, in the absence of a coherent strategy for the entire Dublin region, the approach of the study is limited by isolating the North Dublin area from the wider issue of transport in Dublin. This issue must be considered in a more integrated manner.

Such an approach fails to consider the need for orbital routes which connect suburban areas. A wide variety of research (e.g. Murphy and Killen⁷) has demonstrated that Dublin is characterised by diffuse patterns of employment and, as a result, typically non-radial commuting patterns. As such, it is necessary to cater for this demand by implementing a comprehensive integrated public transport network, for example as suggested in the Aris-Leahy Map (referenced above). Although conceptual in nature, the outline plan illustrates the potential effectiveness of such a network.

Large-scale public transport infrastructure must be complemented by investment in cycling and walking infrastructure and local bus services for shorter trips.

⁶ http://www.irishrail.ie/media/dart_underground_business_case1.pdf?v=grhdepa

⁷ Murphy, E. and Killen, J.E. (2011) Commuting economy: An alternative approach for assessing regional commuting efficiency. *Urban Studies*. 48, 1255-1272.

Finally, to promote interconnection with the whole North Dublin region, the possibility of extending the system to meet the existing Northern rail line at Donabate should be explored.

5. Promoting public transport integration

In addition to the development of individual public transport systems or the longer term objective of a comprehensive network, other measures to increase the attractiveness of the existing infrastructure should be introduced. These include:

5.1. Integrated ticketing

An integrated ticketing system whereby payment is not fragmented between modes should be considered. Other cities have successfully introduced ticketing schemes which involve payment on a distance-based or time-based model. The possibility of including the Dublin Bikes in an integrated system should be investigated.

5.2. Transfer/Interchange Facilities

The development of waiting facilities at points of transfer within public transport journeys has been neglected and is a major disincentive to public transport use. All options in this study involve interconnections with other forms of public transport. It is necessary to provide waiting facilities with high standards of design as well as adequate seating and shelter.

5.3. Public Transport Pricing

The attractiveness of public transport should be increased by ensuring fares are reasonable. Although outside the remit of this study, this can be achieved by increasing subventions available to public transport providers. It is noteworthy that in the past year, while public transport users have suffered increasing fares, motorists have benefitted from reduced costs due to petrol price decreases, while continuing to disproportionately contribute to harmful carbon emissions as well as the other negative externalities of private transport.

6. Airport and general transport needs

Air transport is a substantial contributor to total carbon emissions. While the airport is an important economic centre and requires a public transport link, its importance should not be overestimated in the appraisal of investment. The study conflates the question of transport to the airport with the needs of the general public in the North Dublin area. A public transport system to serve the North Dublin region must facilitate diffuse trips and include the most extensive catchments possible.

Transport Policy Process

1. Democratic deficit

While the Green Party is pleased to be invited to contribute to this debate, it is evident that there is a remaining democratic deficit in the making of transport policy, given that no regional elected body has formal influence over the outcomes. Generally there is a need for greater regional democratic oversight of transport policy

The Green Party has previously proposed the establishment of the position of directly elected Mayor of Dublin with responsibility for transport policy. Such a position would make a significant positive contribution in this regard.

To gain further public input into this debate, the Green Party conducted an online survey to represent public views on this issue. The results are briefly discussed below.

2. Integration of transport and development planning

There is a clear need to integrate the processes of the planning authorities with the NTA in order to ensure that adequate sustainable transport options are provided in all cases. The current practice of separating the bodies involved is inappropriate and results in disjointed outcomes.

Survey results

In order to inform the party's response to the NTA's call for submissions, an online survey canvassed opinions among the public. The survey was completed by a total of 56 individuals, not limited to those in the study corridor. Although not representative in a scientific sense, it gave a wide range of views on the issues at stake. It was noteworthy that there was majority support for five of the six options proposed, reflecting the level of need for major public transport investment in the study area irrespective of type.

Regarding the study proposals, there was a clear preference among respondents for a scheme that serves the maximum catchment not currently benefitting from high quality public transport. The level of service, in terms of travel time and reliability, was perceived as being of particular importance. The responses indicated that the BRT option is relatively less popular as it is not perceived as being capable of delivering on these requirements. There was concern that additional road based transport would increase pressure on limited available road space and pose a safety risk to cyclists and pedestrians.

Based on the survey results, there is a clear preference for a rail-based public transport system. Both the LUAS and other international examples of underground rail systems are regarded as examples which could be emulated in Dublin. In terms of specific proposals, LR3/LUAS was regarded positively by the majority of respondents and was the second most popular proposal. LR7/Metro was regarded positively by a large majority (66%) and was perceived as very good by the largest proportion of respondents (38%).

Notably, over half of respondents commented on the need for complementary investment in infrastructure for pedestrians and cyclists in addition to large-scale infrastructure. A large proportion cited the Netherlands and Copenhagen as positive examples in terms of promoting cycling. This result supports the points made previously about a wide range of measures being needed to encourage a switch to sustainable transport.

[E N D]



To Whom it Concerns
North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

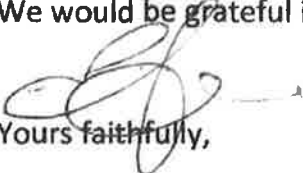
19th January 2015

RE: Public Consultation on the North Dublin Transport Study

Dear Sir/Madam,

I am pleased to enclose our contribution to the public consultation on the NTA Single/North Dublin Transport Study Appraisal Report.

We would be grateful if you would acknowledge receipt of this.



Yours faithfully,

Eamon Ryan
Green Party Leader



To Whom it Concerns
North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

19th January 2015

RE: Public Consultation on the North Dublin Transport Study

Dear Sir/Madam,

I am pleased to enclose our contribution to the public consultation on the NTA Single/North Dublin Transport Study Appraisal Report.

We would be grateful if you would acknowledge receipt of this.


Yours faithfully,

Eamon Ryan
Green Party Leader

From: Anna Conlan <info@greenparty.ie>
Sent: 19 January 2015 15:22
To: northdublinstudy
Subject: Green Party Contribution to Public Consultation on the North Dublin Transport Study
Attachments: GreensSubmissionNTANorthDublin.pdf; Green Party Letter NTA.pdf; Green Party Letter NTA.pdf

Dear Sir/Madam,

I am pleased to attach our contribution to the public consultation on the NTA North Dublin Transport Study Appraisal Report.

We would be grateful if you would acknowledge receipt of this.

Yours faithfully,

Eamon Ryan

The Green Party / Comhaontas Glas
Cuirtear fáilte roimh theagmháil i nGaeilge
Tel: +353 1 679 0012
Fax: +353 1 679 7168
www.greenparty.ie
www.greenpartyni.org

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

daa dúideachtaí níos gairbh
Príomhoifig: Aerfort Átha Cliath
Co. Bhaile Átha Cliath

T: 353-1-814 4120
F: 353-1-814 4120
www.daa.ie

daa public limited company
Head Office: Dublin Airport
Co. Dublin, Ireland

North Dublin Transport Study
National Transport Authority
Dun Scéine, Iveagh Court
Harcourt Lane
Dublin 2



19th January 2015

Ref. No.: 2.2.10 002

Re: North Dublin Transport Study – Stage 1 Appraisal Report

Dear Sir/Madam

I refer to the public consultation which is now being held in respect of the above report. daa makes this submission in its capacity as a prescribed body under the Planning and Development Acts 2000-2014.

Many of the options provided in the report remain at the early stages of design. Nonetheless, there is significant detail provided in the report. In this context, the daa submission should be regarded as a preliminary submission. Within daa, work continues to analyse the options and we will welcome the opportunity to contribute further to the consultation when more detail emerges and when we conduct further work.

Context

daa is mandated to operate, manage and to develop Dublin Airport. Dublin Airport is the pre-eminent airport in the State. In 2014 a total of 81% of all air passengers to the island of Ireland were processed through Dublin Airport. The draft National Aviation Policy acknowledges the significance of this role and highlights that *'the strategic importance of Dublin Airport extends far beyond its geographic catchment area'*.¹

¹ *A National Aviation Policy for Ireland - Draft*, Department of Transport, Tourism and Sport, 2014, p. 18.

Dublin Airport has a current permitted capacity of 32 million passengers per annum (mppa). The passenger through put of 21.7m in 2014 directly supported 15,300 airport jobs. This passenger figure represented an increase of 1.5m passengers over the same period in 2013. Whilst this employment base is of major significance to the local and regional economy, the true value of the airport is reflected in its total economic footprint which contributes an estimated €6.7bn or 96,400 jobs to the Irish economy.² This is significantly more than the IFSC, for example, and it is unlikely that there is any other single site or zone within the country that contributes on this scale to the Irish economy.

It is critical therefore that the growth and development of Dublin Airport is facilitated as it is clear that it is a key driver of the Irish economy. The examination of surface access infrastructure in respect of the Airport must therefore be strategically led. Unless sufficient provision is made for surface access at the airport (both public and private), airport growth, and the critical contribution that it makes to the Irish economy will be capped. In an increasingly global economic market, this will likely inhibit the overall competitiveness of Ireland.

In this context we note that the North Fingal Study includes the provision of the Dart Underground project within the do-minimum scenario. Whilst the provision of Dart Underground will undoubtedly provide for significant economic benefits, its provision in advance of a rail solution to the Airport and Swords may overlook the direct impact of aviation growth in securing economic development for Dublin and the country as a whole. There is no evidence that the potential for employment at Dublin Airport (both aviation and non-aviation related) has been captured in the comparison assessment of the Dart Underground project and Metro North.

In line with the changing profile of employment at international airports, provision has been made in the Fingal Development Plan for economic development at the Airport on non-operational lands. Such a concept utilises non-operational lands for high value, time-sensitive employment uses. The connectivity that

² These values have been calculated by economic consultants *InterVISTAS* in 2014 and are shortly to be published by daa in a detailed report outlining the economic impact of Dublin Airport. *InterVISTAS* has also recently completed a report studying the economic impact of airports throughout Europe

such sites provide is highly attractive to time-sensitive industries with an internationally mobile workforce. This will potentially double the workforce based at the Airport.

We furthermore note that whilst a key driver of Dart Underground was a belief that peak car capacity has been reached in the City Centre, that this should also inform debate on sustainable transport provision, in particular with respect to polycentric cities, rather than a single central node. The city of Dublin is counter-balanced to the south and west by significant employment centres including Sandyford and Blanchardstown. Traditionally development north of the M50 has been constrained by Public Safety Zones associated with the runways. The current employment proposition at the Airport, but which is outside of the Public Safety Zones will provide a counter balance to this. This would also support Swords, which is one of the fastest growing towns in Ireland.

We therefore strongly request that the consideration of alternatives within this study includes and is informed by debate on the sequence of delivery of Dart Underground and Metro North and that the solution for North Dublin including the Airport and Swords precedes Dart Underground.

Current modal split at Dublin Airport

At the time of the planning and construction of Terminal 2 (T2), it was envisaged that Metro North would be delivered soon after its opening. Metro North was to provide an initial capacity of 8,000ppdph increasing to 20,000ppdph. This allowed ample initial capacity, and would facilitate future growth. The frequency was also estimated to be every five minutes, increasing to two-minute intervals with growth.

Despite the delay to Metro North, daa has implemented a hugely successful Mobility Management Plan (MMP) at the Airport. This includes support for all modes of transport, with a particular emphasis on public transport. The public transport mode share has stabilised at around 34% for the past number of years, indicating that further public transport will be required to facilitate the next step change in surface access at the Airport.

Key criteria for a long term transport solution at Dublin Airport

Considerable land-use planning has been applied to Dublin Airport for well over half a century. This has safeguarded the lands required to enable the airport to develop in line with the economy. The same provision and foresight must be applied to the provision of public transport at the Airport. In this regard the following key tenets must apply:

- **Centrality.** The previously approved Metro North provided for a central airport stop, equidistant from both terminals. This location is in the centre of the airport, and located within the heart of the Ground Transportation system. We ask for an underground solution in this location, in order to minimise walking distances and to maintain the passenger experience.
- **Timing.** A competitive transfer time to the city centre must be provided in order to compete with other modes. We estimate that this must be no greater than 30 minutes to St. Stephens Green. Current timetabled premium bus services to the city centre achieve this transfer time, with car journeys also achieving this time in off-peak periods. A modal shift will require improvement on these times.
- **Rail.** As this proposal should safeguard for future growth, the solution must be rail based to guarantee these journey times as background surface access traffic increases.
- **Frequency.** The uptake of public transport at the Airport may in part be attributed to the frequency of premium service coaches at the terminal buildings which provide surety for passengers. We concur with the original Metro North proposal for initial 5-minute intervals during peak hours. This provides passengers with the ability to rely on public transport availability.
- **Capacity.** The chosen solution must have the capacity to deliver 10,000 ppdp/h based on the table below. We note that the Fingal/North Dublin Transport Study has decreased its travel demand estimates from that previously assumed for Metro North. We request that any short-term reduction in capacity (e.g. fewer carriages), safeguards the ability to up-gauge in future years in line with demand (e.g. putting longer platforms in at the commencement).

As an outline of our overall capacity requirements (all modes), please reference Table 1 below which highlights potential future peak hour passenger and employment numbers:

Criterion									daa requirement	
Mode									ALL	
Overall Transportation Demand									100%	
YEAR	PAX	Time (Local Time)	Passengers		Airport Staff		Other Staff		TOTAL	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT
2015	22.6 MPPA	0400-0459	3,028	698	1,352	0	0	0	4,380	698
		0500-0559	2,081	640	676	563	0	0	2,757	1,203
		0600-0659	2,079	639	0	0	0	0	2,079	639
		0700-0759	2,258	1,963	1,690	0	0	0	3,948	1,963
		0800-0859	2,641	2,147	2,253	0	0	0	4,894	2,147
		0900-0959	2,367	2,070	451	0	0	0	2,817	2,070
2025	30.1 MPPA	0400-0459	4,065	937	1,486	0	0	0	5,551	937
		0500-0559	2,793	859	743	619	0	0	3,536	1,478
		0600-0659	2,791	858	0	0	500	0	3,291	858
		0700-0759	3,030	2,634	1,858	0	1,750	0	6,638	2,634
		0800-0859	3,545	2,882	2,477	0	2,250	0	8,273	2,882
		0900-0959	3,177	2,779	495	0	500	0	4,173	2,779
2035	36.5 MPPA	0400-0459	4,934	1,137	1,634	0	0	0	6,567	1,137
		0500-0559	3,390	1,042	817	681	0	0	4,207	1,723
		0600-0659	3,387	1,042	0	0	950	0	4,337	1,042
		0700-0759	3,678	3,198	2,042	0	3,325	0	9,046	3,198
		0800-0859	4,303	3,498	2,723	0	4,275	0	11,301	3,498
		0900-0959	3,856	3,373	545	0	950	0	5,351	3,373
Frequency: 5-minute peak intervals										
Transfer Time: 30 minutes to Saint Stephens Green										
Connectivity: Must ultimately deliver onward to national public transport system										

Forecast Reference: DAPF14-02

Bus Rapid Transit

We welcome the proposed provision of Bus Rapid Transit (BRT) to Dublin Airport and Swords as an interim measure prior to the implementation of a rail-based solution.

It is critical that a joined up approach be taken to the provision of BRT, and therefore we request that NTA consults and agrees on-airport stops as may be appropriate with daa.

In the longer term however a rail-based, higher capacity solution will be required as per the criteria set out above as BRT can never provide the required capacity. The early signs of economic recovery are already demonstrating increased levels of surface access traffic. The National Roads Authority (NRA) has published its M50 Demand Management study as a response to this. Such measures may assist in managing capacity, but will not contribute

to additional capacity. Likewise while measures such as BRT will provide a welcome boost in the short to medium term, they will in part share the same road system as private transport, and will not therefore guarantee journey times into the longer term.

Whilst the planning and delivery of T2 assumed that the delivery of Metro North would facilitate a 40% public transport mode share by 2024, daa has in the absence of the metro developed a Mobility Management Plan (MMP) that delivered a 34% public transport share by 2011. Dublin Airports 2013 MMP demonstrated that the only airports in the UK that superseded this mode share were Stansted, Heathrow and Gatwick. All of these airports are served by fixed-line rail links. As the public transport mode share has stabilised for a number of years at around 34%, it is clear that a step change in public transport provision will be required to continue to increase this figure going forward.

As background surface access levels increase, it will become increasingly difficult to ensure capacity and efficiency by relying solely on the roads system for access to Dublin Airport. It is critical therefore to ensure that a rail based connection is put in place that can guarantee both capacity and time efficiency.

Other

We note that the current Rail Order for Metro North conflicts with the permitted parallel runway at Dublin Airport, in particular in relation to the roads system around the proposed northern portal for the metro. As part of the initial phase of this Study, we have provided the relevant drawings to Aecom, acting on behalf of NTA. We ask that that the opportunity be taken as part of this study to address the conflict between these two pieces of strategic infrastructure.

Short-Listed Options

We welcome the selection of short-listed options for further study. We make the following observations and information requests in order to further understand each of the remaining options:

HR2	Clongriffin-Airport-Swords <ul style="list-style-type: none"> ▪ Requires close consultation with daa for compatibility with airport operations and aviation obstacle environment. ▪ As the existing Ground Transportation Centre has been designed around a sub-terranean metro station, HR2 should stop in this reserved space also. ▪ Requires further detail on exact frequency and capacity as these are not explicit in the report. ▪ Journey time to city centre requires to be clarified.
HR8	Maynooth Line-Glasnevin-Airport-Swords <ul style="list-style-type: none"> ▪ As the existing Ground Transportation Centre has been designed around a sub-terranean metro station, HR8 should stop in this reserved space also. ▪ Requires further detail on exact frequency and capacity as these are not explicit in the report. ▪ Journey time to city centre requires to be clarified.
LR3	Cabra-Glasnevin-Airport-Swords <ul style="list-style-type: none"> ▪ Journey time to city centre unlikely to meet requirements due to circuitous route. ▪ Requires integration with Dublin Airport's Ground Transportation Centre, i.e. an on-airport stop.
LR7	Optimised Metro North <ul style="list-style-type: none"> ▪ Station design must provide for ultimate capacity of system, or at least safeguard for future upgrades to same. ▪ Capacity should not decrease below 12,000pphpd.
BRT5	Combination BRTs to the Airport and Swords <ul style="list-style-type: none"> ▪ Requires integration with Dublin Airport's Ground Transportation Centre, i.e. an on-airport stop. ▪ Requires timely a.m. commencement for airport operations. ▪ Rolling stock should be fit for airport purpose, i.e. include luggage racks. ▪ Provision should not compromise or decrease existing bus services to the airport (16A, 41, 41B, 102).

	<ul style="list-style-type: none"> Requires demonstration that frequency, capacity and journey times can be delivered.
C1	Combination of HR1 (Clongriffin-Airport) and LR3
	<ul style="list-style-type: none"> As the existing Ground Transportation Centre has been designed around a sub-terranean metro station, C1 should stop in this reserved space also. Requires further detail on exact frequency and capacity as these are not explicit in the report. Capacities of each system must match in order to work. Journey time to city centre requires to be clarified. Likely to lead to passenger confusion with two transfer options to city centre available. Unlikely to achieve delivery of two rail systems

Conclusion

We welcome the publication of the short-listed options for the Fingal/North Dublin Transport Study and look forward to continued engagement with the NTA on this critical piece of national infrastructure.

On the basis of the information presented in your report, we are of the continued belief that Metro North, or an optimised Metro system is the clear winner in terms of representing the best solutions for the provision of a rail-based public transport system to the Airport and to Swords.

Please do not hesitate to contact us should you require further detail or clarification on any of the above.

Yours sincerely



Yvonne Dalton
Head of Planning

From: Manuel Diez Garrido <MDiez.Garrido@daa.ie>
Sent: 19 January 2015 15:07
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study
Attachments: 2 2 10 002 NTA Submission.pdf

Dear Sir/Madam,

Please find attached daa's submission to the Public Consultation on the North Dublin Transport Study for your consideration.

Kind regards

Manuel Diez Garrido
(on behalf of Yvonne Dalton - Head of Planning)



Manuel Diez Garrido, Masterplanner
AMD - Dublin Airport Authority,
T: 00353-1-814 1689
email: MDiez.Garrido@daa.ie

Dublin & Cork Airports,
DAA Proudly Supporting Cystic Fibrosis Ireland, Jack And Jill Foundation, and Special Olympics Ireland. The DAA Charities for 2014.

DISCLAIMER The information contained in this email and in any attachments is confidential and is designated solely for the attention and use of the intended Recipient(s). If you are not the intended recipient(s) of this email, you must not use, disclose, copy, distribute or retain this message, the attachment(s) or any part thereof. If you believe that you have received this email in error, please notify us immediately at the contact details set out below. Please also delete all copies of this email and any attachment(s) from your computer system.

Unless expressly stated, this email is not intended to create any contractual relationship. If this email is not sent in the course of the senders employment or fulfilment of his/her duties to Dublin Airport Authority, Dublin Airport Authority accepts no liability whatsoever for the content of this message or any attachment(s).

Please refer any queries to info@daa.ie

Dublin Airport Authority plc (DAA). Registered office: Dublin Airport, Co. Dublin. Registered Number: 9401 Ireland.

SÉANADH: Tá an fhaisnéis sa ríomhphost seo agus i gceangaltáin ar bith faoi rún agus tá sé d'aird agus d'úsáid an Fhreagróra (na bhfreagróirí) dá bhfuil sé ceaptha amháin. Más rud é nach tusa an freagróir (na freagróirí) dá bhfuil an ríomhphost seo ceaptha, ní cheadaítear duit an teachtaireacht, an ceangaltá(i)n nó cuid ar bith dó a úsáid, a nochtadh, a choipeáil, a scaipeadh nó a choinneáil.

Má chreideann tú go bhfuair tú an ríomhphost seo trí earráid, bheimis buíoch dá gcuirfeá é sin in iúl dúinn láithreach ag na sonraí teagmhála atá leagtha amach thíos. Scríos gach cóip den ríomhphost seo agus ceangaltá(i)n ar bith ó chóras do ríomhaire chomh maith le do thoil.

Mura bhfuil sé luaithe go samraite, níl sé beartaithe leis an ríomhphost seo caidreamh conarthach ar bith a chruthú. Murar seoladh an ríomhphost seo i gcúrsaí fhostaíochta an tseoltóra nó i gcomhlíonadh a dhualgas/a dualgas ní ghlactaídh Udarás Aerfort Bhaile Átha Cliath dlíteanas ar bith as ábhar na teachtaireachta nó ceangaltá(i)n ar bith.

> Seol fiosruithe ar bith chun info@daa.ie

Udarás Aerfort Bhaile Átha Cliath ept (UABÁC) Oifig Chláraithe Aerfort Bhaile Átha Cliath, Co. Bhaile Átha Cliath Uimhir Chláraithe 9401 Éire

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>



**FIANNA FÁIL
DUBLIN FINGAL**

North Dublin Transport Study
National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

18th January 2015

Summary

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

BRT Swiftway will not be accepted as a replacement or consolation prize for Metro North. We want Metro North or some sort of light-rail solution linking Swords and North Dublin to Dublin Airport, D.C.U. and O'Connell Street, Dublin City Centre. We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. This is simply not acceptable and we will keep up the fight for Metro North or an equivalent light-rail solution for Swords and North Dublin.

Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for the Government to keep their 2011 pre-election promises in this regard.

Fianna Fáil Dublin Fingal fully supports the scaled-back Metro North proposal (LR7) from St. Stephen's Green (or O'Connell Street) to Dublin City University, Dublin Airport and Swords. We would also support a light-rail / LUAS alternative that delivers the same route and allows passengers to connect to the other LUAS lines at O'Connell Street. BRT / Swiftway cannot be accepted as an adequate replacement for Metro North under any circumstances. Separately we fully support the extension of the DART to Donabate and Balbriggan.

Comments regarding 6 projects shortlisted

LR7 – OPTIMIZED METRO NORTH (COST EUR 2.86 BILLION)

Fianna Fáil Dublin Fingal fully supports the revised Metro North proposals that include a number of capital cost reductions. This is by far the best solution and what we believe will be best value over-time. This solution will deliver north County Dublin, Swords and Airport commuters into O'Connell Street, Dublin City Centre from where they can link to the Luas Cross City Services. We would urge the NTA and Government to give LR7 approval and the immediate go-ahead.

From the Appraisal Report the RPA have proposed this cost optimised approach to providing Metro North. That if demand forecasting indicates sufficient passenger demand that this may be the most cost effective approach to providing enhanced links to the airport and Swords. We have no doubt that there is sufficient demand for this solution. The first stop should be one giant Park and Ride car park



FIANNA FÁIL
DUBLIN FINGAL

at Lissenhall, north Swords, which would ensure that Metro North would become a vital piece of rail infrastructure serving not only Swords, but all of north County Dublin and beyond. All other solutions are either short-term or half-baked solutions that won't meet the long term needs of north County Dublin. Optimised Metro North is by far the best and most cost effective solution and must be given the go ahead.

LR3 - CABRA TO SWORDS VIA AIRPORT, UNDER GLASNEVIN (LUAS D2)

(COST EUR 1 BILLION)

Whilst our preference is for the optimised more cost efficient Metro North solution, a light-rail LUAS solution is only acceptable as long as it delivers north County Dublin, Swords and Airport commuters into O'Connell Street, Dublin City Centre in a time efficient manner. We would argue that Metro North would deliver greater long-term capacity and deliver commuters to the City Centre in a more time efficient manner. Having the more direct and dedicated Optimised Metro North line would offer greater capacity and a more time efficient service for commuters.

HR2 - HEAVY RAIL LINE FROM CLONGRIFFIN SERVING THE AIRPORT AND SWORDS

(COST EUR 790 MILLION)

HR2 / Clongriffin spur is not an acceptable solution. This solution does nothing more than connect existing rail lines to the airport. It offers nothing to Swords and the rail infrastructure wasteland that exists on the north-side of our City. Why would Swords and Airport commuters want to be diverted to Clongriffin, basically taken further away from the City to an already over-crowded rail line to be delivered to the outskirts of the City (Connolly, Pearce, etc.)? They'd still be better off using Dublin Bus or the Swords Express to get into the City Centre in a more efficient and timely manner. This appears to be nothing more than a south-side solution to simply connect the existing rail lines and the south-side of the City to the airport and does nothing for the north-side of our City.

In addition, this option would add further rail traffic to the Northern and DART commuter lines, which are already at capacity. The addition of a spur would in our view also adversely affect commuters in North Dublin from Balbriggan, Skerries, Rush/Lusk, Donabate, Malahide and Portmarnock, and would see the frequency of their service reduced and journey times increase, as there is no provision for 'four tracking'. So not only would this option not serve the main population area of Swords, it would also adversely impact on the existing commuter rail line.

HR8 - MAYNOOTH LINE (DRUMCONDRA) TO AIRPORT-SWORDS, UNDER GLASNEVIN

(COST EUR 2.1 BILLION)

Swords, Dublin Airport and Dublin City University need to be connected to Dublin City Centre, i.e. O'Connell Street. From here, journeys can be continued on by LUAS or by Bus. Swords and Airport commuters do not want to be diverted onto the Maynooth Line, to be dumped out at Drumcondra or the Docklands. Considering the cost involved, surely when compared to the Optimised Metro North alternative, the more complete and desired Metro North solution should be chosen instead of this incomplete solution that does not deliver commuters to Dublin City Centre and O'Connell Street.

BRT - BUS RAPID TRANSIT (COST EUR 330 MILLION)

Under no circumstances will BRT Swiftway be accepted as a replacement or consolation prize for Metro North. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether



FIANNA FÁIL
DUBLIN FINGAL

through Metro north or Luas from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

C1 – COMBINATION OPTION (COST EUR 1.3 BILLION)

From the Appraisal Document this scheme would combine HR1 - a heavy rail scheme from the Northern Line to the airport – with LR3 - a Luas line from the Luas Cross City at Cabra to Swords. Passengers from Swords could therefore benefit from a direct access to the City Centre with Luas, while from the airport, passengers could benefit from both heavy rail and light rail services to reach the City Centre. We would need to see greater evidence that these schemes combined meet the study objectives of providing high capacities and low journey times. We believe that the more direct optimised Metro North solution offers the best solution for delivering north County Dublin, Swords and Airport commuters to / from Dublin City Centre in the most time efficient manner.

North Dublin needs a proper rail based solution to its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport, Dublin City University and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives.

Thank you for taking the time to consider our submission.

SUBMITTED BY:

FIANNA FÁIL - DUBLIN FINGAL

SENATOR DARRAGH O'BRIEN - Dublin Spokesperson and Seanad Leader, Fianna Fáil

C/O: Leinster House, Kildare Street, Dublin 2

darragh.obrien@oireachtas.ie

COUNCILLOR DARRAGH BUTLER (SWORDS LOCAL ELECTION AREA)

C/O: Fingal County Council, County Hall, Main Street, Swords, County Dublin

darraghbutler1@gmail.com

COUNCILLOR ADRIAN HENCHY (SWORDS LOCAL ELECTION AREA)

C/O: Fingal County Council, County Hall, Main Street, Swords, County Dublin

adrianhenchy@gmail.com

COUNCILLOR EOGHAN O'BRIEN (HOWTH-MALAHIDE LOCAL ELECTION AREA)

Chairperson Fingal County Council Transportation Special Policy Committee

C/O: Fingal County Council, County Hall, Main Street, Swords, County Dublin

eoghan.obrien1@gmail.com

COUNCILLOR BRIAN DENNEHY (BALBRIGGAN LOCAL ELECTION AREA)

C/O: Fingal County Council, County Hall, Main Street, Swords, County Dublin

briandennehyff@gmail.com

From: Adrian O'Higgins <adrian@fiannafail.ie>
Sent: 19 January 2015 14:52
To: northdublinstudy
Cc: Darragh OBrien; Councillor Darragh Butler
Subject: Fingal Fianna Fáil Submission
Attachments: FF Fingal Submission NDTs.pdf

A chara,

Please find attached a submission on behalf of Fianna Fáil Dublin Fingal submitted by Senator Darragh O'Brien, Councillor Darragh Butler, Councillor Adrian Henchy, Councillor Eoghan O'Brien and Councillor Brian Dennehy.

Kind regards,
Adrian.

Adrian O'Higgins
Policy and Research Officer
Fianna Fáil
Leinster House,
Kildare St, Dublin 2.
Phone: +353 1 6184306
Email: adrian@fiannafail.ie
Web: www.fiannafail.ie

***** CONFIDENTIALITY NOTICE *****

Private, Confidential and Privileged. This e-mail and any files and attachments transmitted with it are confidential and/or privileged.

They are intended solely for the use of the intended recipient. The content of this e-mail and any file or attachment transmitted with it may have been changed or altered without the consent of the author. If you are not the intended recipient, please note that any review, dissemination, disclosure, alteration, printing, circulation or transmission of this e-mail and/or any file or attachment transmitted with it, is prohibited and may be unlawful. If you have received this e-mail or any file or attachment transmitted with it in error, please notify admin@fiannafail.ie Fianna Fáil Headquarters, 65/66 Lower Mount Street, Dublin 2. Telephone no: +353-1-6761551.

If the contents of this e-mail do not relate directly to the business of Fianna Fail then they should not be taken as representing the views of Fianna Fail in any way whatsoever and Fianna Fail accepts no responsibility or liability for those contents.

=====

This email was virus checked by Euphonia. Reported by Anthony Thompson.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 14:54
To: northdublinstudy
Subject: LR3 to Airport

My name is [REDACTED]

I live at [REDACTED]

I have lived here since 1994.

I served on the Shandon Residents Association for seven years, was for a number of years one of the liaison members with Dublin City Council officials in the Cabra Office, was involved in setting up Pizzfest Community Festival in Phibsborough and was involved in the successful application for Lottery funding for the existing tennis/basketball courts in Mt Bernard Pk.

I have looked through the NTA/RPA proposals for public transport for North Dublin.

I think that the LR3 option offers the best compromise between population transport facility, links with existing networks, access to Dublin Airport and cost.

However I note from your graphic that Mt Bernard Park as existing would be drastically reduced in area and the minimal facilities would be destroyed.

I think you will find very strong opposition to this proposal as detailed as there is no other open space available to Shandon and East Cabra residents.

I would like to see a proposal for the replacement of these facilities BEFORE work would commence on the LR3 as this would be the only option acceptable to local residents.

Thank you for this opportunity to submit.

Yours

[REDACTED]

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 19 January 2015 14:02
To: northdublinstudy

Dear sirs,

The study is a very extensive and thorough document, and i would have liked to review it it more detail than i have been able.

Just some brief points to make:

- My preference is for the original Metro North to proceed as planned. I is far more advanced than other of the options and while it's cost (and specs) are higher, any other options will be subject to extensive procrastination down the line, in the same way as Metro North currently is.
- If Metro North is not to proceed as originally planned, it must be noted that a rail option to the airport via north Dublin must proceed as is it acknowledged that the capacity on the Swords BRT will not cope with demand.
- This rail option (either a Luas or metro type) should go via Ballymun and give residents in the Ballymun, Finglas East, DCU and south to Glasnevin a rail option within 15 mins walk - which could be the makings of a new Ballymun Town Centre. Please note i would not fall into this catchment area but i know the area very well and it is probably more suited to go via Ballymun than Finglas.

Thanks and regards
[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Ms Anne Graham
Chief Executive
National Transport Authority

19 January 2015

RE: Public Consultation on the Fingal/North Dublin Transport Study.

Dear Ms Graham,

Dublin City University welcomes the opportunity to contribute to the above study. Since its establishment in 1989 DCU has grown year on year with currently over 14,500 staff and students based on the main DCU Campus in Glasnevin. In 2014 there were in excess of 4 million commuter journeys to and from our campus making us the second largest commuter hub after Dublin Airport in the north Dublin region. **With the planned incorporation of St Patrick's College Drumcondra and its campus, the Mater Dei Institute of Education and the Church of Ireland College of Education, student/staff numbers will exceed 18,000 by 2016, 20,000 by 2020 and 25,000 by 2030. This growth with additional inter-campus commuter traffic will drive annual commuting journeys to 5.5 million in 2020 and 7 million by 2030.**

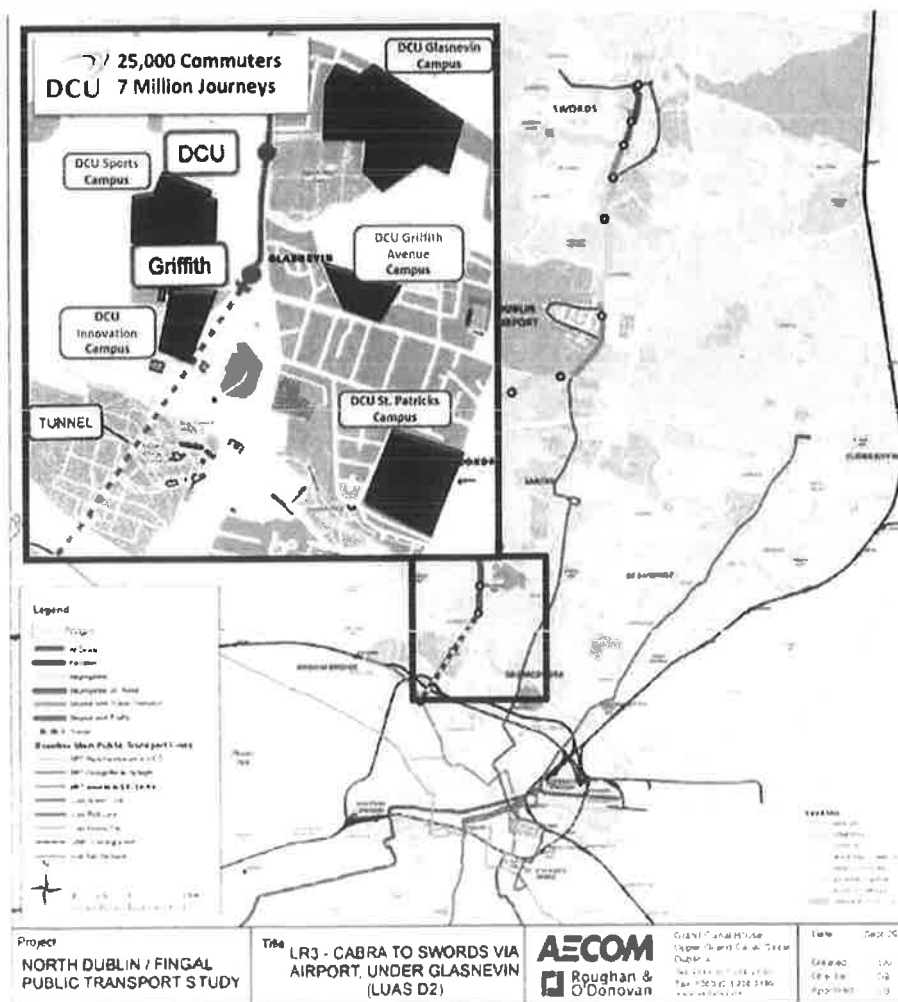


Figure 1 : DCU Campuses in North Dublin Region. Total projected population of 25,000 by 2030.

DCU needs an efficient high capacity public transport service to address this commuting need now and into the future. The urgency need for such a service cannot be overstated. We are in the process of finalising our Campus Development Plan 2015-2025 and transporrtation is a key element within that plan and its associated capital investment programme. Currently, there are no plans that would see a viable public transport solution for the University. Metro North remains a concept and in the absence of any concrete plans, the University will have no choice but invest to provide additional multi-storey car parking facilities on campus.

DCU Prioritising the LR3 Option

DCU is currently suffering from many year of neglect due to under investment in the public transport infrastructure serving the north Dublin region. Following a review of the Study and consultation with many of the other stakeholders in the North Dublin region we would be strongly in support of LR3, as a our preffered option. We are supporting this options as :

1. It is a high capacity service with options to scale-up to respond to future demand.
2. It will be serving a board population base between the city centre and Swords with reach beyond Swords into the commuter belts around north country Dublin.
3. It can be constructed in a reasonable timeframe e.g. > 5 years.
4. Its construction costs estimated at ca €700m is more viable considering the current fiscal context the Government is operating in.
5. It will serve both the main University campus in Glasnevin and the DCU Innovation Campus on Griffith Avenue.
6. It will provide a economic uplift to the Ballymun area following its physical regeneration.

The proposed route of the LR3 option will not only serve as a fast and efficient connection between Dublin Airport and the City Centre but will also link the second largest commuting Hub, DCU, to a high capacity efficient public transport systems with direct connection to our largest catchment area. The combination option C1 of HR1 and LR3 is also a reasonable option assuming that it can be delivered within a reasonable budget and timeframe.

Non-Viable Options

The following transport options would not result in any enhancement of transportation to/from the DCU campuses or the expected time to potential delivery of such infrastructure is 15 years or more and hence are not being supported by DCU:

1. HR2
2. HR8
3. BRT5
4. LR7

As the north Dublin University a large proportion of our student intake comes from the North Dublin Region as evidenced by the CSO 2011 figures (see Appendix 1). While the Swords to City Centre BRT may increase our connectivity somewhat we believe that it represents poor value for money for the tax payer and its impact on DCU will be limited as the proposed stop on the Whitehall Road (N1) would be 1.2km to the main DCU Glasnevin Campus with research showing that modal choices are made based on 600-800 mtrs. In addition we do not believe neither the Swords/City Centre nor the

BRT5 option will provide the long term high capacity reliable service necessary to meet our need or those of the North Dublin Region.

We have worked closely with the NTA over the last year to improve the public transport connectivity to DCU from a very low base at the start of 2014 and are delighted to be establishing our first bus terminus on our main Glasnevin Campus. However this is but a start and there is a long path ahead to enable us to implement our target of 90% of our campus user availing of a sustainable form of transport to commute to and from our campus.

The non-delivery of an efficient public transport infrastructure to serve a growing DCU within the next 10 year will necessitate us making investments in alternative solutions such as increased car parking etc.

A new Campus Development Plan 2015-2025 is currently under preparation at DCU, a major element of which focuses on transport. This plan seeks to develop and implement measures that will enable DCU meet growing demand while delivering on our commitment to a more sustainable campus. Such measures include an emphasis on the digital environment, reducing our transport related carbon emission and a promotion of public transport to all campus users.

DCU would welcome the opportunity to work with both the NTA, Dublin City Council and Fingal County Council, on both short-term measures and longterm planning, to help ensure we can deliver a modern sustainable campus meeting the city region and national economic and social objectives.

Yours sincerely

A handwritten signature in black ink, appearing to read 'DR Raftery', with a long horizontal flourish extending to the right.

Dr. Declan Raftery
Chief Operations Officer
Dublin City University
Glasnevin, Dublin 9
Tel : +353 1 700 5117
Email: Declan.raftery@dcu.ie

Dublin City University is a young, dynamic and ambitious university with a distinctive mission to transform lives and societies through education, research and innovation. Since admitting its first students in 1980, DCU has grown in both student numbers and size and with the incorporation of St Patrick's College, Drumcondra, Mater Dei Institute of Education and Church of Ireland College of Education and the opening of the DCU Innovation Campus, DCU is one the largest employers in the North Dublin region and the largest daily commuter hub after Dublin Airport.

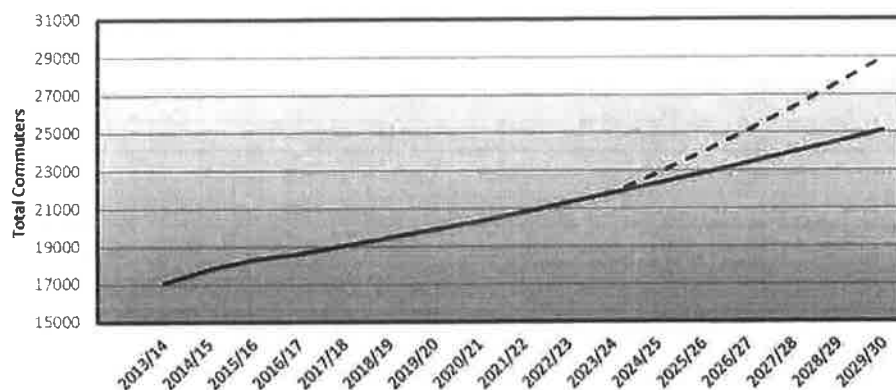


Figure 2: Estimates total staff/ students on DCU Campuses 2015-2030 (solid line). The introduction of a high capacity public transport infrastructure enhancing accessibility to the campuses would have a positive impact on student number growth (dashed line).

Given these number it is estimated that there are currently in excess of 4 million journeys to and from the DCU Campuses per annum with this rising to 7 million journeys per annum by 2030¹. These figures do not take into consideration the 280,000 visitors to the Helix Theatre on an annual basis or the extensive volume of visitors to the campus for conferences, summer schools, language school and training camps that make the campus a highly active hub throughout 12 months of the year. In addition, as a multi campus University there will also be significant inter-campus commuter traffic as staff and students between the campuses on a daily basis.

DCU is the only Age Friendly designated University in Ireland and at a recent workshop under taken with Age Friendly Ireland and Dublin City Council with 50 retired residents of the north Dublin region on accessibility to DCU it was strongly noted that there was very limited public transport connectivity to DCU that would be age friendly. The very limited car parking also limited this groups ability to engage with DCU.

Dublin City University is recognised nationally and internationally as a centre of academic excellence with a distinctive mission to transform lives and societies through education, research and innovation. DCU is an exceedingly important economic asset in the North Dublin Region and its forecast continued growth is vital for the region. An analysis of the 2011 CSO census data would indicate that a major proportion of the DCU staff and student body commute to DCU on a daily basis from the North Dublin Region (See figure 2 below). Given current demographics and projections in this regions it is anticipated that a large proportion of future DCU student will continue to come from this region.

¹ Estimations based on staff working 240 days and students 120 days per annum travelling to and from campus.

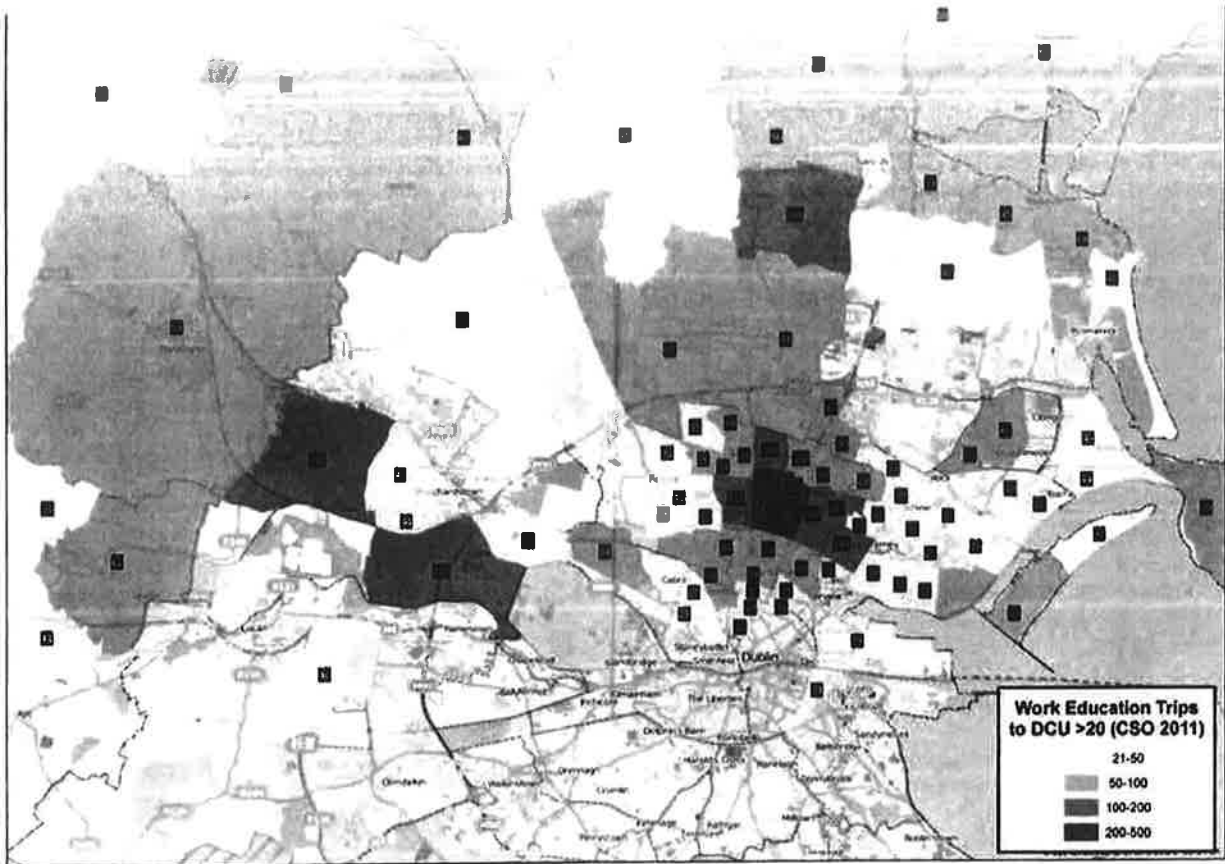


Figure 1: CSO 2011 data for Work Education Trips to DCU (Thanks to FCC for this Figure)

Throughout its recent history, DCU has put a strong focus on the encouragement of sustainable travel patterns by both staff and students, through both the provision of facilities and soft measures to encourage travel by modes other than private car.

Sustainable transport is the cornerstone of DCU's transportation policies and objectives and the University is actively involved in promoting travel by sustainable modes of transport, such as walking, cycling and public transport. This philosophy is consistent with both national and local policy. Documents such as the National Development Plan refer to Quality of Life and Sustainability as requiring *"ongoing and significant investment in areas such as Transport, Education, (...). This investment aligned with proper land use strategies can enable people to live nearer their workplace, have access to sustainable modes of transport and to necessary facilities for their families."*

The Department of Transport's Smarter Travel document states that *"in 2006 (...) 55,000 students were driven or drove less than 2 km to their place of education"*. According to this document, this number will be greatly reduced through *"better availability and quality of public transport services"*, *"investment in cycling and walking"* and *"awareness programmes around the issue of sustainable transport."*

The institutional duty of the University in enabling and promoting sustainable transport has to be seen in the context of its responsibilities regarding the provision of equal opportunities in the access to education. The National Plan for Equity of Access to Higher Education states clearly that *"by 2013, students with a disability, mature students and those from socio-economically disadvantaged backgrounds (...) should have adequate opportunities to progress to higher education."* To achieve this, there is a need to invest *"in*

further support measures in the areas of further and higher education to enhance participation by those from disadvantaged backgrounds. (...) These measures will include (...) technology support (...) and access routes."

DCU's general aims in relation to sustainable transport are reflective of a number of policy documents, including Dublin Transportation Office's (DTO,) "2030 Vision" a long term Transportation Plan (2010 - 2030) for the Greater Dublin Area.

The primary objective of the Vision is for the Greater Dublin Area to become *"a competitive, sustainable city-region with a good quality of life for all"*, by aiming to achieve the following five key objectives: Build and Strengthen Communities; Improve Economic Competitiveness; Improve the Built Environment; Respect and Sustain the Natural Environment; and Reduce Personal Stress.

As a result of its educational role and national dimension, Dublin City University considers itself as a major player in the common aim to achieve the above objectives, especially through the development of sustainable patterns of travel. In fact, the role of 3rd level education institutions has been recognised in the above-mentioned document, where it is recommended that consultation should include younger people, such as college students, who are currently developing their transport patterns. The aim is to define new insights that would not be recognised by more established transport users and ultimately to encourage sustainable transport habits from a young age.

DCU has identified a number of realistic objectives to encourage sustainable commuting patterns for its current and future staff and students. DCU are aware that without improvements to the sustainable transport offer, the demand for car travel will continue to increase.

In our Strategic Plan 2012 – 2017 DCU has committed to the development and implementation of a comprehensive Sustainability Strategy. A core element of this sustainability strategy will focus on Transportation and in particular initiatives to reduce carbon emissions generated by our staff, student and visitors commuting to our campus. DCU's Mobility Management Plan aims to achieve a target of 90% of daily commuters using a sustainable form of transport. We are conscious that moving from a single site campus to a multisite campus over the coming year that will necessitate movement of staff and student throughout the day across these sites. We aim to:

- Reduce the dependence on single occupancy travel by car;
- Develop a multi-campus Transport Plan, in consultation with the NTA and DCC;
- Promote and develop public transport options with a specific focus on bus and cycle infrastructure in the short-term;
- Promote cycling, walking, running options highlighting the health and wellbeing impact as well as the carbon emission reductions;
- Reduce the need to travel (video/teleconference meeting, digital communication platforms);
- Develop a car parking policy and charging arrangements; and
- Develop staff travel and meeting policy.

The measures to promote the uptake of sustainable transport options by staff and students that DCU is either already implementing or plans to initiate over the next months/years include:

- Appointment of a full-time Sustainability Manager to develop and implement the University's Sustainability Strategy (in place July 2013);
- Membership of the NTA Smarter Travel Workplaces, with the official signing of the charter being scheduled for Sept/Oct 2013;

- DCU and DCU Students Union are registered on carsharing.ie;
- Staff Cycle to Work Scheme (295 Staff have availed of scheme since March 2011); and
- Monthly workshops with the Rediscovery Centre on Bicycle maintenance and repair.

With regards to on-Campus infrastructure, DCU has been active in implementing features that will contribute to sustainable travel choices. These include:

- On-campus student accommodation – Plans to accommodate an additional 400/500 students on campus to bring the population on the main university campus to 1,500 students with an additional 400 students in accommodation in close vicinity by 2016;
- Non-commensurate provision of car parking spaces, when compared with the recent and future Campus population growth. It is important to note that car parking provision has remained relatively constant at just over 1,400 spaces over the past number of years. This corresponds to a ratio of less than 11 car spaces per 100 staff and student population;
- 400 covered bicycle parking places within the Campus with an additional ~200 spaces coming online in 2015 with support from the NTA;
- Free showers for cycle/walk to work staff & students;
- GoCar Initiative – DCU has an on-Campus base that allows staff to conveniently borrow a car if required during the working day, thus enabling them to opt for a sustainable mode of travel for their regular journeys to/from work;
- Electric Car Charging point on campus; and
- Private DCU Bus from Malahide to DCU as route not supported by public transport options.

As part of Campus Development planning, the potential reconfiguration of the access and internal road network to create a car free zone, by limiting vehicular movements to peripheral areas and giving pedestrians and cyclists full priority within the Campus is under active consideration.

DCU and Public Transport Accessibility

DCU is significantly reliant on the provision of public transport infrastructure and services to the campus. This is especially important in a context whereby the University's main campus continues to be poorly served by public transport albeit with some improvements over the past year in bus connectivity. Here we review our current connectivity via public transport and while the addition of an efficient high capacity public transport infrastructure such as LR3 would have a considerable impact there will continue to be challenges in achieving our 90% targets for sustainable commuters.

Rail Connections

DCU, and especially its main Campus on Collins Avenue, does not avail of any rail-based public transport within its near vicinity. The figure below illustrates exactly that, showing that the nearest train station (Drumcondra) is located 3.5km to the south and the DART is 4.5km to the east of the main DCU Campus.

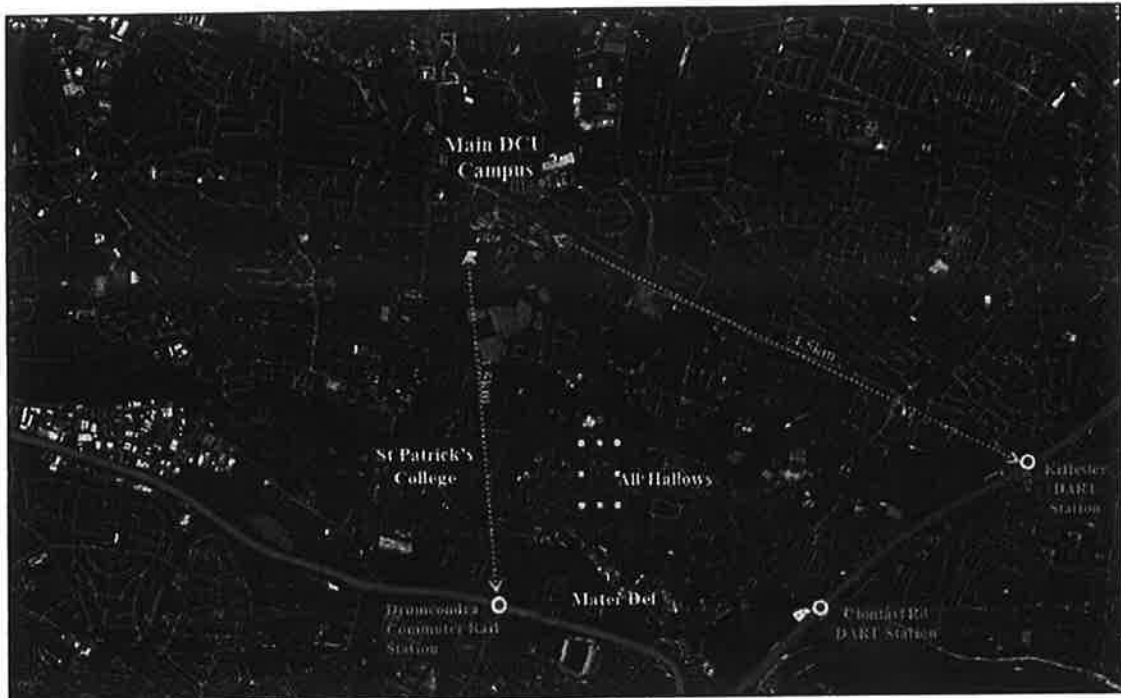


Figure 3: DCU accessibility to rail-based public transport

Bus Connections

The bus connections to DCU are poor. Figure 4 below highlights the limited connections directly to the campus. There has however been some improvements in this area over the past year with the 44 bus service (hrly service from Enniskerry) terminating on the DCU Campus. A new bus terminus is being commissioned with support from the NTA and it is hoped that the 104 service from Clontarf will also terminate on campus in the near future (hopefully 2015) linking DCU with the DART from Killester station. There are however still very many black spots.

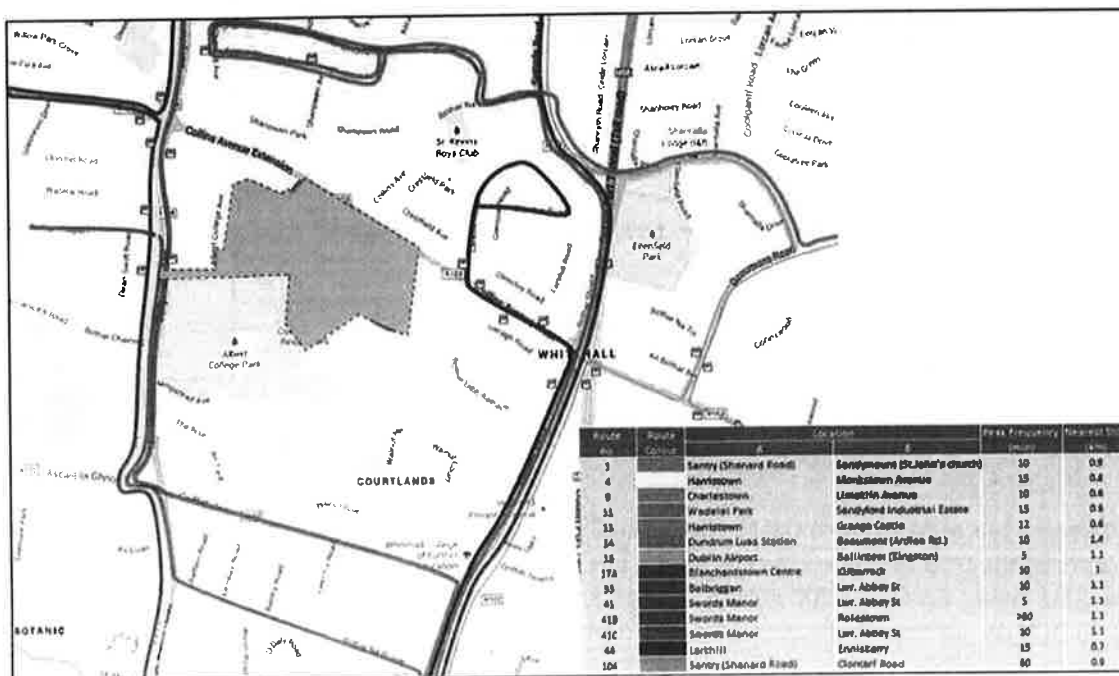


Figure 4: Bus services in the vicinity (up to 2km) of DCU

There are several bus services from the North Dublin Region that use that N1 but this stop is approx. 1.2 km for the centre of the DCU campus (Figure 6 below) but it is well understood that commuters will make their modal decision based on 600 – 800 meters, at twice this distance many of the North Dublin Commuter travelling to DCU do not choose the current public transport option.

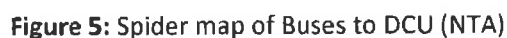




Figure 6: DCU Accessibility to local bus stops (*images from Google*)

The most used bus stops serving DCU is on Ballymun Road just over 500m from the Campus core. The waiting facilities at these stops are not considered adequate to cater for the demand generated by DCU, particularly the inbound stop. For instance, there are no seating facilities at either stop and only the southbound bus stop has a shelter. The lack of seating is a distinct disadvantage for an Age Friendly University. This is illustrated in Figure 7 below.



Figure 7: Dublin Bus stops on Ballymun Road (northbound and southbound) – *images from Google*

Even considering the bus services which are within walking distance of the Campus, including those 1 - 2km away along the present Swords QBC, it is clear from Figure 8 below that there are large sections of the Greater Dublin Area that do not avail of a direct bus service to DCU.

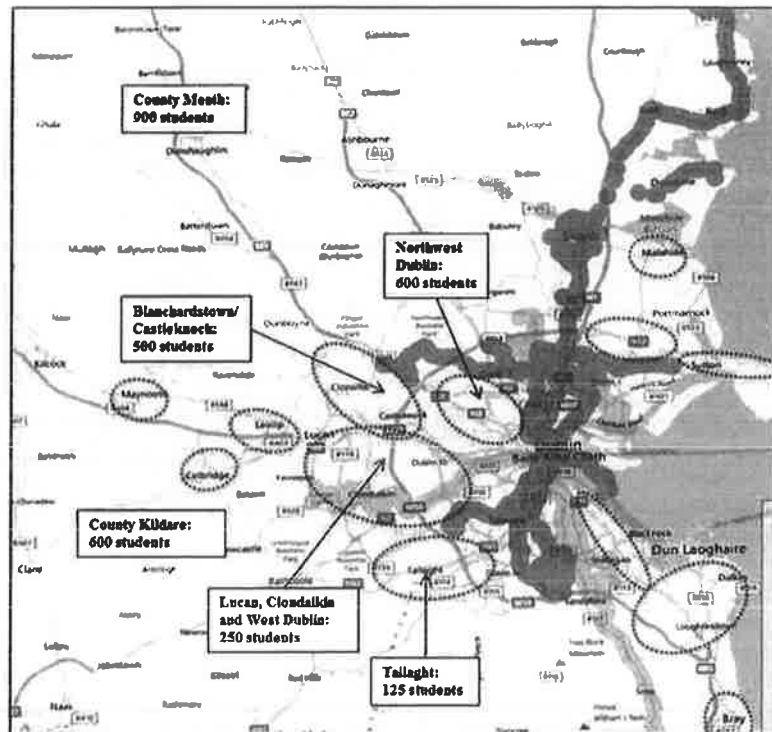


Figure 8: DCU accessibility to bus services with stops up to 2km from campus centre.

Some of these areas are very significant with regards to DCU student population, especially the areas to the west of the city, including Blanchardstown and to a lesser extent, Lucan, Clondalkin and Tallaght. The area to the northwest of the city centre is also very significant, as it accommodates approximately 600 students, but is only partially covered by the catchment of a direct bus service to DCU.

Looking at this information alone, there would appear to be a strong argument to warrant direct public transport connection between DCU and the Blanchardstown/Navan Road corridor, potentially catering for approximately 1,100 students. Furthermore, northern suburbs such as Malahide, Portmarnock and Howth do not avail of any direct connection, limiting the ability of passengers from these areas to access the campus by sustainable modes.

It is evident that this limited public transport provision provides a great challenge to DCU with regards to fulfilling its responsibilities as a 3rd level institution of national and international standing.

A comparison with the other two large universities in Dublin (Trinity College Dublin and University College Dublin) clearly demonstrates that, with regards to public transport accessibility, DCU is trailing behind. Figure 9 below presents the 30-minute catchment by public transport of these three institutions, showing that the population within the DCU catchment is less than half that of Trinity College, and over 20,000 less population than that within UCD's catchment. The analysis was carried out using Accession, a public transport accessibility modelling tool, in which a model of the Greater Dublin Area has been prepared.

In 2015 DCU will undertake with the support of the NTA an accessibility/permeability study to assess this in more detail.

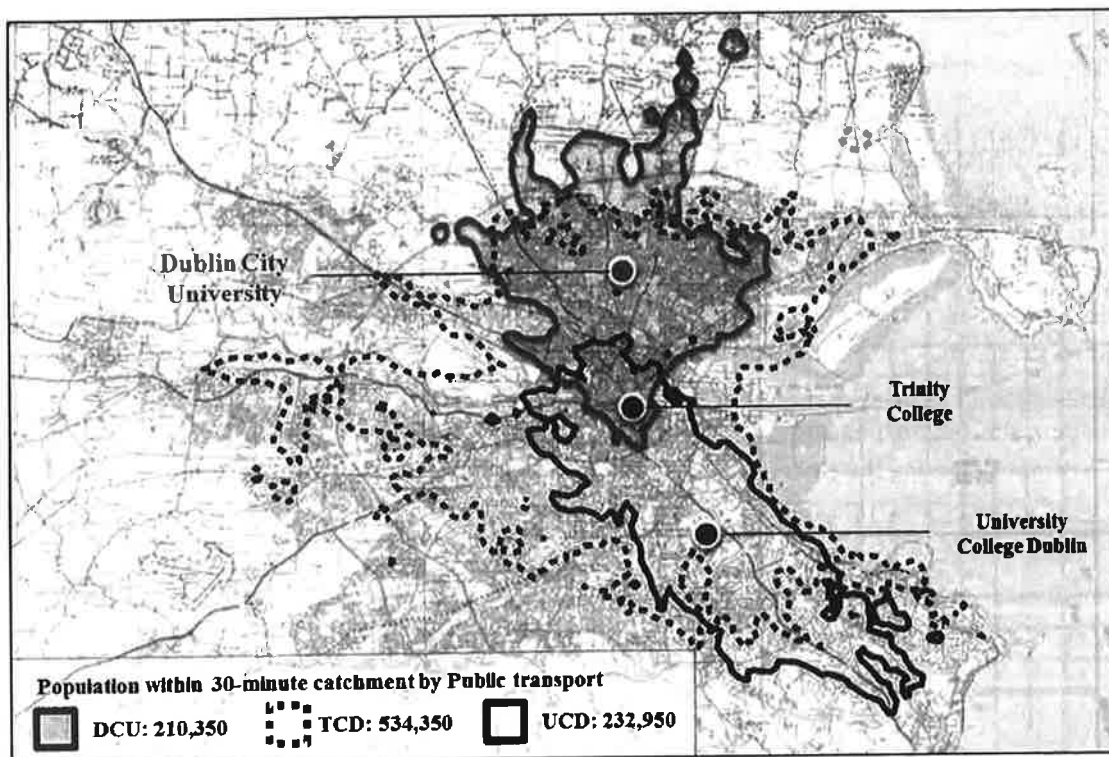


Figure 9: Public transport accessibility comparison (DCU, TCD and UCD)

The limitations faced by DCU with regards to its accessibility by public transport have been recognised in previous public transport policy and investment plans, in which the proposed Metro North was to serve directly the Campus with a stop on Ballymun Road, adjacent to DCU's gate and a second stop on the DCU lands on Griffith Avenue.

It is important to note here that the provision of high-capacity direct public transport options, will determine to a large extent, the location of students, especially those who have a choice of where to look for accommodation. Regardless of the general population numbers, the percentage of students living within the 30-minute catchment is likely to be significant.

Swords – City Centre Bus Rapid Transit (BRT)

The Swords to the City Centre BRT via the Airport is welcomed. However given the premise that, in accordance with policy, the focus of the investment in public transport should be in connecting large attractors/generators of trips, including colleges we do not believe that the current proposed route will have a positive impact for the commuters to the DCU Campuses.

The current proposed route will be stop over 1.2km from the centre of the Glasnevin campus. Transport literature strongly suggests that the uptake of public transport services falls off dramatically when the service is greater than 600 - 800m from the desired destination, should the BRT stop be at Collins Ave/Whitehall this would be nearly twice this distance.

Conclusion

In conclusion, DCU welcomes this opportunity to engage with the NTA and hope that we can continue to work together going forward. Given the options as laid out in the Fingal/North Dublin Region Study DCU

would strongly support the LR3 option as, in our opinion, it is a deliverable long-term solution to the future economic and social development of the north Dublin region.

Dublin City University is committed to the development of a sustainable campus and to promotion of sustainable commuting for all its staff and Students. DCU is therefore happy to engage with the NTA to discuss potential routes that would allow public transport infrastructure and service to transit/terminate through or at any of our campuses.

The DCU Campus Development Plan 2013-2025, currently under preparation, seeks to develop and implement measures that will enable DCU meet growing demand while delivering on our commitment to a more sustainable campus. DCU would welcome the opportunity to work with both the NTA and Dublin City Council, on both short-term measures and long term planning, to help ensure we can deliver a modern sustainable campus meeting the city region and national economic and social objectives.

DUBLIN METRO NORTH

Comments on proposed routes

THE STALLED METRO NORTH TO DUBLIN AIRPORT IS ESSENTIAL FOR THE SPATIAL & TRANSPORT DEVELOPMENT TILL 2039. A NATIONAL LOAN ISSUE IS REQUIRED TO RESTART AS PART OF THE NATIONAL CAPITAL DEVELOPMENT. (REMEMBER DUBLIN'S TRAMLINE ENDED OUTSIDE HOLY FAITH CONVENT IN THEN GLASNEVIN VILLAGE, ONCE.)

Do you currently use Public Transport? Luas: ☐ Rail: ☒ Bus: ☒ No: ☐ 42

How often will you use Metro North? Daily: ☒ Once a week: ☐ Never: ☐

(BLOCK CAPITALS PLEASE)

Name:

Address: 6

COUN

Telephone

E-mail address:

I represent: MYSELF

If you do not wish your details to be entered into our Metro database please tick this box. ☐

What you need to realise is people want to get from A to B as quickly and efficiently as possible which is one of the major reasons why the majority of people still use their cars – the fastest way, even with congested traffic in Dublin to get to your destination. We don't want to travel north, west or east of Swords to go in a direct direction to/from the city centre. We also don't want the scenic route via Heuston / Malahide / Clongriffin/ Broombridge to get to the city centre, as while further links may exist it is wasting more of our time.

The BRT solution is a total waste of effort without a fully dedicated lane. One or two cyclists (it is perfectly legal to cycle two abreast) can slow any bus to a crawl. A taxi stopping to pick up a fare results in another stop. A broken down car or bus (not rare) blocks the bus lane. So much for the rapid feature! Secondly there are too many choke points which will slow the bus down again. The fact that it is planned this bus also goes into the airport is also crazy as it will add another 10 minutes to the journey. BRT must be ruled out entirely. Anyone who wants to get into the city centre in a fast fashion takes the private Swords Express or drives in a car!

North Dublin needs a proper fast rail based solution for its public transport needs. If our community is to prosper and grow into the future, a light rail based connection from Swords to the airport and the city centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin city centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the city centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas and other transport alternatives. DART spurs to existing rail lines are terrible solutions and must be immediately ruled out. We certainly don't need to be making multiple hops/connections to get to our final destination.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Plans must be put in place to construct a proper light rail link to/from North Swords to Dublin O'Connell Street via Dublin Airport. It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Half-baked solutions end up as such, have to be re-worked and the money wasted on them could and should be used to put the proper solution in place the first time round. Money has already been spent on the Metro North plan, don't waste it, and continue with it. Think long term and not short term!

Metro North has the benefits of:

- Creating much needed employment for its construction/running.
- Reduced carbon footprint as it will take cars off the road (other options will not to any great extent as they are half-baked solution the majority will not use).
- A fast link to/from Swords and the airport direct to the city centre.
- The quickest solution to travel from A to B giving workers more family time.

- Close to several hospitals, DCU and Croke Park.
- Helps to create an environment for industry/employment expansion in North Dublin allowing workers from all around Dublin/city centre to commute effectively to/from work.
- The boom is gone, prices must have come down for its construction.
- It is a long term solution for north Dublin.

Regards,



[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 13:41
To: northdublinstudy
Cc: Me
Subject: Public Consultation on the North Dublin Transport Study Submission
Attachments: North Dublin Transport Study - Submission.pdf

Please find my submission attached.

Regards,

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

**SUBMISSION FROM THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT IN
IRELAND TO THE NATIONAL TRANSPORT AUTHORITY'S PUBLIC CONSULTATION ON THE
FINGAL/NORTH DUBLIN TRANSPORT STUDY**

Introduction

The Chartered Institute of Logistics and Transport in Ireland ("the Institute") is the independent professional body for people engaged in logistics and all modes of transport. The Institute is part of an international body with 30,000 members worldwide. As a professional body, the Institute does not lobby on behalf of any sectoral interest, but seeks to take an independent, objective and considered view on matters of public policy.

The Institute welcomes the opportunity to respond to this public consultation.

Strategic Context for Study

There are a number of issues of concern about the strategic context for the study as set out in the published study report.

No population and employment projections specific to the study area have been provided in the report published for consultation. Neither is there any analysis of present and future travel demand in the area or of the key drivers of that demand. There is a reference on page 5 to a Strategic Context Report but this does not appear to have been published for the purposes of the current consultation. It is difficult for the Institute to draw any conclusions on the findings of the study in the absence of published information on these critical factors.

Context for the study is provided by the Authority's Draft Greater Dublin Area Transport Strategy 2011-2030. However this Strategy has never received Ministerial approval and still remains a draft. At this stage it likely to be of increasingly limited value as a strategic backdrop and probably needs to be updated in the near future to reflect the new realities following the sustained crisis in the economy and the public finances.

The Department of Transport, Tourism and Sport published a draft Strategic Framework for Land Transport Investment during 2014 which contained some very sobering information about future transport investment requirements and the limited scope for financing them. The draft pointed to a large and continuing spending requirement just to maintain and renew the existing transport infrastructure and identified very limited potential for spending on new investment. Surely this draft report is a critical element of the strategic context for any study of future public transport investment requirements in the Greater Dublin Area? The draft conclusions of the Strategic Investment Framework state that there will be limited scope for major investment in new transport infrastructure for the foreseeable future and this in turn suggests that particular priority should be given to low cost/high return investments and to investments which maximise the use of existing assets.

Definition of the Do-Minimum

Section 2.0 of the study report indicates that the DART Expansion Programme, including the proposed DART Underground project, forms part of the Do-Minimum network for the study area in 2035. It is somewhat unusual to include in the Do-Minimum a project which has not been given funding approval to proceed and which is currently under review. This concern is exacerbated by the findings of the draft Strategic Framework for Investment in Land Transport, referred to earlier, which suggest that finding the funding for an investment programme of this scale will be at best very challenging. The Institute therefore recommends that the consultants should review their findings to consider if the exclusion of the DART Expansion Programme from the Do-Minimum would have led to any changes in their conclusions as to the projects to be taken forward for detailed evaluation. The next stage of the study, the more detailed evaluation of the shortlisted projects, should exclude the DART Expansion Programme from the Do-Minimum or alternatively consider the implications of two Do-Minimums which include and exclude this major investment.

Definition of the Study Area

The study area for this project is very extensive, stretching from Clongriffin in the east to beyond Ashbourne in the west. Serving both Dublin Airport and Swords has been identified as a key consideration in deciding whether a project should be taken forward for further evaluation and a number of projects were excluded at the preliminary screening stage because they did not serve Swords. This begs a question as to why they were included for consideration in the first place.

This approach also raises a wider question about adopting a segmented approach to the study of the public transport investment requirements for the Greater Dublin Area. While it is undoubtedly the case that effectively catering for high travel demand in the Airport/Swords corridor will be of major importance in deciding any future transport strategy for the region, it is not the only area or corridor requiring investment. For example, Ballymun and Finglas are significantly dependent on public transport, but have not been prioritised in this study despite being within the study area. This may create a false impression that areas such as these do not warrant priority. There is also a risk that using a segmented approach to the identification of public transport requirements could lead to some areas "falling between two stools" and not receiving priority in any geographical area selected for study.

Another concern about a segmented approach is how to bring the component parts together to form a coherent overall strategy for the Greater Dublin Area and how to determine overall regional, and indeed wider national, priorities for investment in a climate of tightly constrained resources. We should at least acknowledge the possibility, however remote, that a project which emerges as a priority for the Dublin Airport/Swords corridor might not warrant the same priority when considered at a regional level or might conflict

with other regional or local priorities. It is also possible that projects emerging from this current evaluation process might get a head start over other equally valuable projects elsewhere in the Greater Dublin Area. The Authority needs to consider how it will guard against these undesirable consequences. One option would be to bring forward the review of the overall Transportation Strategy for the Greater Dublin Area. As we said earlier, the current draft probably no longer adequately reflects the realities on the ground, as regards the likely growth in travel demand and the availability of public funding for transport investment.

Shortlisting of Options

The approach that appears to have been taken was to shortlist projects from each of the three modes – heavy rail, light rail and BRT. We ask the consultants to consider whether the shortlist of projects selected for further evaluation might have been different if all 25 projects had been reviewed together rather than in mode-specific packages.

Heavy Rail Options

The Institute has no particular objections to the heavy rail projects which it is proposed to take forward for detailed evaluation. They represent two of the principal alternative alignments already identified to potentially serve Dublin Airport, and by extension Swords. We would ask the consultants to give particular attention to the following issues in carrying out a more detailed evaluation of these projects:

- We welcome the acknowledgement in the study report that the implications of the DART Expansion Programme in terms of journey times and capacity will need to be studied in more detail. However we would argue that the work needs to go further. It should look at the capacity implications if the DART Expansion Programme is not implemented or is significantly delayed. In other words, is sufficient track capacity available to deliver these projects in an effective way if the DART Expansion Programme does not go ahead? We should also consider, in a wider regional and national context, whether these projects represent the best possible use of whatever capacity is available, either with or without the DART Expansion Programme. Particular attention should be given to the utilisation of capacity on the Northern rail corridor given existing constraints, the relatively complex service patterns and the potential for residential development along the corridor as far north as Drogheda and Dundalk.
- Travel times relative to competing modes, and particularly the private car, will be of particular importance in determining the success or otherwise of particular projects. Direct service, without interchange, will also be an important consideration. This includes as direct access as possible to the Dublin Airport terminals.

Light Rail Options

There needs to be greater clarity as to what precisely will be evaluated in the next phase of the study. The Table on page 82 seems initially to suggest that LR3, LR4 and LR 5 should be progressed to detailed evaluation but it is subsequently proposed that only LR3 will be brought forward, with the precise routing of the southern section remaining to be determined. It is important that all three variants be adequately evaluated as the choice of preferred option is finely balanced. LR3 would deliver a shorter journey time, particularly compared with LR5, but has a much higher capital cost range than the other two and lower catchment population and employment. LR5 does not serve Ballymun and if it was the chosen alignment for the southern section of the project, alternative means of providing better public transport services to Ballymun and indeed Finglas would have to be considered.

The travel times for the light rail options are not particularly attractive and the Airport station would not be within the footprint of the terminals. These are significant drawbacks which should be considered further during the detailed evaluation.

While we have no objection to LR7 (Optimised Metro North) being taken forward for detailed evaluation, we would like to sound one note of caution. Because a substantial proportion of Metro North is planned to be underground, the principal determining factor of the ultimate capacity of the system will be the length of station platforms. In the Optimised variant now proposed, the length of station platforms is set at 60 metres rather than the original 94 metres. This reduces the ultimate capacity of the system from 20,000 ppdp/h to 12,000. If this project were to emerge as the preferred option, it is questionable whether it would be wise to proceed with a project which had such a serious and insurmountable infrastructure constraint on its ultimate capacity.

Bus Rapid Transit Options

The Institute has no particular objections to the BRT projects which it is proposed to bring forward for detailed evaluation.

We welcome the increase in the maximum capacity of BRT from 3,600 ppdp/h to 4,500. However we repeat the concern expressed in our earlier submission to the Authority in response to its consultation on BRT that an unduly conservative approach is being adopted and should be further reconsidered.

Practical experience elsewhere and observation of performance on the existing QBCs in Dublin suggests that significantly higher capacities are potentially achievable. We accept that there will be constraints which mean that higher frequencies and capacities are not always achievable, but this is not a sufficient reason for adopting such a conservative capacity ceiling. Another reason for considering a higher capacity threshold is the fact that the levels of public funding available for transport investment are likely to be constrained

for an extended period and are unlikely again to reach the levels achieved (in real terms) in the late 2000s. There is therefore an increased imperative to seek effective lower cost solutions to transport deficiencies; high performance BRT is one such potential solution.

We recognise that higher vehicle frequencies would carry some risk of bunching and of vehicles delaying each other and would require more than one vehicle to clear junctions in a single traffic light phase. We understand from the Core Dublin Network Study that the NTA's preference is to avoid this in the interests of maintaining service quality. However, given the passenger volumes that need to be carried and the limited number of public transport corridors available in Dublin, it is not practical to pursue this policy. Corridors should be designed to allow higher frequency vehicle flows while minimising the impact on service speeds and reliability on the core BRT routes.

We note that another constraint on BRT capacity is the fact that the longest bus currently authorised to operate on all Irish public roads is 18.75 metres in length. Longer vehicles of upwards of 24 metres are available and could potentially be used in certain circumstances, increasing the capacity threshold by up to 25%.

The Institute considers that the approach to the design of BRT routes should be based on LRT standards. The aim should not be to build a "tram on tyres" but rather to deliver a public transport product of equivalent quality coupled with the flexibility of the bus. Consider what would be appropriate if LRT was being built on the route and only depart from that standard where there is a robust and objective technical justification for doing so. There is no reason why lower standards should be acceptable for a bus than for a tram.

The study report expresses some concerns about operating a BRT route through the Port Tunnel which we consider somewhat misplaced for the following reasons:

- There is no such thing as a BRT vehicle. Any type of bus can be used on BRT services. It depends of journey length and other factors. Swords/Airport to city via Port Tunnel would be an express service rather than a stopping service. Therefore a seated only vehicle with fewer doors would best suit this corridor
- According to the Rules of the Road, a vehicle-specific limit of 65km/h, not 60km/h, applies to buses which are designed for standee passengers (whether single or double decker). An 80km/h vehicle-specific limit applies to buses which are not designed for standee passengers on all roads other than motorways or dual carriageways and a 100km/h limit applies on motorways and dual carriageways where no lower speed limit is in place. Consideration would also have to be given to any particular speed restrictions or any other limitations which might be applied in the Tunnel.
- Standee double decker buses currently use the Port Tunnel (Dublin Bus routes 33X, 142 and 747 and private sector route 191 to Balbriggan).

- There are many express services to/from all parts of the country, both Bus Eireann and private sector, using the Port Tunnel between Dublin Airport and the city centre. These would all benefit from a BRT route between city centre and Port Tunnel entrance, including priority through tolls. This might not be designed for typical BRT vehicles, stops etc., but would critically give fast, reliable times for all express bus services.

Issues for Consideration in the Next Phase of the Study

Dublin Airport is a very significant generator of traffic demand in the study corridor, comprising air passengers, meeters and greeters and persons employed in the Airport zone. The pattern of travel to and from the Airport is also different to the general pattern of commuter travel in the corridor and the wider region. For example, the peak periods and the origins/destinations are likely to be materially different. Air travel is continuing to grow and Dublin Airport could be handling in excess of 30 million passengers per annum in the medium term. The traffic demand implications of a growth in air travel should to be considered separately from general traffic demand growth in the study area. A challenge for the consultants will be to ensure that the specific requirements of the Airport and the wider study area are adequately reflected in the analysis.

Travel times for public transport need to be competitive with the private car. The travel times for some of the options considered in the current study were excessive and would not be competitive. This issue requires particular consideration in the next phase of the study and should separately assess the implications for general commuters and people accessing the Airport.

No prior assumptions should be made about the most appropriate public transport mode to be used. An argument is often heard that the Airport should be rail connected because most major airports have rail connections. However a counter-argument can be made that the role of the bus in providing access to Dublin Airport has changed enormously for the better in the last decade or so, with a much greater range of commuter and long distance services and much increased capacity. Decisions on mode choice should flow from the analysis and only from the analysis.

The implications of the preferred public transport option for road traffic should be carefully considered and this includes the implications for ordinary bus services, freight traffic and taxis.

As mentioned earlier, the continuing and likely long term constraints on public funding for investment and public service obligations must form an important part of the evaluation process. There is no point recommending projects which are simply not affordable and will not be delivered; nor is it appropriate to develop land use strategies based on such assumptions.

The outcomes need to be considered in the context of the requirements of the wider Greater Dublin Area and of national transportation priorities.

[REDACTED]

From: David King
Sent: 19 January 2015 12:38
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Public consultation on public transport options to serve the north Dublin area,
Attachments: Submission on NTA Fingal North Dublin Transport Study 2014 FINAL.rtf

Fyi attached

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2



From: Tim Hayes [mailto:Tim@cilt.ie]
Sent: 19 January 2015 11:07
To: David King
Subject: RE: Public consultation on public transport options to serve the north Dublin area,

Hi David,

Many thanks for giving us some extra time to consult further.

Our draft was given some further consideration over the last few days and I hereby attach our submission.

Please feel free to contact us if you believe that the Institute can be of any assistance on this important matter.

Thanks again.

Regards,

Tim

From: David King [mailto:David.King@nationaltransport.ie]
Sent: 14 January 2015 15:31
To: Tim Hayes
Subject: RE: Public consultation on public transport options to serve the north Dublin area,

Hi Tim,

No problem.

Can you send to me directly as the link on the website will be closed

Kind Regards

David

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2



From: Tim Hayes [<mailto:Tim@cilt.ie>]

Sent: 14 January 2015 14:28

To: David King

Subject: RE: Public consultation on public transport options to serve the north Dublin area,

Dear David,

Many thanks for your reply we appreciate the leeway.

Our Policy Committee have a draft report in place and it is expected after some further consultation and consideration it is expected that it will be completed early next week I will then forward.

Many thanks.

Regards,

Tim

From: David King [<mailto:David.King@nationaltransport.ie>]

Sent: 14 January 2015 11:13

To: Tim Hayes

Cc: Info

Subject: Public consultation on public transport options to serve the north Dublin area,

Dear Tim,

With regards to your formal request for an extension of the consultation period to the end of January. Whilst I do not want to extend the formal consultation period to the end of January, as the Institute is a professional body

from Logistics and Transport that contain many experts in relevant fields I am happy to receive a submission from the Institute before the end of January for out consideration.

I trust that this is acceptable to you and your members.

Yours Sincerely,

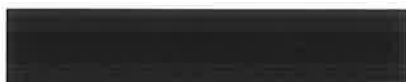
David

David King

Head of Public Transport Investment



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2



Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

If you think you have received this message in error, please do not print, copy, retransmit, disseminate or otherwise use the information contained herein. Please notify the sender by e-mail.

If you are not the intended recipient, you should not disseminate, distribute or take any action in reliance on the information. Please notify the sender by e-mail.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 12:21
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Extend LUAS Via Finglas to Airport and Swords.docx

Extend LUAS Via Finglas and Ballymun to Airport and Swords

Extending the LUAS Cross City from Broombridge to the Airport and Swords in my opinion would service a large number of commercial, retail and high density residential units. The diagram below illustrates a route extension which would require minimal tunnelling and service Finglas, Ballymun, Santry, Dublin Airport and Swords.

Stops could include:

Broombridge-Finglas south (Near Clearwater)- Wellmount Stop--(Tunnel from Wellmount to Mellows. Rd)-- Mellows Rd/Finglas Village Stop- Northway Stop- Charlestown Shopping Centre-HamptonWood-Ikea- Ballymun - Gulliver's Retail park-Northwood- Santry Demesne ----- on to Airport and Swords

There is a lot over overground green space in the ownership of Dublin City Council along this route which would enable rapid construction.

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 19 January 2015 11:05
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

A separate rail-line from Swords to Dublin city centre is what is needed. i.e. a Metro North/Luás solution. Heavy rail is not an option as there are only one track effectively serving north of Clontarf stop out to all stations north sharing DART routes and the Belfast rail.

The other two bus solutions are too slow.

Oporto, Portugal has a very efficient Metro / Luas system running from the Airport through the city...

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 19 January 2015 12:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address:
[REDACTED]

Comment:

As a resident of River Valley in Swords, it strikes me that there does not seem to be a single transport option, which would service the Rathingle Road/River Valley Road residential estates.

None of the options would therefore be of benefit to me and I am sure most residents in this area. It would be more convenient and most likely faster to continue to use the exiting 41C bus service, in particular if this service could be improved (e.g. more frequent busses and improvements to the bus corridor between Santry and Drumcondra).

The closest proposed stops appear to be at Airside, which would be 10-25 mins walking distance for most residents in the Rathingle Road/River Valley Road area.

In general, it appears that all transport options for Swords do not reach the majority of residential estates (i.e. most residents would have long walking distances to reach any of the proposed stops or would have to use another mode of transport to get to these stops).

I am not convinced that any of the proposed transport options would reduce the travel times from Swords into Dublin. This is partly due to the extra time it will take to reach the proposed stops, but also as I do not believe that either the rail or the BRT options will be significantly faster than the existing bus services.

In summary, I do not see much benefit for the majority of residents of Swords by any of the currently proposed options.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Submission on North Dublin Transport Report



Bearing in mind the financial constraints, I believe that the LR3 proposal to extend the LUAS to the airport and Swords is the best option. It provides much of the capacity of Metro North at a reasonable cost and links well into the existing LUAS network. Clearly this should not be the only public transport link to the airport and either the HR1 link to the DART or the BRT route from the city centre would also be needed. I should of course declare an interest as that this line would be very convenient for me as I live in the area and work in DCU.

The tunnel under Glasnevin is potentially the most controversial and expensive part of the proposal but I see no alternative as the road system in the area is congested and there is no viable route for on-street running of LUAS or BRT. There would be minimum amount of tunnelling under houses and any disruption would be at the ends of the tunnel. Any alternative route avoiding the cemetery is very indirect.

I have a few suggestions to improve the LR3 proposal.

1. The addition of a stop on the Finglas road, opposite the Cemetery entrance, would add more users as both local residents and bus passengers from Finglas could use the service. The Cabra LUAS stop is not easily accessible from the Finglas road area. This would however need to be an underground stop.
2. Splitting the cross city line at Cabra is an inefficient way to link to the Maynooth heavy rail line. An alternative could be to build an integrated Maynooth line/LUAS station on two levels where these lines cross. This could then replace the Broombridge heavy rail station and all trams would continue to the airport. Access to this station from the Finglas road side would be difficult but not impossible. I realise this would add to the cost but I believe it would be warranted by the increased interchangeability between the Maynooth line and the LUAS.
3. The final section of the cross city LUAS to Broombridge would then be redundant, except as a depot but could be used for a future LUAS extension to Finglas.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 19 January 2015 11:56
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Submission_on_North_Dublin_Transport_Report.pdf

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

My name is [REDACTED] I am a recent graduate of Civil Engineering from UCD where I completed my undergraduate and also a Masters of Transportation Engineering. While I am now employed as a graduate transport engineer, I would be keen to stress the point that the views and beliefs outlined in this document are my own views and are not representative of my employer.

I graduated in 2014 from my master's programme, during which I completed a thesis entitled "Developing Dublin Airport as an International Air Hub". This comprehensive study, for which an A Grade was awarded, is some 250 pages overall and would feature a lot of research pertaining to the integration and inter-modality between air and rail transport at Dublin Airport. It also outlines how Dublin Airport could be effectively integrated into the wider rail network in Ireland, which is struggling with competition against a modern and comprehensive road network. This would result in long distance rail services complimenting air services.

When the document entitled the "Fingal / North Dublin Transport Study" was released recently I read it with some excitement, given that some of the options proposed were very similar to the conclusions of my research. Some of the options proposed however do go against what I discovered is considered to be best practice in an international context (based on academic research), and consequently may not be the best value for money.

Heavy Rail options:

- HR2

Although HR2 passes through some areas of higher population density, it is in essence an extension of HR1. HR1, and HR2, are both spur lines which, as is outlined in academic research, is one of the essence the worst type of railway line to have to an airport, because the number of destinations available non-stop to a traveller from Dublin Airport are limited as the train will terminate in its proximity. This proposal could be expanded to become a branch line to rejoin the Northern line somewhere near Donabate meaning that Dublin – Belfast Enterprise services could be re-routed to run via Dublin Airport. This would mean that many travellers from the North could access the airport by rail direct. The number of travellers from the North to and from Dublin Airport is ever increasing (as outlined by Dublin airport website) and is competing well against Belfast International. The easiest way however for these people to access Dublin Airport is by road.

It should also be mentioned that capacity on this line is limited and currently serves DART services to Howth and Malahide as well as Northern Commuter and Belfast Enterprise services. Capacity through Connolly station is also restricted and improvements to free up capacity would be absorbed by the opening of the Phoenix Park Tunnel to bring trains now terminating at Heuston round to Grand Canal Dock.

- HR8

HR8 offers significantly more potential for wider scale integration than HR2. This scheme however would need to be extended onwards to merge with the Northern Line to facilitate through running of Cork-Dublin Trains to Belfast via Dublin Airport, providing many journeys previously easier to make by car by rail. If built correctly, this option would however provide

integration at a new transport hub at Broombridge at the northern extremity of the Phoenix Park Tunnel line, Luas Cross City, and Maynooth Line.

One of the long term objectives of the Dart underground project is to facilitate through running of Cork trains to Dublin Airport which this could achieve. The option to run Cork to Dublin Trains on from Heuston via Phoenix Park Tunnel, HR8 extended to Northern line and on to Belfast would negate the requirement to construct the Dart Underground in conjunction with HR1/2 and would also negate having to funnel large number of passengers through the City Centre lines.

I firmly believe that a hybrid of a heavy rail service from Heuston to the Airport, Swords and the Northern line which skirts the Western periphery of Dublin, in conjunction with an LRT or BRT system to cover the population in the immediate area to be the best solution to the issue that the "Fingal / North Dublin Transport Study" is trying to address. This would create the highest levels of interconnectivity possible within the existing national rail network, giving it new life and making more journeys possible by rail than before. This option would mean that The Dublin-Cork Rail Service could be combined with the Dublin-Belfast Enterprise service featuring a direct Belfast to Cork Rail services with stops at Dublin Airport and Heuston.

It would also result in this passenger traffic bypassing Dublin City Centre. This concept is not dissimilar to the now proliferating High Speed Rail Network rail across Europe. The European HSR rail network now operators from intermodal hub to intermodal hub (generally at air and rail hubs) with direct connections into the city centre. I would not be of the opinion that HSR is realistic for a country Ireland's size, but the concepts upon which its success at moving people around longer distances can certainly be transferable. Given that Dublin Airport is a large trip generator for not only Dublin but the entire country. Croke Park is similarly a large trip generator and this new comprehensive heavy rail link would provide more options to run direct GAA special trains on match days, with potential to take large volumes of traffic of the roads.

As far as Dublin Airport is concerned, this would be the most advantageous route at moving passengers around. There are high quality coach services from towns and cities around Ireland offering direct express services to Dublin Airport. The quality and in some cases competition of the services on these routes would insinuate that there is a place for direct nonstop rail services to Dublin Airport from across Ireland.

Light Rail and BRT within the study area could certainly complement a heavy rail connection but would not be as advantageous as standalone options as the permanent way alignments would lack the interoperability with heavy rail services. The consequence with be an isolation of the LRT network in Dublin from the national and regional heavy rail network.

My research has also identified how Dublin Airport is becoming a major international hub airport, with larger hubs such as Heathrow now operating at capacity, and planning restrictions around Dublin Airport facilitating expansion in the form of new runway capacity combined with strong facilities and geographic location for success in providing transatlantic flights. It includes a comprehensive review of academic research pertaining to inter-modality between rail and air and could benefit this study.

Given that I would like to see the time and effort I put into my dissertation be of tangible utility, I would be very keen to contribute to the study should the opportunity present itself. I can make my research available in person should this be of interest to those involved.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 11:19
To: northdublinstudy
Subject: North Dublin Study Submission
Attachments: NTA Submission.pdf

Hi there

Please find my submission for the north dublin study as part of public consultation. I recently completed a dissertation on the topic and I would be keen to make it available should it be deemed to be of benefit.

My phone number is [REDACTED]

Kind Regards,
[REDACTED]

Sent from my Samsung Galaxy S4 Mini on Three

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

14th January 2015

Fingal North Dublin Transport Study Stage 1 Appraisal Report

Dear Sir / Madam,

Thank you for the invitation to make a submission to the report 'Fingal North Dublin Transportation Study Stage 1 Appraisal Report' of November 2014. Iarnród Éireann (IE) is a key stakeholder and participant in the ongoing Study. We very much welcome the Study and the positive consultations held to date with AECOM, the consultants retained to undertake the brief.

I note that the outcome of the Stage 1 Appraisal has resulted in six options being shortlisted for more detailed appraisal as part of Stage 2 of the Study. I note further that these options include 2 heavy rail, 2 light rail / Metro, 1 BRT option and a combined mode option comprising heavy rail and light rail. I also note that Option HR1 – Clongriffin to Airport heavy rail link is not being considered for further analysis as a standalone project as it does not provide a rail service to Swords.

There are essentially 3 Heavy Rail based options shortlisted in the Study for further detailed appraisal;

- HR 2 - Clongriffin to Airport link extended to Swords
- HR 8 - Maynooth Line (Drumcondra) to Airport and Swords
- C 1 - Clongriffin to Airport link (HR1) combined with LRT link from LUAS cross city at Cabra to Swords (LR3)

While not prejudging the outcome of this important next step in the Study, Iarnród Éireann would like to make a number of comments in relation to the Stage 1 Appraisal Report and its brief.

Iarnród Éireann order of preference

It is Iarnród Éireann's view that the 'combined option' (C1), which integrates at Dublin airport a heavy rail link from Clongriffin to Dublin Airport with a light rail link between Swords and the city centre, is preferable to both heavy rail options (HR2 and HR8), which extend heavy rail to Swords via the airport, for the following high level reasons:-

- Both HR2 and HR8 would require significant underground construction at Dublin airport adding considerably to cost and disruption. HR8 would also entail significant disruption in Glasnevin, Ballymun, etc and would be a comparatively much more expensive option due to the large tunnelling requirement.
- The combined option provides a far greater level of customer choice than either HR2 or HR8 (or any of the other Light Rail / Metro / BRT options) and in combination would serve two distinct corridors and connect seamlessly into the existing DART network.

- The combined option represents a better strategic / operational fit with the ongoing city centre resignalling project (CCRP) and the proposed DART Underground expansion programme. Furthermore HR8 is heavily dependent on capacities available on the Maynooth Line.
- The combined option offers the greater potential to tailor rail services to meet the unique requirements of the airport in the different market segments (commuter, business and tourism).
- The combined option offers the greatest potential for phased implementation in line with available funding and development in the Swords area.

Specific Comments to the Report Text

Section 1.2

In relation to the next stage of the appraisal the report states that ultimately estimates of travel demand will determine the most efficient and effective transport solution. Undoubtedly the success of any new scheme will be measured by the uptake of the scheme in terms of attracting passenger demand. However, it must also be recognised that it is a key objective of current project appraisal guidance that projects deliver value for money and a socio-economic return on investment. A central objective of the current project appraisal guidelines is that projects undergo rigorous and robust appraisal and that schemes display a good socio-economic return on the level of investment proposed. As such the capital cost of the project (and ongoing costs) will be a critical factor in determining the socio-economic return of the various schemes under review.

Section 2.1

The report states that HR1 does not serve an extensive catchment between Clongriffin and the Airport. This is accepted as the area is in a restricted development zone on the Dublin Airport flight path. However, it should be acknowledged that this relatively short, cheap and uncomplicated rail spur connects the airport directly to a very significant and well established rail catchment. There is also the potential for integrating the proposed rail link with a Park and Ride at the M1 and possibly locating the line further south (albeit at a higher cost) towards the existing built up area. It should also be noted that the relatively short rail distance from Clongriffin to the Airport, without the need to serve intermediate stops, would contribute to a competitive overall rail journey time to the city centre by permitting higher rail speed over this section of the proposed rail link.

Section 2.1.2

The report states that a separate NTA review of the Preliminary Business Case for the DART Airport Rail Link (i.e. HR1) undertaken by AECOM for Iarnród Éireann in 2011 concluded that the costs were likely to be significantly higher than the amount put forward by the promoter and the benefits would be likely to be less than half of the amount stated in the Preliminary Business Case. Iarnród Éireann is not privy to the details of this review. It should be noted however that the Preliminary Business Case, largely excluded the DART Underground expansion programme in the public transport network assumptions and demand modelling. There is therefore reason to believe that the preliminary business case significantly undervalued the potential benefits that could accrue from the relatively short link. The DART Underground programme is now included as part of the Do Minimum network for the current study.

Maximising Rail Network Synergy.

It is Iarnród Éireann's view that the proposed HR1 heavy rail link (Clongriffin to Dublin Airport) will be highly complementary to the DART Underground programme is likely to significantly add to its passenger base given the integration with the wider LUAS, DART, commuter and InterCity catchments. The synergy between the proposed HR1 link and the existing commuter rail network with or without the DART Underground expansion programme is summarised below and should be a key consideration in the Stage 2 analysis.

- It connects the existing 53km of the DART network to Dublin Airport by rail facilitating rail trips to the airport from a wide rail catchment including a number of key zones (IFSC / Convention Centre, central business district, Grand Canal Dock business quarter, AVIVA Stadium / RDS, etc)
- It facilitates attractive connection possibilities to Dublin Airport from the wider rail network of services from the south and west (via Phoenix Park Tunnel or DART Underground)

- It facilitates connection possibilities to Dublin Airport from the northern line suburban rail service and Belfast Intercity services at Clongriffin
- It facilitates connections with Maynooth and south east commuter services and LUAS Red line at Connolly Station (and LUAS Green line at Stephen Green with DART Underground)
- It facilitates interchange with regional and local bus services in the city centre and at Dublin Airport.

In a pre-DART Underground expansion scenario it is Iarnród Éireann's view that the remaining shortlisted options do not offer the same integration and bolt-on added value potential to the existing transport network as the Clongriffin - Airport heavy rail link. It is Iarnród Éireann's view however that a cross city light rail link to Swords via the airport would add considerably to the network synergy summarised above.

General Concerns.

While Iarnród Éireann welcomes the inclusion of the Clongriffin – Airport heavy rail link as part of future rail strategy options to link the Airport and Swords to the city centre we have a number of concerns as set out below.

It is of concern that the overall remit of the study may, as an unintended consequence, potentially weaken the case for what could be a very successful stand-alone rail link serving the Airport from the existing DART line at Clongriffin (HR1). This link has been eliminated from the shortlist for Stage 2 appraisal on its own right as it does not comply with the study's remit of serving Swords.

Iarnród Éireann agrees with the key objective that Swords be linked by good public transport to the Airport and the city centre (although the relatively low level of rail demand between the Airport and Swords is noted). We are however concerned that the stand alone case for a potentially very good Airport heavy rail link might be considerably weakened by the likely significant additional capital costs involved in extending this to Swords or linking it to an LRT from Cabra to Swords via the Airport in order to meet the specific terms of reference of the Study.

Furthermore there may be a risk that, as the remit of the study is specifically the North Fingal area, the widely acknowledged economic impacts of the Airport for both the national economy of the Dublin Region may not attract the weighting that it rightly merits. It is noted that Dublin Airport is now one of the fastest growing Airports in Europe with a growth in passengers of 7% in the first 10 months of 2014 and an expected passenger throughput for 2014 of 21.5 million passengers by year end. Even in recent weeks Dublin Airport announced 19 new routes and 950,000 extra seats for winter, with new routes for 2015 to include Washington DC, Agadir, Nantes (Aer Lingus), Gothenburg (SAS), Iceland (WOW) and LA and Addis Ababa (Ethiopian). If trends continue, as seems likely given recent expansion of new routes, Dublin will very soon reach the peak traffic levels of 23.5 million passengers achieved in 2008.

An underlying assumption in the current study is that the DART Expansion Programme including the DART Underground tunnel is assumed to be in place by 2035. This is a very welcome assumption from IE's perspective. However, given the very real economic difficulties and pressures that public finances are currently facing across all sectors, there is a risk that DART Underground could be delayed or deferred beyond the study assumed timeframe. In such an event, the rail link from Clongriffin to the Airport could still be progressed independently of DART Underground and would deliver in the short to medium term very significant transport benefits that are unlikely to be delivered by the other options under review. Iarnród Éireann suggests that there needs to be a sensitivity test of the various options to reflect the impact of a delay with the DART Underground programme.

Concluding Remarks.

It is vital that the preferred option/s to link Swords and Dublin Airport with the city centre is not just derived within the narrow confines of the north Dublin catchment defined for the current study. A holistic approach to the appraisal in Phase 2 of the study is necessary to ensure the selected scheme (or combination of schemes) is the most suitable strategic fit not just for Fingal but for the GDA and beyond. It is vital that the access

requirements to Dublin Airport from the wider GDA and island of Ireland perspectives are given due consideration given the importance of the airport zone from tourism and business perspectives as well as commuting. It should be noted in this regard that there is a TEN-T stated objective that core EU airports be linked to the core rail network. Dublin Airport is one such core airport and the Cork – Dublin – Belfast rail corridor is an element of the North Sea – Mediterranean rail corridor for which funding is available. Realistically in the absence of DART Underground the proposed rail spur from Clongriffin is the only one of the options under review that meets this objective.

In summary Iarnród Éireann has a strong preference for the C1 combined option for the following reasons:-

- It provides the greatest level of customer choice as it serves the widest range of catchments (both GDA and national) of all of the options under consideration and in the absence of DART Underground it provides the easiest, earliest and greatest level of integration with the existing rail networks.
- The combined option could be implemented on a phased basis depending on funding availability and the development of Swords and thus deliver early benefits.
- This combined option could more easily be tailored to meet the unique requirements of airport users in terms of customer choice for commuter, business and tourism.
- This combined option could potentially, subject to final design, provide the greatest level of direct rail access without the need to interchange for Dublin airport while minimising the cost and construction impacts of providing a rail service to Swords.

Iarnród Éireann looks forward to the Stage 2 appraisal phase of the study. However while appreciating the need for improved public transport connections between Swords and the City Centre we would have a concern that providing a rail connection to Swords, as an over-riding consideration, could militate against a relatively cheap and uncomplicated rail heavy rail connection to the airport from Clongriffin due to the additional costs and disruption at the airport which could be significant depending on the chosen option.

In this respect, and given the potential for phased implementation, there would be merit in incremental analysis of the components of the combined option. Iarnród Éireann would also suggest that meeting the unique requirements of the airport should attract a higher weighting in the stage 2 appraisal to fully reflect the obvious relative differences in scale and importance of the two destinations for both the regional and national economies.

We would appreciate your consideration of our views expressed in this submission. Should you require any clarification please contact me.

Yours sincerely,

David Franks,
Chief Executive.

[REDACTED]

From: Kenny Barry <Barry.Kenny@irishrail.ie>
Sent: 19 January 2015 11:09
To: northdublinstudy
Subject: Iarnród Éireann submission
Attachments: 1501 IE North Dublin Transport Study.docx

Please find attached submission on behalf of David Franks, Chief Executive, Iarnród Éireann.

Also submitted through online form.

Regards,

Barry Kenny,
Corporate Communications Manager, Iarnród Éireann Irish Rail

Web www.irishrail.ie

Need a Hotel? www.irishrailhotels.ie

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 10:57
To: northdublinstudy
Subject: Transports to Swords

Hello,

I'm writing just to tell my preference about the 6 options proposed for the new transports to Swords

The best for me would be the **two light rails option (Luas)** that connect Swords to the city centre. In fact, we already have the Swords Express bus service, which is not bad, but unfortunately does not resolve the traffic issues, especially at the pick time.

Regards

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 19 January 2015 10:28
To: northdublinstudy
Subject: NTA Submission

Dear Sirs,

Please accept my NTA Submission which I heard of just last night (of 18/01) from my neighbour. In general, would it be possible to establish a mailing list or some wider mass-communication facility?

While I had a very short time to read through the report, I thought it clearly highlighted that the only practical option would really be LR3 as it re-uses, what would be by then already existing, large parts of existing infrastructure thus allowing development of the route in stages (if needed be; for example opening a section to DCU earlier than the remainder of the route) and also allows direct access to DCU from the airport and to the city itself.

't would also make sense to make provisions for C1 route (as an additional facility) as it allows building a high capacity express rail link to city centre (e.g. akin of Heathrow Express).

Thanks,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 19 January 2015 10:15
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

I think the best transport option for Swords to meet the needs of the people of Swords is light rail transport i.e. Metro North/Luas. I have lived in Swords of almost 40yrs now and still living in hope of us having a decent public transport system that meets the needs of the people of Swords not the people trying to arrange their working life to fit in with the present transport system.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 19 January 2015 09:23
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: Cllr Noeleen Reilly

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Sinn Fein

Address:
Ballymun, Dublin 11

Comment:

Metro North was the flagship project of the Ballymun regeneration. So many other projects depended on the development of the Metro North. When it was announced a number of years back that the transport link was stalled, it also led to the new Ballymun Shopping centre not proceeding. This has had a really negative effect on economic development within the Ballymun area.

At present there is currently no direct link for the people of Ballymun with the airport despite the short distances. The Metro north was to address this issue; therefore it is imperative that one of the proposed options goes through Ballymun. I have done a lot of consultation with residents and the preferred option is light rail.

It is vitally important that the transport needs of the area are addressed. If we are to attract investment into the area, increase the number of job opportunities for people and deal with the housing crisis we need to provide people with adequate transportation. Ballymun is a prime location for development given its proximity to the M50 and Dublin Airport and the huge amount of vacant land here. Any positive announcement in terms of transport could be a catalyst in future development.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 19 January 2015 08:37
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Self Employed

Address:
[REDACTED]

Comment:
My preference would be the Light Rail, either luas or Metro

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

51

From: WordPress <forms@ntaweb site.ie>
Sent: 19 January 2015 00:57
To: northdublinstudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
[REDACTED]

Address:
[REDACTED]

Comment:
My preferred option is Luas light rail LR3.
I would suggest park and ride facilities are included but not on the balheary sports fields.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

52

From: WordPress <forms@ntawebiste.ie>
Sent: 19 January 2015 00:35
To: northdublinstudy; Elaine.brick@aeacom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Home

Address:
[REDACTED]

Comment:
Metro north luas line

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 23:55
To: northdublinstudy
Subject: Fingal / North Dublin Transport Study

Hi,

I am a resident of Swords. Having read the Fingal / North Dublin Transport Study – November 2014, I believe light rail LUAS or Metro options are the only two options to ensure we have a well used, efficient, modern and viable public transport connection to Dublin city. All other options do not appear to offer modern up to date, economic and environmentally sustainable proposals.

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 18 January 2015 23:20
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
[REDACTED]

Address:
[REDACTED]

Comment:

Hi,
in relation to the public consultation on options proposed in the North Dublin Transport Study I would like to see the Light Rail (Luas) option implemented. Metro North as second preference.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(55)

From: [REDACTED]
Sent: 18 January 2015 23:08
To: northdublinstudy
Subject: Transports to Swords!

Hello,
I'm writing just to tell my preference amongst the 6 options proposed on the FB page:

The best for me would be the two light rails option (Luas) that connect Swords to the city centre. In fact, we already have the Swords Express bus service, which is not bad, but unfortunately does not resolve the traffic issues, especially at the pick time. A Dart line is unrealistic, so I definitely vote for the Luas option!

[REDACTED]

Sent from Samsung Mobile

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

The overall report fails to evaluate the possibility of the establishing of Broadstone as a transport hub. Broadstone currently has a large Bus park/Engineering works next to an old Heavy Rail line and a large unused terminus station. Broadstone should become a major transport hub with the interconnecting of

- The LUAS (via the cross city line)
- A reopened Broadstone Heavy Railway station

The Broadstone station would have its Heavy Rail connection to Broombridge reinstated. This heavy rail line would run at the bottom of the current Broadstone/Broombridge cutting whilst the cross city LUAS line would be installed directly above running at street level and hence LUAS stations would be cheaper. This Heavy Rail connection to Broombridge would allow

- Maynooth trains direct access to Broadstone.
- Connolly trains access via the Drumcondra Line.
- Heuston trains access via the Phoenix Park tunnel.
- Heavy Rail access to the airport/Swords via the HR2 – Clongriffin/Swords spur or via a new line with a tunnel to Ballymun & the airport
- Should these connections to Connolly & Heuston be insufficient then the Dart Cross City tunnel/connection can be realigned to stop at Broadstone.

- A new Busarus (sited on the current Bus park/Engineering works)

Bus Eireann's services have outgrown Busarus, in fact in my opinion, Busarus is constraining Bus Eireann. Busarus's location, due to the increase in traffic in its location means that it is no longer a quick access point to the National Roads. Broadstone on the other hand has quick access to numerous National Roads.

- A Dublin Bus station (sited on the current Bus park/Engineering works)

Ignoring the reopening of Broadstone oversight and limiting myself to the options presented in the report I must agree that the minimum requirement is the building of the LR3. The best option is when it is combined with the Clongriffin spur i.e. C1. But a number of other observations need to be made, namely

- The report expresses concerns regarding the cost of the LR3 tunnel and the logistic problems associated with the same. The need for a tunnel in the LR3 could be removed or significantly reduced in length by slightly changing the route e.g.
 - This alignment starts with an extension off the Luas Cross City line at Broombridge Station. It crosses the canal and the railway line and continues at-grade along Broombridge Road. The line then crosses Ballyboggan Road and Tolka Valley Park. The route follows the Tolka Valley Road and crosses the Finglas road via a new bridge and connects up with Glasnevin

Downs and continues along Griffith Avenue Extension and before re-joining the LR3 published route on Ballymun road. **No tunnel would be required** and residents surrounding Griffith Avenue Extension could be catered for via an extra station. If the new bridge also catered for cars, then Griffith Avenue Extension and Tolka Valley Road, both wide roads, could be fully utilised and the traffic chaos on the linking small road would be significantly reduced.

- This alignment starts with an extension off the Luas Cross City line at Broombridge Station. It crosses the canal and the railway line and continues at-grade along Broombridge Road. The route follows the Ballyboggan Road and crosses the Finglas road (possibly via a new bridge) and ascends Violet Hill via either Old Finglas Road or Violet Hill Drive. The route continues along Tolka Estate and around onto Griffith Avenue Extension and before re-joining the LR3 published route on Ballymun road. **No tunnel would be required** and residents surrounding Griffith Avenue Extension could be catered for via an extra station. If a new bridge also catered for cars, then Griffith Avenue Extension and Ballyboggan Road, both wide roads, could be fully utilised and the traffic chaos on the linking small roads would be alleviated.
 - This alignment starts with an extension off the Luas Cross City line at Cabra Station. It would pass, via a short tunnel, under the canal, the railway line and the new part of Glasnevin Cemetery. The tunnel would exit in the large park opposite the historic part of Glasnevin Cemetery. The route then follows the Finglas Road and ascends Violet Hill via either Old Finglas Road or Violet Hill Drive. The route continues along Tolka Estate and around onto Griffith Avenue Extension and before re-joining the LR3 published route on Ballymun Road. **A much shorter tunnel would be required** and residents surrounding Griffith Avenue Extension could be catered for via an extra station. **The historic part of Glasnevin Cemetery would be avoided and Tourists, Mourners & local residents could be catered for via an extra station at its main entrance.** Note the large park and the proximity of the Finglas Road would facilitate easy tunnel construction.
- Given the traffic congestion in the Phibsborough area LR4 should be ruled out as it will be impossible to build and will cause further traffic chaos with traffic almost certainly coming to a halt in Phibsborough.
 - Given the traffic congestion in the Drumcondra area LR5 should be ruled out as it will involve the **removal** of an existing QBC and hence rules out future enhancements involving a BRT on the route.
 - On a general note, the time allocated for responses to the report was too short especially given the proximity of Christmas and local residents were not aware of the consultation exercise.

Regards



[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 22:48
To: northdublinstudy
Subject: NTA - North Dublin Study
Attachments: NTA - Submission.docx

Please find attached my observations (& my wife's) on the report

Regards

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

57

From: Hugh Creegan
Sent: 01 February 2015 11:32
To: [REDACTED]
Cc: David King
Subject: FW: Submission in relation to Fingal_North Dublin Transport Study - importance of assessing whether the Dublin city centre- Airport-Swords rail link should be continued to the vicinity of Donabate
Attachments: ip15-dodson-et-al-2011.pdf

[REDACTED] another submission for the North Dublin study. Hugh

From: [REDACTED]
Sent: 31 January 2015 20:55
To: Hugh Creegan
Cc: Roderic O' Gorman; Joe O'Brien; Marianne Butler; Cllr. Mark Dearey
Subject: Fwd: Submission in relation to Fingal_North Dublin Transport Study - importance of assessing whether the Dublin city centre- Airport-Swords rail link should be continued to the vicinity of Donabate

Dear Hugh,

Thank you for the opportunity to respond to this consultation subsequent to our discussion at Fingal County Council recently

and thank you in particular for the extension of time for this response.

In your email you said:

"In case we have misunderstood your query and that it instead was asking whether some of the heavy rail options could, after passing through Swords, be extended further northwards to connect to Donabate, the answer to such query is that this would be possible for a number of the presented rail options. However, based on the likely passenger demand from Swords and the Airport, it is doubtful whether the cost of such a northbound extension, which would be mostly at-grade from Swords to Donabate, would justify the likely construction and operating costs, and it is more likely that this demand could be satisfied by bus-based services."

The query was whether the continuation of all of

the various rail options out to Donabate had been assessed. We noted from the Stage 1 appraisal report the schematic inclusion of an extension to Donabate in option HR10, but not in the other rail options and couldn't identify any specific assessment of the extension to Donabate.

The potential for such a
n extension
would clearly apply to any rail lin

k
using the Irish rail gauge, but a rail link using the Luas gauge
(
which would
thus always
require interchange at Donabate station
)

is also entirely possible

. The assessment would obviously come up with different results depending on the nature of the connection
, but both should be assessed.

From your reply, it appears that the value of such an extension/connection has not been evaluated in any structured way. It is surprising that this is the case.

The general principles of public transport network planning have been cogently summarised in a 2011 review *"The Principles of Public Transport Network Planning: A review of the emerging literature with select examples"*, which we attach. Below we excerpt elements of particular relevance to the issue of network interconnectedness:

"The past two decades have seen an increasing recognition that public transport operates most successfully when it is planned as a unified network to support seamless multi-destination travel rather than as individual lines catering to single trips. A range of authors (Thompson 1977; Mees 2000; Nielsen et al. 2005; Vuchic 2005; Mees 2010) have argued that public transport systems designed around widely distributed networks which connect to support multiple transfers can offer a much wider choice of trip making based on individual destination and journey preferences than public transport systems that attempt to cater for every potential origin-destination combination by supplying routes to satisfy these travel opportunities. Mees (2000; 2010) has demonstrated that the conception of public transport systems as networks rather than individual routes can generate higher levels of patronage than the planning of individual routes because of the unexpected trip making behaviour that the network can support and which planners might not have predicted. The 'network effect' that Mees describes can lead to patronage gains beyond those expected by conventional single-route cost-benefit analyses of public transport systems predicated on single-seat journeys because of the high demand elasticities that are unleashed by seamless ubiquitous interconnected networks offering a much wider array of transfer based trips. There is some evidence that public transport network planning is more important in dispersed urban environments where demand is similarly dispersed. The term 'public transport network planning' is used specifically in this paper to describe the intensive coordination of public transport services to achieve the 'network effect' and not in a general or broad sense of just offering some undefined level of public transport service.

"Planning public transport systems as seamless integrated networks rather than as a series of individual routes serving a specified set of origin-destination pairs is therefore a critical task for metropolitan transport planning agencies

...

"The empirical evidence suggests that attainment of a high level of public transport patronage is most likely to be achieved if public transport networks are designed to serve multiple passenger cohorts and diverse travel demand patterns (Thompson 1977; Thompson and Madoff 2003; Mees 2009; Mees 2010). A focus on one passenger subset, such as, for example, inbound radial peak hour commuters, may fail to cater for other groups such as non-radial commuters, contra-peak or off-peak travellers.

...

"The greater the extent to which planners design services to serve single origin-destination pairs with individual lines the more likely the result will be a collection of routes rather than

an interconnected network. Similarly such a collection of individual routes is less likely to cater to the diverse needs of all passengers. In contrast the more ubiquitous the network is and the more it is designed to be seamlessly interconnected the more likely it is to serve a multiplicity of passenger trip making desires. Similarly, the more specific the cohort of passengers a route is designed to serve the less likely it is that patronage will cover operational costs for that route.

"Mees shows that public transport services are able to attract the highest level of patronage if they provide an interlinked web of services that support transfers so that the passenger selects from the entire network the combination of route segments required to undertake their journey. This network planning approach means that public transport managers no longer have to provide dedicated routes to meet specific passenger cohort demands – instead they should provide a network of services that enables a wide array of potential trips. This network system strategy for public transport system planning aims to create a ubiquitous network that is able to offer a multiplicity of origin-route-destination combinations from which different passenger groups, or individual travellers, can identify and select their optimal route for a given journey at a given time. Individual lines that generate substantial point-to-point patronage on their own should nonetheless be stitched into a wider integrated network because the connectivity they offer will support greater trip-making on that network."

In the Dublin context this understanding of public transport as a network rather than simply a series of individual links means that the value of extending each potential rail option to Donabate must be assessed in the light of the benefit to the *entire* network. It is not simply about demand from Swords and the Airport to Donabate, as your reply implies.

The question

is what benefits

would

the link offer in the context of the overall origin-destination matrix in the region, as well as of

currently unmet demand.

It seems to us, that subject to assessment, this link could provide a significant benefit for a wide range of journeys from destinations on the Belfast rail line to destinations on the Northside of Dublin, e.g. Dundalk to DCU, Skerries to Ballymun, Balbriggan to Grangegorman, Drogheda to Swords, Newry to Dublin Airport etc. An assessment using the origin-destination matrix and other methods of assessing likely demand to examine the extent of this benefit is clearly merited.

We urge therefore that an assessment be carried out of the extension to Donabate of each rail option linking Dublin - Airport - Swords.

Kind regards,

Cllr. Marianne Butler, Louth County Council

Cllr. Mark Dearey, Louth County Council

Cllr. David Healy, Fingal County Council

Joe O'Brien, Green Party/Comhaontas Glas area representative, Dublin Fingal

Cllr. Roderic O'Gorman, Fingal County Council

----- Forwarded message -----

From: **Hugh Creegan** [REDACTED]
Date: 2015-01-22 19:32 GMT+00:00
Subject: Fingal_North Dublin Transport Study
To: "david.healy@cllrs.fingal.ie" <david.healy@cllrs.fingal.ie>
Cc: Gilbert Power <Gilbert.Power@fingal.ie>

Dear Councillor,

I am writing to you concerning the matter you raised during the question and answer session that followed our presentation to Fingal County Council on the short listed options for Fingal/North Dublin Transport Study that took place on the 12th January. We understood the query that you raised was whether proposals to run direct heavy rail services from Donabate to Swords and the Airport were feasible and had been considered.

From transport modelling work carried out, most of the demand to travel southwards from Rush/Lusk and Donabate is seeking to go to Dublin City Centre. Given that more passengers will be travelling towards the city centre than towards the Airport and Swords, the optimum service pattern is to continue all southbound trains towards the City Centre rather than terminating them in Swords or the Airport, and provide an easy interchange facility at Clongriffin. This is what has been proposed in the shortlisted option called Option HR2 as the most cost efficient and effective arrangement. In that arrangement, passengers from Donabate bound for the Airport or Swords would alight at Clongriffin and take the next DART link to the Airport / Swords.

While the junction with the Northern Railway line for this option is currently only proposed to provide direct connections to the Airport / Swords for trains travelling to/from the City Centre, it is technically feasible to also construct an "all movements" junction at Clongriffin which would enable direct connections northwards if that was required in the future. So while the current option proposal is catering for a Swords / Airport to City Centre linkage only, it is quite possible to provide an upgraded arrangement that would also facilitate direct connections to the Airport/Swords for trains originating north of Clongriffin.

In case we have misunderstood your query and that it instead was asking whether some of the heavy rail options could, after passing through Swords, be extended further northwards to connect to Donabate, the answer to such query is that this would be possible for a number of the presented rail options. However, based on the likely passenger demand from Swords and the Airport, it is doubtful whether the cost of such a northbound extension, which would be mostly at-grade from Swords to Donabate, would justify the likely construction and operating costs. and it is more likely that this demand could be satisfied by bus-based services.

As there has been a delay in replying to your query we are more than happy to accept, up to the end of January, any submission you may wish to make on the study.

Regards,

Hugh Creegan

Director of Transport Investment and Taxi Regulation

<image002.jpg>

Iveagh Court

Dún Scéine

Harcourt Lane
Dublin 2

Tel: + 353 (0)1 879 8300

Email: [REDACTED]

Web: www.nationaltransport.ie

Download the Transport for Ireland Smartphone Apps:



Cycle
Planner



Real Time
Ireland



Journey
Planner



Taxi Driver
Check



Follow us on Twitter @TFIUpdates

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach. The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

**Jago Dodson, Paul Mees, John Stone and
Matthew Burke**



Urban Research Program

Issues Paper 15
March 2011

The Principles of Public Transport Network Planning: A review of the emerging literature with select examples.

Jago Dodson
Paul Mees
John Stone
Matthew Burke

Urban Research Program
Issues Paper 15
March 2011

About the Urban Research Program

The Urban Research Program (URP) was established in 2003 as strategic research and community engagement initiative of Griffith University. The strategic foci of the Urban Research Program are research and advocacy in an urban regional context.

The Urban Research Program seeks to improve understanding of, and develop innovative responses to Australia's urban challenges and opportunities by conducting and disseminating research, advocating new policy directions, and by providing training assistance. We aim to make the results of our research and advocacy work available as freely and widely as possible.

Urban Research Program publication series

URP *Issues Papers* tackle current problems and challenges, and advocate potential new directions in Australian urban policy. URP *Research Papers* impart findings and conclusions from our research program.

The *Issues Papers* and *Research Papers* are edited by Stephen Horton, Centre Manager and Adjunct Research Fellow in the Urban Research Program. Email: s.horton@griffith.edu.au.

All URP publications and can be downloaded from our website free of charge:

www.griffith.edu.au/urp

Hard copies are available for purchase. Contact via email, urp@griffith.edu.au.

About the authors

The authors of this report are Jago Dodson of the Urban Research Program, Griffith University; Paul Mees of the Urban Planning Program, RMIT; John Stone of the GAMUT Centre, University of Melbourne and Matthew Burke of the Urban Research Program, Griffith University.

Email: j.dodson@griffith.edu.au
paul.mees@rmit.edu.au
stoneja@unimelb.edu.au
m.burke@griffith.edu.au

Table of contents

Introduction	1
The policy significance of public transport.....	2
Public Transport Network Planning	2
Strategies of public transport network planning	5
Radial network strategies	7
Dispersed network strategies.....	8
Design principles for the public transport network effect.....	11
Key practice 1: Simple and direct network structures:.....	11
Key practice 2: Plan a hierarchy of lines into a network.....	12
Key practice 3: Plan for speed, consistency and reliability:	13
Key practice 4: Coordinate convenient transfers	13
Key practice 5: Provide clear, ubiquitous and consistent information and marking	15
Planning line structures for improved network function	16
Specify the full network	16
Simplifying line structures.....	16
Simplify network structures.....	17
Coordinating timetables	19
Fare systems.....	20
Institutional Design for Public Transport Network Planning	21
Transition points in network reconfiguration	22
Conclusions.....	24
References.....	26

List of figures

Figure 1: Diagram of the London underground tube network.....	5
Figure 2: Conceptual radial network strategy	7
Figure 3: Radial strategy in practice, Melbourne (rail only).....	7
Figure 5: Radial network strategy in a poly-centric city.....	8
Figure 6: Conceptual dispersed network strategy.....	9
Figure 7: Conceptual dispersed network strategy indicating transfer opportunities.	9
Figure 8: The Zurich regional public transport network.....	10
Figure 9: Intersecting rail and bus services in a Vancouver sub-region.	14
Figure 10: Connecting buses at Joyce-Collingwood Skytrain station, Vancouver.....	15
Figure 11: Standard stop design, featuring information and full ticketing pre-purchase, Zurich. .	15
Figure 12: Direct and indirect line structures.....	17
Figure 13: Line consolidation leading to higher frequencies on the trunk service.	18
Figure 14: Simplifying line structures to improve network integration based on transfers.	18
Figure 15: Consistent timetabling across days and weeks, Zurich.	20

Introduction

The governance and management of public transport systems is an essential component of metropolitan planning and urban management. Most metropolitan strategies in Australia and in other jurisdictions presuppose the provision of public transport. Yet there is often a disconnection between transport plans and land-use schemes. Similarly, metropolitan land-use plans that do integrate with transport plans tend to focus on infrastructure rather than service quality and connectivity. A failure to adequately consider the quality of public transport networks in land-use planning analysis has the potential to produce poor planning outcomes in two key ways. First new land-uses may be inadequately served with public transport services, leading to dependence on alternative travel modes, such as cars. Second, the failure to recognise the significance of well-planned local public transport networks may result in the preclusion of some land-use options. This preclusion may relate to the location of land-uses or their design, such as over-provision of carparking. The continuing debate over whether to address suburban car-dependence via land-use change or via transport planning is a case in point. And while the arguments in favour of and against land-use change as a means to overcome car dependence are well known in the planning literature (Newman and Kenworthy 1999; Cervero 1998). There is a growing if not yet widely appreciated literature that advocates improvements to public transport network planning and coordination as a means of reducing car dependence. The recognition of improved public transport network planning as a means of reducing car dependence is immensely significant because it offers planners an additional or alternative tool for managing urban transport patterns beyond land-use variation or investment in heavy infrastructure.

Urban planning practitioners are not yet well served and informed by the broader public transport planning literature on the advantages of public transport network planning. While there is an extensive literature focusing on the economics and engineering of urban public transport systems the planning literature on the practices that contribute to success in public transport network design and operations is relatively poorly documented. There is also very little literature dedicated to public transport network design within Australian cities which are distinguished by highly centralised radial heavy rail networks with bus or tram networks that are well developed in inner urban zones but less so in the outer suburbs.

The remainder of this paper has four objectives for transport planning theory and practice. First the paper reviews the literature on public transport network planning *principles*; next the paper attempts to formulate these principles in practical terms such that they can be applied to line and network design; third the paper considers further dimensions of network planning, including institutional arrangements and transition points in network design. The paper is intended for three audiences. The first is planning scholars who are involved in debates about public transport. The second is strategic policy officials in planning agencies who are involved in the planning and design of public transport networks. The third audience comprises those involved in development processes and who seek insights into the technical components of public transport network planning.

Some caveats are appropriate however. The paper is not seeking to *justify* public transport network planning. The authors consider that the case for dedicated planning is implicit in the assumption that cities should provide good quality public transport to their residents. The wider case in favour of network planning has been successfully advanced elsewhere (see Thompson 1977; Mees 2000, 2010; Nielsen et al 2005). Conversely, the paper is not intended as a directly applicable manual of detailed transport planning practice. While it does offer some insights into the practical public transport network planning task such guidance is better provided by Nielsen et al (2005) and Vuchic (2005). Instead the paper highlights for urban planners the key strategies and tactics for that can be deployed to improve suburban public transport networks.

Understanding these principles should thus assist urban planners – and urban scholars – to better shape and evaluate urban development processes and patterns.

The policy significance of public transport

Cities across the globe face many pressing economic social and environmental challenges. Efficient public transport networks are integral features of modern urban transport systems. Public transport networks can contribute markedly to urban economic performance, social cohesion and sustainable environmental outcomes. Most major cities in the advanced nations, particularly those outside the USA, could not easily function without the public transport networks and the systems upon which many of their residents rely for urban travel. Mobility based on private motor vehicles is proving increasingly difficult to maintain and support as urban vehicle fleets expand and bring new costs measured in road congestion and increasingly expensive road capacity expansion that now often requires complex and costly engineering to avoid surface level displacement of urban communities. Public transport is increasingly recognised as a key contributor to improved social cohesion in cities (Lucas 2004; Currie et al. 2007). At a more mundane level public transport simply offers an alternative, and ideally preferable, mode of travel to the automobile.

The significance of public transport networks is growing further as new environmental and resource pressures bear upon cities providing the impetus for more sustainable forms of mobility. The global climate crisis, for example, implies an urgent need to drastically reduce global carbon emissions including those from private motor vehicles. Private motor vehicles contribute 44.5 per cent of transport sector emissions and approximately 23 per cent of global greenhouse gas emissions (IPCC 2007, p. 328). Recent assessments suggest that because of their chemical composition road transport emissions are the greatest sectoral contributor to global warming (Unger et al. 2010). Beyond the climate challenge there are mounting concerns about the sustainable use of global petroleum resources. Anxiety is growing over the recognition that within the next two decades the world may experience a decline in petroleum production as exhausted reserves and ageing production facilities place limits on extraction rates (Campbell 2005; Deffeyes 2005). If such a decline was to eventuate, it would threaten to disrupt the large suburban realms found in most major North American and Australian cities which rely heavily on private motor vehicles for travel. Public transport has been identified as an important mode of urban mobility in a constrained petroleum supply context (Newman and Kenworthy 1999; Mees 2000; Dodson and Sipe 2008).

Public Transport Network Planning

Public transport systems have operated in cities since the emergence of the horse-drawn omnibus in Paris in the 1820s. Services have evolved to incorporate a range of modes operating along across a mix of surface, elevated and underground routes and rights-of-way. The engineering achievements of public transport networks are considerable – many cities are defined by their public transport systems as the New York Subway, Paris Metro or London Underground attest. Yet the broader organisational frameworks which enable public transport services to be planned so as to operate as a coherent network, especially in dispersed cities, have been less well understood.

The past two decades have seen an increasing recognition that public transport operates most successfully when it is planned as a unified network to support seamless multi-destination travel rather than as individual lines catering to single trips. A range of authors (Thompson 1977; Mees 2000; Nielsen et al. 2005; Vuchic 2005; Mees 2010) have argued that public transport systems designed around widely distributed networks which connect to support multiple transfers can

offer a much a wider choice of trip making based on individual destination and journey preferences than public transport systems that attempt to cater for every potential origin-destination combination by supplying routes to satisfy these travel opportunities. Mees (2000; 2010) has demonstrated that the conception of public transport systems as networks rather than individual routes can generate higher levels of patronage than the planning of individual routes because of the unexpected trip making behaviour that the network can support and which planners might not have predicted. The 'network effect' that Mees describes can lead to patronage gains beyond those expected by conventional single-route cost-benefit analyses of public transport systems predicated on single-seat journeys because of the high demand elasticities that are unleashed by seamless ubiquitous interconnected networks offering a much wider array of transfer based trips. There is some evidence that public transport network planning is more important in dispersed urban environments where demand is similarly dispersed. The term 'public transport network planning' is used specifically in this paper to describe the intensive coordination of public transport services to achieve the 'network effect' and not in a general or broad sense of just offering some undefined level of public transport service.

Planning public transport systems as seamless integrated networks rather than as a series of individual routes serving a specified set of origin-destination pairs is therefore a critical task for metropolitan transport planning agencies. Yet there is relatively little information available to planning agencies on the strategies and tactics that can be applied to their public transport networks to improve route structures to achieve the 'network effect'. In addition public transport planners often face 'legacy' route structures which have often persisted over many decades with little adjustment to contemporary customer demand or urban patterns. In some cases, such routes may follow the path of previous infrastructure such as tramway lines which have since been replaced with buses.

The problem of public transport network planning is accentuated in dispersed urban settings where the density of land-uses such as homes and workplaces is relatively low. For some decades planning practitioners have held the view that the density of land-uses is a key factor in determining the viability of public transport (Breheny 1995). A more recent body of research suggests that density is less critical to public transport demand (Mindali et al. 2004; Newman 2006; Mees 2009) compared to, for example, the quality of public transport operations and that suburban public transport can offer a viable alternative to private motor cars even in highly dispersed cities (Mees 2000; Mees 2010). The crucial challenge in supplying high quality suburban transport relates to the overall strategic and tactical planning of networks to ensure a fast seamless interconnected trip that is optimised to provide a competitive travel experience to the main suburban mode, the private motor car (Mees 2000; Newman 2006; Mees 2010). This challenge is arguably greater in the most dispersed car dependent suburban contexts, such as those found in North American and Australasian cities.

While the transport literature offers some broad conceptual assistance to public transport planners seeking to reconstruct their existing systems to provide a better networked structure of routes and lines the practical dimensions of this task are less well described. A considerable proportion of the technical literature focuses on *scheduling* problems in public transport systems rather than network strategy, structure and connectivity questions. Scheduling analysis is often highly mathematically driven and oriented to ideal-type operational capacity or safety analysis rather than being directed by the practical considerations surrounding the construction of route networks. This literature is exemplified in the review of network design and scheduling provided by Guiharc and Hao (2008). Their comprehensive review of this topic emphasises mathematical optimisation and maximisation equations or algorithms rather than practical planning principles that planners can follow to achieve seamless 'network effect' public transport operations.

In contrast to the mathematical approach Neilsen et al's (2005) suggested methods for public transport network planning are comparably effective and readily applied in practical contexts while also methodologically simple and easy for non-technicians to adopt. Instead of building a mathematical computer model to better plan public transport networks Neilsen et al (2005, p. 36) suggest:

Create a simple sketch map on the principle of 'every bus line a separate pencil line' by the use of old fashioned colour pencils to combine the information from the network map and the timetables... Soon you have an important basic tool for network planning.

The advantage of this approach to network design and operation is that specialist mathematical skills are less important than a capacity to apply basic network planning principles systematically. Certainly scheduling tasks on some parts of a network will require calculations of operational parameters such as line capacity or safe stopping distances but these are different concerns to the problem of designing a fast efficient overall network structure. Indeed the design of a fast efficient network structure should be the primary consideration as this is the service 'offer' that is made to the public. While operational factors remain important network structure and timetables design can then drive the engineering agenda accompanied by related measures to improve the service 'offer' such as rights of way via on-road priority or dedicated infrastructure. This approach also offers cost savings; planners can thus look first to network design to overcome problems or network weaknesses rather than reaching immediately for an infrastructure solution.

The question of practical operational planning is of considerable importance in public transport network design. In contemporary cities, particularly those in developed nations, the task of producing a public transport network *de novo* is rarely presented. Most cities have some form of public transport system with many operating sophisticated and complex networks. Scheduling of services on individual lines is certainly of importance when capacity maximisation on fixed infrastructure is a critical question, as in a high-frequency metro system like those of Tokyo or London. But wider questions of network connectivity are less universally dependent on mathematical solution especially in dispersed metropolitan regions with fewer high capacity trunk links, as Nielsen et al (2005) demonstrate. Ideally technical scheduling should thus serve wider network planning rather than determine it. The challenge for public transport managers of network optimisation in such contexts hinges less on mathematics and more on practical connectivity planning based around public transport network planning principles.

To assist the conceptualisation of the public transport network planning challenge it is possible to draw a conceptual distinction between the public transport *network* and the public transport *system*. A public transport *system* may be described as the overall physical complex of infrastructure, technology and information that provides opportunities for passenger movement within urban space. A public transport *network* by comparison describes the spatial and temporal relationship between the lines of connection provided by the system. A renowned example of this conceptual separation of *network* and *system* is the London underground diagram which displays the connectivity between tube lines in abstract form (Figure 1). The map provides almost no indication of the operational character of the system such as vehicle mode or speed, line length or width or any signalling or scheduling information. Instead the user sees the network lines and their nodes of intersection.

The significance of this *network* vs *system* distinction is that individual passengers do not need to know the direct technical relationship between the system and their travel destination. Nor do the technical aspects of system operation need to be apparent to users; indeed it may be preferable that these are entirely opaque to customers. Knowing the spatial and temporal connectivity of the network should be all that passengers need. The factors that facilitate passenger use of public transport therefore are the simplicity and legibility of network structures, their connectivity and the time for travel along and transfers between network links. Network planning is thus akin to

the 'software' of a public transport system while the physical and technical infrastructure is the 'hardware'. The planning and organisational task in managing public transport *networks* must therefore focus on making that software as easily and quickly navigable for passengers as possible in order to compete with other major urban mobility systems such as roads, in which the integration of network and system is unified. This planning task includes network and line structures as well as timetables, tickets and overall 'branding'.

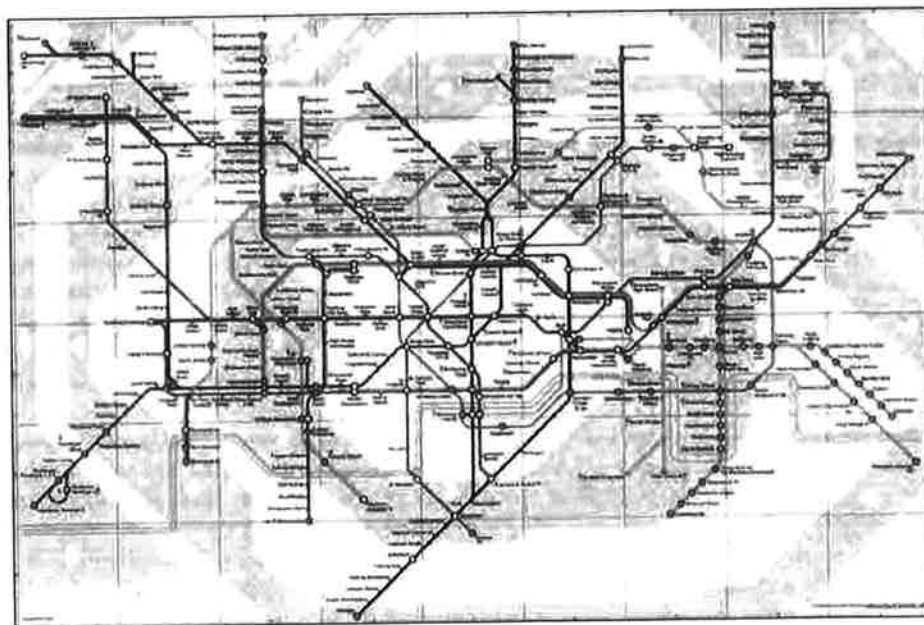


Figure 1: Diagram of the London underground tube network

Source: Transport for London (2010)

Strategies of public transport network planning

The overriding challenge for public transport planners in any given city is to deploy a finite system of spatially fixed lines¹ and nodes to satisfy the near infinite travel demands of the residents of that city, within the prevailing institutional and operational constraints on finance and management. The empirical evidence suggests that attainment of a high level of public transport patronage is most likely to be achieved if public transport networks are designed to serve multiple passenger cohorts and diverse travel demand patterns (Thompson 1977; Thompson and Madoff 2003; Mees 2009; Mees 2010). A focus on one passenger subset, such as, for example, inbound radial peak hour commuters, may fail to cater for other groups such as non-radial commuters, contra-peak or off-peak travellers. Residential and employment suburbanization has made this problem of serving dispersed non-radial trips difficult but not impossible. Indeed Mees (2010) demonstrates convincingly that planning can overcome the apparent physical constraints imposed on public transport systems by suburban form. Mees (2010) argues that network design and institutional factors play a much greater role than previously recognised in the transport literature, in comparison to the influence of urban form. Indeed, such factors are often recognised but not elaborated in key transport and land-use planning texts (Newman and Kenworthy 1999; Cervero 1998). Planning effort applied to public transport networks, it seems, can assist to overcome the deficits of dispersion and fragmentation

¹ In this paper we follow Nielsen et al. (2005) in distinguishing between 'lines' which are the idealized paths followed by public transport services within networks and 'routes' which are the physical paths through urban space.

of suburban space. Coordination and inter-connection of public transport can thus ameliorate the disadvantages of dispersion and fragmentation.

Thompson (1977) estimated that radially organised public transport systems in dispersed suburbanized cities can cater only to around 10 per cent of regional trips. The greater the extent to which planners design services to serve single origin-destination pairs with individual lines the more likely the result will be a collection of routes rather than an interconnected network. Similarly such a collection of individual routes is less likely to cater to the diverse needs of all passengers. In contrast the more ubiquitous the network is and the more it is designed to be seamlessly interconnected the more likely it is to serve a multiplicity of passenger trip making desires. Similarly, the more specific the cohort of passengers a route is designed to serve the less likely it is that patronage will cover operational costs for that route. This is especially the case with off-peak non-trunk bus routes serving 'captive' cohorts. Limiting diverse cohorts' travel options to specific routes means fewer opportunities to expand the range of trips undertaken by public transport. This focus on individual routes in public transport provision thus risks trapping system planners into debates about the relative costs and benefits of serving a particular cohort-origin-destination combination and often leads to minimised service levels because the estimated demand per individual cohort is likely to be low. These problems can be exacerbated when 'gravity' demand models of trip generation are deployed as these assume that the activity mass of a destination is a determining characteristic. Effectively such models reproduce the assumption about urban density and public transport viability by incorporating their assumptions into demand models. A better strategy is to plan the networks to satisfy the demand of all cohorts. This means abandoning boutique cohort-specific routes in favour of a multi-cohort network. The principle of the 'network effect' assumes that the marginal gain in the elasticity of demand increase due to improved interconnection and integration exceeds the marginal cost of service improvement.

The public transport network planning problem has been identified and explicated in detail by Thompson (1977) Mees (2000; 2010) and Nielsen et al (2005). While Thompson (1977) provided some early insights into this issue Mees (2000; 2010) work has provided perhaps the clearest theoretical demonstration of the problem. Mees shows that public transport services are able to attract the highest level of patronage if they provide an interlinked web of services that support *transfers* so that the passenger selects from the entire network the combination of route segments required to undertake their journey. This network planning approach means that public transport managers no longer have to provide dedicated routes to meet specific passenger cohort demands – instead they should provide a network of services that enables a wide array of potential trips. This network system strategy for public transport system planning aims to create a ubiquitous network that is able to offer a multiplicity of origin-route-destination combinations from which different passenger groups, or individual travellers, can identify and select their optimal route for a given journey at a given time. Individual lines that generate substantial point-to-point patronage on their own should nonetheless be stitched into a wider integrated network because the connectivity they offer will support greater trip-making on that network.

Well designed public transport networks do not simply emerge from a web of uncoordinated superpositioned overlapping routes. Such networks require the further application of a coherent and consistent set of planning techniques and strategy. The design and structure of public transport services at the metropolitan scale can be described as the overarching 'network strategy'. Alternative network strategies have advantages and disadvantages that can be represented diagrammatically. The conventional network strategy followed in dispersed metropolitan regions, especially those which have undergone car based suburbanisation, is a *radial* system strategy (Figure 1) (Thompson 1977; Thompson and Madoff 2003). This strategy however only caters to a small proportion of intra-regional trips typically focused on peak hour

commuter travel. Patrons wishing to travel from point A to point B in Figure 2, for example, are forced to circuit through the city centre.

Radial network strategies

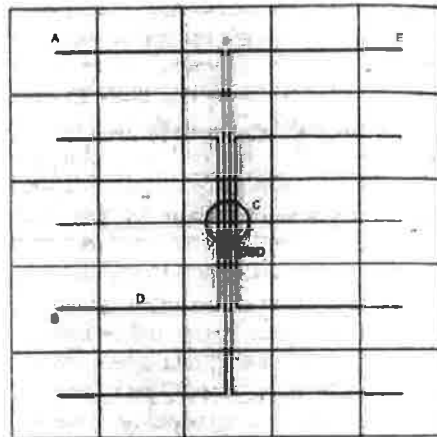


Figure 2: Conceptual radial network strategy

Source: Thompson 1977

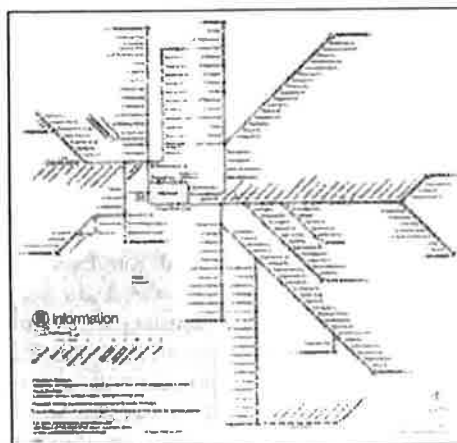


Figure 3: Radial strategy in practice, Melbourne (rail only)

Source: Metlink (2010)

A typical version of a radial network strategy is represented in Figure 3. This network strategy links a set of sub-regional nodes via trunk transport networks served by radial links. Rail diagrams such as Figure 3 do not indicate whether bus services link between the rail lines – often a signal that such services aren't well integrated.

An expanded version of a radial network strategy is presented in Figure 4. This approach is emblematic of the 'transit oriented development' model that has been pursued in some jurisdictions, although it adds additional radial clusters. The Copenhagen and Stockholm S-Tog rail networks exemplify this 'beads on a string' model of activity and corridor provision (Cervero 1998). While this network strategy has potential to offer greater connectivity between some key nodes, there is a risk of generating only limited connectivity between the services within each radial cluster. While the network offers travel to multiple destinations the route structure

provides only a limited number of journey paths and in turn limits travel opportunities.

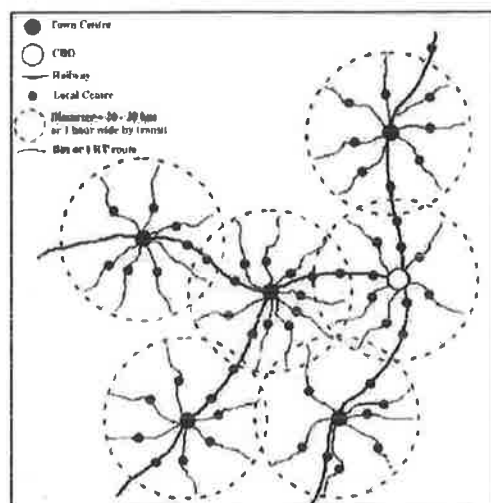


Figure 4: Radial network strategy in a poly-centric city.

Source: Newman and Kenworthy 2006

Dispersed network strategies

An alternative strategy to the radial approach is the multi-directional network design approach which seeks to provide a seamless web or grid of mobility across as wide a proportion of the urban area as possible. Wickham (2006, p.79) suggests a simple visual test of an integrated, networked public transport system:

Where there is an integrated transport system, the route map will resemble a grid rather than the spokes of a wheel: the system allows people to move around the city for many different reasons.

The dispersed network structure is depicted in Figure 5 which shows a widely distributed array of routes across a region. While many routes pass through the central zone the high proportion of non-radial routes supports multi-directional travel. A similar approach is Figure 6 highlighting the multiple transfer opportunities offered by the intersection of public transport lines. Such depictions are highly idealised – public transport networks must operate in real space with uneven geographies and distributions of land uses, unlike the geometrical elegance and complete spatial dispersion of Figure 5.

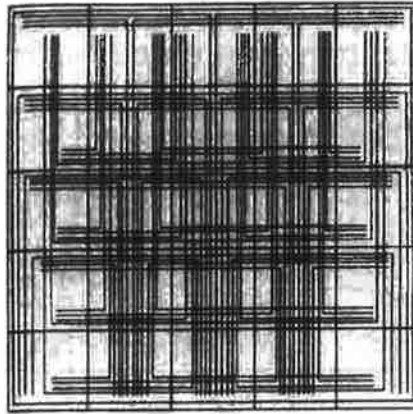


Figure 5: Conceptual dispersed network strategy

Source: Thompson (1977)

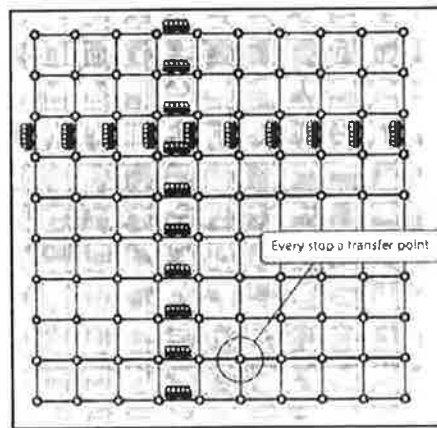


Figure 6: Conceptual dispersed network strategy indicating transfer opportunities.

Source: Nielsen et al (2005)

This network strategy is deployed in many of the successful public transport systems operating in Europe and in some North American cities such as Toronto and Vancouver. Brown and Thompson (Brown and Thompson 2008, p. 252) note that:

...transit managers who restructure their systems from a largely radial to a largely multideestination service orientation, in order to serve decentralized travel destinations, can sustain or increase their service productivity.

Advanced public transport networks are planned so as to support and enable transfer opportunities. An actually existing example of a highly successful dispersed network – Zurich – is presented in Figure 7. Zurich has one of the highest per capita rates of public transport use in the developed world and has achieved this without resort to strategic manipulation of urban form. The Zurich network is structured around a set of radial rail and tram lines intersected by multiple generally circumferential bus routes. Each rail, tram or bus line is intersected by multiple other lines enabling a web of multi-directional transfers. Services on most of the suburban bus

and tram lines operate at frequencies of 7.5 minutes². The result is short waiting times for transfers between most services on the network with regular and easily remembered service times that largely eliminate the need for timetables on most lines, although these are provided nonetheless.

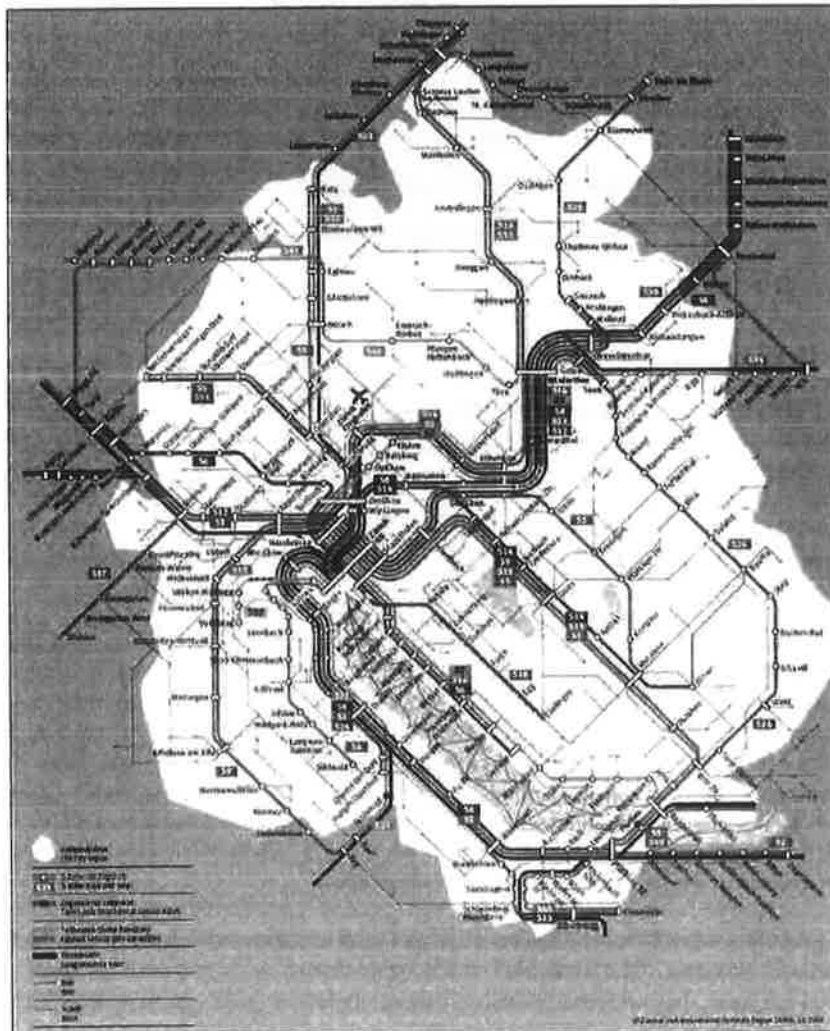


Figure 7: The Zurich regional public transport network.

Source: ZVV (2010)

Successful dispersed network strategies such as those found in many European cities are unlikely to be organically developed through either incremental planning of individual routes. There is growing evidence that modes of public transport management which conceive of public transport services as a set of separate commodities from which consumers select their preferred basket to match their intended travel are incapable of achieving high patronage levels (Kain 2007; Mees 2000). Rather the use of public transport is optimised when the aggregate network of services is treated as a unified commodity and travellers pay for access to the aggregate network (Nielsen et

² The use of 7.5 minute frequencies in Zurich enables four simple, stable and easily integrated frequency patterns across a sixty-minute cycle. Zurich services thus operate at 7.5, 15, 30 and 60 minute frequencies and thus greatly simplifying the service integration task especially on the metropolitan rail network.

al 2005, Mees 2010). The literature on the management of public transport networks is converging around the conclusion that a dedicated centralised public transport planning authority is required to provide the level of route, mode, timetable, ticketing and informational integration necessary to support a wide array of trips (Mees 2000, 2010, Wickham 2006). It is an irony of network planning that detailed and dedicated planning is required to generate a service that can support an array of infinite unplannable individual journeys.

Passengers must therefore also be able to easily understand information about route and stop patterns and timetables and any zone or transfer information that may influence the convenience or cost of travel. This requirement further places the onus on network planners to produce easily comprehensible networks. Such approach to public transport planning practice is common in European jurisdictions but is not well understood elsewhere. But some key principles of network planning can be applied to urban systems to assist with the reconfiguration of current arrangements into a more ubiquitous network arrangement.

Design principles for the public transport network effect

Two basic principles underpin the network effect. The first principle is to provide a simple and stable inter-connected network of public transport lines throughout the day with a structure and timetable that is easy for users to learn and understand (Nielsen et al 2005). Simplicity in this context means that lines follow direct routes that can support fast operating speeds with clear nodal points at intersections with other lines. Straighter, in most circumstances, also implies faster. Stability implies a regularity of service frequency during the day so that users can easily learn the service timetables for key periods (Nielsen et al 2005, Mees 2010).

The second key principle of network planning is to accept and support the proposition that many, potentially even a majority, of travellers will need to transfer between services to access their selected destination. This need is heightened in dispersed cities with only moderate or limited degree of activity concentration. As Thompson et al (1976, p. 9) observed, “it is very unlikely for a traveler to find their trip both beginning and ending on the same route. Therefore, tremendous emphasis must be placed on the task of making the transfer easy”. Transfers are made easy by coordinating timetables between services to reduce waiting times. This is perhaps the most crucial feature of successful network planning but it is often given little attention in wider discussions of public transport planning within cities.

The two principles of well designed network routes with coordinated timetables can be applied as key operational practices. The remainder of this section expands on and assesses some of the key operational practices that underpin public transport operations planning to achieve the ‘network effect’.

Key practice 1: Simple and direct network structures:

Public transport networks should be organised on the principle of ‘one section – one line’. Network planning should distinguish conceptually between a public transport *line* which comprises the *network* path travelled by a service and the *route* which is the physical path followed through the city (Nielsen 2005, p. 94-5). The fundamental principle is to provide simple direct lines whose physical routes can be easily remembered whether individually or within the wider network. Simplicity aids legibility. Physical factors inevitably influence route alignments but are less important for line design at the network scale.

Direct routes are typically quicker and shorter than circuitous ‘wandering minstrel’ routes and thus offer both faster travel and a better use of operational resources (Mees 2000). Direct line routing is important with bus lines that lack fixed physical infrastructure and thus offer little

permanent indication as to their route. Accordingly network planning should also limit deviations in the physical routes for bus lines on the principle that direct routes will attract patronage by offering faster operating frequencies than by offering wide spatial accessibility.

Line network structure design should thus seek to consolidate and concentrate multiple similar adjacent lines into unified simpler lines which can offer higher frequencies and direct routes. Where feasible lines should operate as diametral (cross town) 'pendulums' to support some through-passage at key activity centres and interchanges (Nielsen et al 2005). Reductions in coverage can be made up for through the use of feeder lines.

In addition to simplicity, Nielsen et al (2005, p. 104) also advocate network 'parsimony' such that "...the number of lines should be as few as possible in order to create an efficient, high quality main line system for the majority of public transport users".

Key practice 2: Plan a hierarchy of lines into a network

Public transport networks require a hierarchy of interconnected lines that differ in capacity and speed with scale of operation. The range of lines in a typical hierarchy can be broadly categorised as: high-speed high-capacity cross-town links; inter-suburban connecting links; and local feeder services:

High speed cross city lines typically require fast dedicated rights-of ways with high volume passenger loads. Heavy or light rail is commonly used for this line function but some bus routes – such as high frequency busways -- can also serve such a role if deployed appropriately. High speed cross city links in low density contexts are unlikely to be able to attract sufficient patronage to justify investment unless they are connected into a highly integrated web of inter-suburban or local lines (see below). Unlike 'mass' transit in high density cities, Martinovich (2008, p. 20) has noted "in low densities the 'masses' must be brought or come to the railways" via connecting lines.

Inter-suburban lines typically operate at grade and can be used to link high speed lines with distant activity nodes such as shopping centres. Thompson and Matoff (2003, p. 298) describe such lines as "general purpose routes that interlock with each other to make intra-suburban mobility possible while feeding passengers to trunk route or dispersing passengers from trunk routes". Inter-suburban lines may achieve frequencies and speeds approaching trunk levels and can be operated by bus and light rail modes. The planning focus for such lines should be on the consistency of timetables, the reliability of travel speeds and coordination with trunk line transfer points.

Local lines link suburbs with trunk or inter-suburban lines and nodes. Local lines are often used to provide links to regional or metropolitan trunk and inter-suburban lines or to provide low volume alternative connections to and between nodes. Because local lines often operate at low frequencies they thus must substitute consistency, reliability and speed of transfers for frequency. While they are often treated as residual components of metropolitan transport systems low frequency or feeder routes nonetheless require a high degree of planning to ensure that consistency, reliability and connectivity can assist to overcome low frequency. The additional planning investment in ensuring connectivity can thus produce higher patronage.

There is generally an inverse relationship between the frequency of services on a line and the degree of integration and planning required for that line. High frequency or trunk lines offer 'forget-the-timetable' frequencies and thus demand little service coordination with connecting services. Underground metro systems such as the Paris or London systems typically function on this principle. This category of lines still requires operational planning effort to ensure

consistency and reliability of service speed. On such lines the network planning challenge centres on preservation of right of way, scheduling and capacity rather than frequency and timetabling.

Key practice 3: Plan for speed, consistency and reliability:

Public transport planning should aim for travel speeds comparable to or faster than door-to-door travel times that can be achieved by car (Nielsen et al 2005; Mees 2000, 2010). This involves vehicles being able to travel fast along routes with minimal impedance from other traffic or intersections to ensure reliability. This in turn requires interventions to support priority for public transport vehicles, through right-of-ways, dedicated lanes and priority at intersections.

Lines should operate consistent timetables and stopping patterns that apply across wider periods. Lines operating consistent timetables enable service times to be more easily memorised than inconsistent patterns and can thus avoid the need to consult timetables. For example, passengers on Copenhagen's suburban rail network need only remember three figures corresponding to the minutes past the hour at which trains depart from their local station (eg :12, :32, :52) while most of Zurich's services operate on 7.5, 15 and 30 minute frequencies. This consistency of timetabling is sometimes described as a 'clock face' approach with times spread evenly across the hour to ease memorisation.

Key practice 4: Coordinate convenient transfers

The need to transfer for most trips means that journey speeds also depend on quick transfers. At the network scale the key task is to provide a basic structure of lines operating at high frequency so that waiting times at stops on these lines are minimal and timetables are not required. The literature suggests that frequencies of six services per hour (every 10 minutes) are the minimum necessary to avoid timetabled connections, with 12 services per hour (every five minutes) preferred (Thompson et al 1976; Nielsen et al 2005; Mees 2000, 2010). Zurich achieves 7.5 minute frequencies (8 services per hour) on most urban bus routes while Vancouver's Skytrain operates every 2-3 minutes throughout the day.

Fast and easy transfers support fast journeys to dispersed destinations within a public transport network. High-speed high frequency trunk routes provide the spine of a public transport network and in themselves require minimal coordination with other routes. Inter-suburban and local lines require greater coordination beyond the high-frequency trunk lines to offer a fast, consistent and reliable service.

Where trunk line frequencies are lower coordination should be applied between fast trunk and inter-suburban services in the first instance and then between inter-suburban and local services. For example where services depart a rail station at 10, 25 and 40 and 55 minutes past the hour services on connecting inter-suburban and feeder lines should be organised to deliver passengers to the station before trunk service departure and departing connecting services leaving shortly after the trunk service, to support transfers. Inter-suburban pendulum services feeding across trunk lines require further coordination to ensure waiting times for passengers either side of the pick-up/drop-off cycle are kept low; such services will likely also require route priority.

Coordination is equally important where suburban feeder lines link to inter-suburban lines. Depending on transfer distance factors feeder services should arrive at the relevant stop a few minutes prior to the departure. The literature varies on the transfer time period; Vuchic (2005, p. 224-225) suggests highly reliable services should offer 2 to 4 minute transfer periods and less reliable services 4 to 6 minutes. Cervero (1998, p. 10) notes Edmonton's successful timed transfer uses transfer times of 3 to 5 minutes. Such benchmarks should be adjusted in circumstances where connecting services are separated by some physical distance to allow for walking times between them.

Coordination can be relaxed where the service frequencies of interconnecting lines are high (8 minute headways or better). The higher the frequencies on two connecting lines the lower the transfer times and in turn the lesser the degree of coordination required to minimise transfer delays. The *minimum* frequency for such 'forget-the-timetable' services is around 10-8 minutes (Nielsen et al 2005) with higher frequencies preferable. Where frequencies of this order have been achieved planning effort should be expended on ensuring a high level of consistency and reliability along the network lines beyond the intersection.

Almost without exception public transport collects and distributes pedestrians. Pedestrian access networks are in effect extensions of the public transport network and must be planned on analogous principles of speed, connectivity and legibility as the overall public network. Coordination of public transport lines and networks should therefore include planning for the location and design quality of stops and the ease of access to stops, focusing on convenience for pedestrians. Stops should be carefully planned to minimise stop numbers and ensure optimal positioning relative to key trip destinations such as activity nodes, intersecting lines and pedestrian routes. Stops should be located as closely to activity nodes as possible and pedestrians should have access precedence over car modes. Interchanges, when needed, should be designed to minimise vehicle bays and movements and facilitate easy pedestrian passage. Park-and-ride facilities should be progressively reduced in favour of feeder services.

Stop and interchange design is an important factor to ensure passenger safety, comfort and ease of use. At interchanges walking distances between services should be very short - preferably no more than 10 metres (Nielsen et al 2005). The quality of stop design becomes more critical where long waiting times are required - passengers will tolerate poorer stop amenity where waiting times are very low. An example of basic interchange design on the Vancouver network is the connection at Joyce-Collingwood station (Figure 9). Buses wait immediately adjacent to the station for passengers alighting from the Skytrain; as service coordination is organised to minimise transfer times stop amenity is modest.

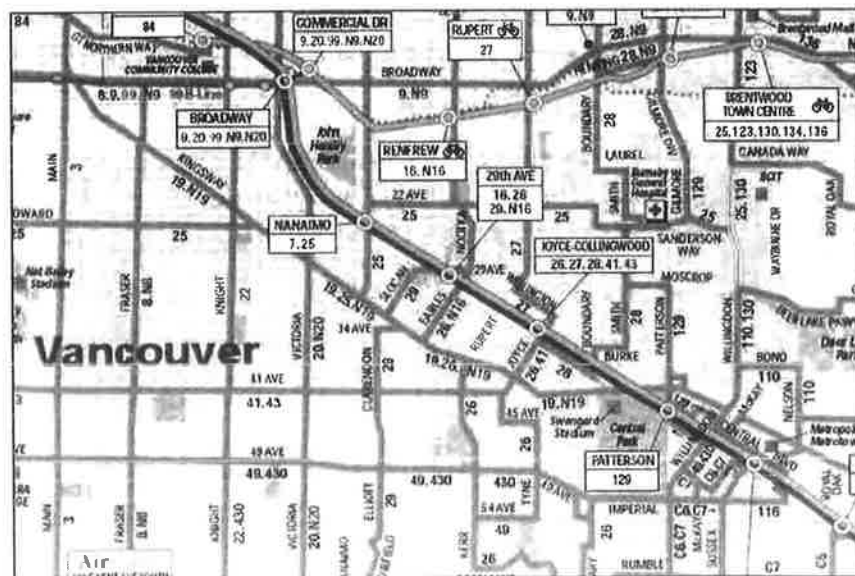


Figure 8: Intersecting rail and bus services in a Vancouver sub-region.

Source: Translink (2007)



Figure 9: Connecting buses at Joyce-Collingwood Skytrain station, Vancouver.

Source: Dodson

Key practice 5: Provide clear, ubiquitous and consistent information and marking

Clear accessible information for passengers is a key element of public transport networks. Stops should provide sufficient information for passengers to locate the stop within and navigate across the public transport network. Information about timetable frequencies for services on that line should be included as well as information about zones and fares. Major trunk stations should provide ticket purchase opportunities. Where possible stops should provide opportunities for the pre-purchase of tickets as is the case the Curitiba busways or in Zurich (Figure 8). Stops on nearly every line of the Zurich bus network offer ticket purchase and comprehensive fare, ticket and network information; costs are minimised by installing ticket machines in just one of an opposing stop pair.

Detailed information is less necessary for high frequency lines which can be marketed as 'forget-the-timetable' services. Information becomes harder to provide for lines with infrequent and inconsistent timetables.



Figure 10: Standard stop design, featuring information and full ticketing pre-purchase, Zurich.

Source: Dodson

Planning line structures for improved network function

The first principle of public transport network line structure planning is one of the key tasks in public transport network planning. Turning principles into operational actions is not always straightforward, particularly where multiple further factors enter consideration. For example many public transport systems face legacy network structures that have been designed with other objectives than those underpinning the approach to network planning described in this paper. Yet consistent, continuous and determined application of these principles can improve public transport network functioning. Such planning involves two key features, specifying the full network and simplifying line structures.

Specify the full network

For a public transport network to be operationally legible and understandable it needs to be described as a complete network. Passengers on public transport networks are motivated by their desire to travel across urban space. Although planners often engage in debates over the optimal transport modes for particular system tasks the critical factors from a passenger perspective are service speed, frequency, connectivity and legibility. Connectivity and legibility depend on the ability to understand the range of journey path options which in turn requires a full system map. It is difficult to visually represent all the variables that apply to a network. Nielsen et al (2005, p. 36) imply that after network line and node structure the most important distinction in a public transport network map is the difference in the hierarchy between high frequency 'forget-the-timetable' lines – whether cross-town or inter-suburban – and less frequent lines, as this clearly delineates for passengers the areas of fast and easy compared to slower less easy travel.

Displaying the public transport networks such as those found in extensive metropolitan regions such as Australia's major cities is a challenge for graphic design. But a number of techniques can be employed to increase the richness of information conveyed in network maps while retaining simplicity. For example differentiating between modes is a common visual method. But identifying named stops and route street names on lines offers a simple proxy for local spatial information that would be otherwise difficult to represent. The Zurich public transport network map provides an example of such a graphic design solution (Figure 1). The map indicates all the lines within the city network in a clear simple way with actual route information implicit in the stop and street names. This in turn requires a high degree of consideration about the naming of stops in relation to local features such as shopping strips or landmarks. What the map foregoes in geographic accuracy it gains in the depiction of network connectivity. While it is difficult to also include timetable information within such network maps this can be partly overcome through the use of consistent service frequencies across the network, as achieved in Zurich.

Simplifying line structures

The literature identifies the creation of simple line structures as the basic element of a public transport network. Public transport networks and systems are the artefacts of human action and in the absence of dedicated institutional capacity to plan networks according the key principles identified in the above discussion networks will inevitably evolve in response to a range of operational factors. In the absence of continued dedicated public transport network planning effort the result of incremental change can be an accretion of individual network additions that may not necessarily conform to the principles of simplicity set out above.

Two features that add complexity to line and network structure in poorly planned public transport networks are indirect lines (Figure 9) and duplicate lines (Figure 10). Indirect lines are often found on sectors of a public transport network that have historically experienced low patronage or where limited service investment has been required to achieve greater spatial route

coverage. Indirect line structures, especially on bus routes, maximise spatial coverage but at the expense of speed due to frequent stopping and turning. Since travel time is a crucial factor on public transport networks indirect routes provide a disincentive to travel and are thus only attractive to 'captive' customer cohorts (Mees 2000). Such routes can occur where a minimum service obligation has been applied without much consideration of the needs of the users. The direct line example presented below (Figure 11) offers broadly similar spatial coverage overall but requires 18 fewer right-angle turns and is 60 per cent shorter in length than the indirect line. Rationalisation of indirect lines into direct lines has a number of advantages. Reduced route distance permits faster running times which compensates for reduced spatial coverage while also reducing operational costs which enable more frequent services to be offered. Put simply, straighter lines offer potentially higher journey times and are thus more attractive to passengers.

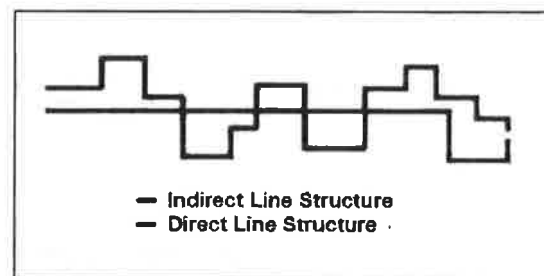


Figure 11: Direct and indirect line structures

Source: Adapted from Mees (2000).

Simplify network structures

Line structures should aim to reduce complexity for passengers. As Mees (2010, p. 169) observes:

[w]hile in theory, 20 bus routes running hourly down a joint corridor means a service every three minutes, in practice it means bewildered passengers. A single line running every five minutes would use less resources but provide a better service. This approach will often mean employing the 'trunk and feeder' model... This enables the trunk section to be served economically, avoiding vehicle congestion and saving resources which can be redeployed to provide higher service levels on the feeder routes.

Simplification of line structures can be achieved through a number of methods, many of which are described in detail by Nielsen et al (2005, pp. 95-110). The premise underpinning Nielsen et al's (2005) discussion is that services should be concentrated into simple lines that can then offer fast high frequency travel which can then be connected into a metropolitan network of fast links. An implicit assumption of this conclusion is that the network advantages of line structure simplicity are greater than the benefits of transfer avoidance. The disadvantage to passengers of transfers between lines can be overcome by timetable coordination but the weakened network connectivity and increased complexity generated by the attempt to improve convenience through indirect line structures can often only be overcome with additional services. Consolidation of line structures also facilitates simpler timetables. Thus the seven separate timetables in Figure 13 can be replaced by a single trunk timetable with timed feeder services.

After common individual line routes are unified into a single trunk line the next design task is to simplify the remaining sections of the connecting lines to speed their operations as well. Line consolidation through straightening and 'trunking' should improve operational efficiencies by reducing route length and service duplication, while offering a more coherent legible service to

network users (Figure 12). Service efficiencies gained this way can then enable spare resources to be redeployed elsewhere on the network.

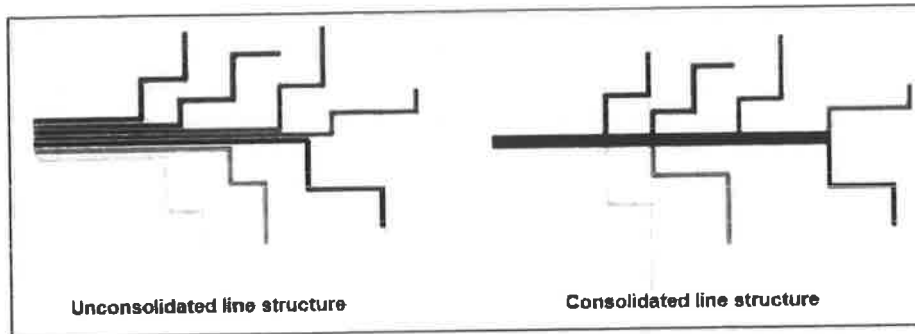


Figure 12: Line consolidation leading to higher frequencies on the trunk service.

Source: Adapted from Vuchic (2005, p. 209)

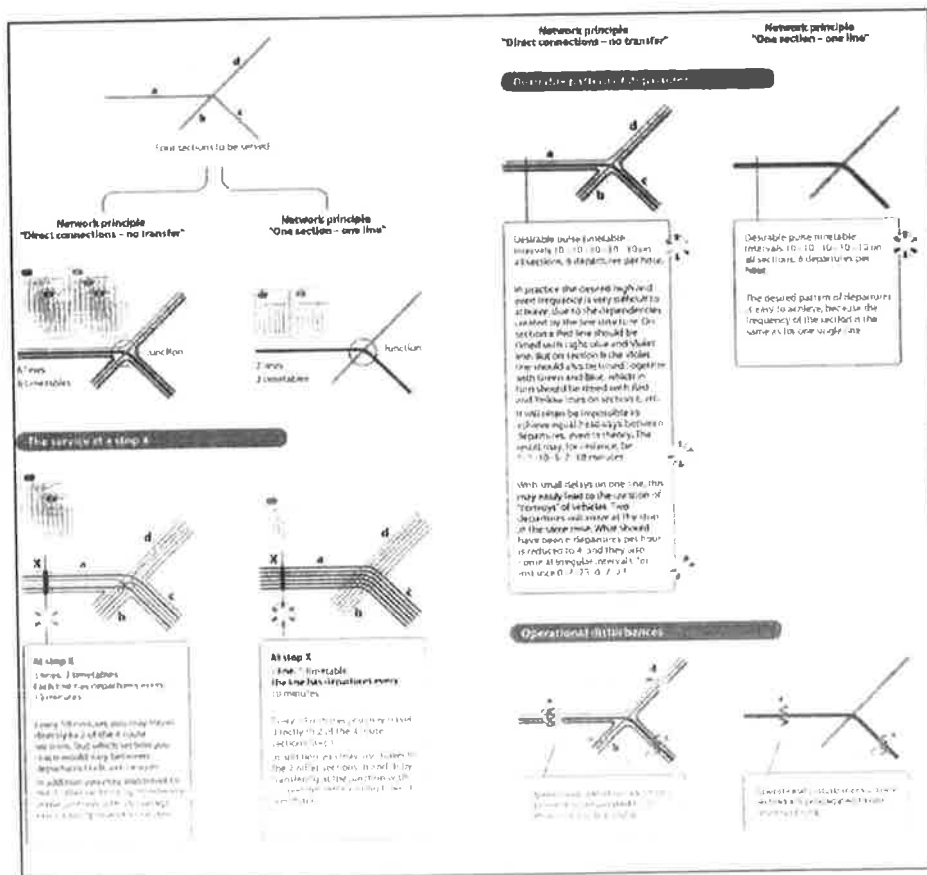


Figure 13: Simplifying line structures to improve network integration based on transfers.

Source: Nielsen et al (2015)

Coordinating timetables

Fast travel times can partly substitute for high frequency in situations where underlying demand is highly dispersed, such as outer suburban sites. After ensuring simple line structures a further means of supporting fast travel times is to minimise transfer times between services across the network. Vuchic (2005) suggests network planning and timetable planning are interdependent. The network of lines provides a simple grid of spatially interconnected pathways while timetable planning ensures these are also temporally connected.

Timetabling can appear a complex exercise – Vuchic's (2005) discussion of the topic includes many complex mathematical equations. Nielsen et al (2005) are less mathematically focused but nonetheless see timetable coordination as inseparable from network planning — good network planning seeks faster and more concentrated services that generate more frequent timetables. It is important however to make the distinction between the simpler principles of network planning coordination of timetables and the more complex questions of scheduling which Vuchic addresses.

The literature distinguishes between two main timetabling techniques – 'pulse' or 'timed' transfers versus 'forget-the-timetable' lines (Nielsen et al 2005). The latter function most effectively on trunk lines operating services at better than ten minute headways while timed transfers are typically deployed on inter-suburban or feeder services operating at lower frequencies. The basic principle of 'timed' transfers is to ensure minimal transfer times by coordinating arrivals and departures of interconnecting lines. In a timed transfer multiple lines arrive at a network node simultaneously, rest to allow passengers to transfer between lines and then depart simultaneously. The concept of a 'clock-face' with arrivals and departures at set regular intervals can be used in this context – for example services arrive at a transfer node at 10, 25, 40 and 55 minutes past the hour allowing time for transfer and then depart at 0, 15, 30 and 45 minutes past (Mees 2010, p. 169). Such timed transfers require planning of two key features of the service: the coordinated arrival times provide the basic point of integration but require up-line planning of services on routes, especially for road-based modes such as buses and trams, to ensure reliably timed convergence at the transfer nodes. Timed transfers are commonly used to extend the passenger-shed of cross-town or regional rail services using feeder buses in dispersed urban contexts (Vuchic 2005). But well designed timed services can operate as more than feeders. Coordination of an overall public transport network which lacks extensive high frequency links through timed transfers can compensate for low service density. The case of Sternenbergr in Switzerland demonstrates this point clearly offering a small mountain hamlet twenty minute connections to the Zurich regional system via a regular timed feeder service to the regional rail and wider public transport network (Mees 2010).

High frequency services should still operate to regular and consistent timetables. This is demonstrated in the case of Zurich which operates many cross-town, inter-suburban and feeder services at high frequencies with consistent service patterns (Figure 14) typically at 7.5 minute frequencies.

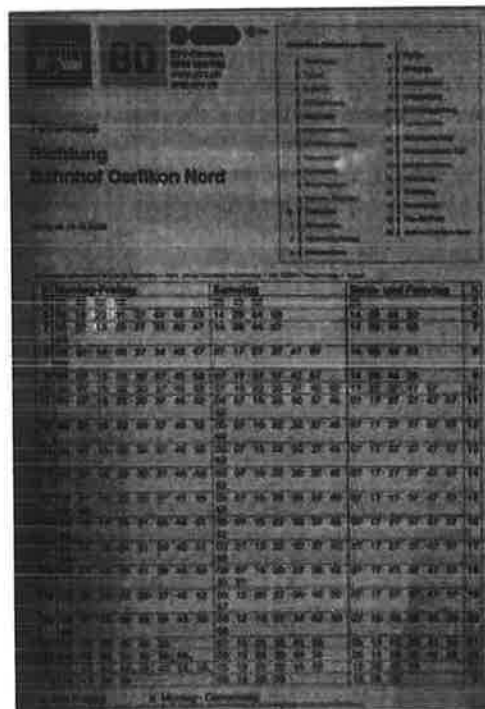


Figure 14: Consistent timetabling across days and weeks, Zurich.

Source: Dodson

Fare systems

Public transport fare systems are a further important component of the network planning effort. Public transport fare systems can support network planning by ensuring transfers between services do not incur further cost or purchase for passengers. Integrated fares in which transfers between lines on a network may be made without penalty support improved network planning by supporting a seamless user experience. The motto of the Zurich Verkehrsverbund “one ticket for all” alludes to the centrality of the fare as a critical component of that city’s successful seamless public transport network. Pucher and Kurth (1995, p. 286) describe the effect thus:

Even if passengers transfer from one line to another, from one type of public transport to another, or even from one public transport firm to another, only one ticket is needed for the entire trip from point of origin to destination. That innovation has improved the attractiveness of public transport in every Verbund...

Mees (2010, p. 175) sums this task up succinctly: “[t]ransfer-based networks require transfer-friendly fares”. Despite their importance to the public transport user experience the literature on the relationship between fare structures and public transport network design is surprisingly sparse. Most discussions of the role of fares focus on questions of price setting based on the demand elasticities for travel at various service qualities or for various subsidy levels (Balcombe et al. 2004) rather than the operational effect of various fares and their effect on network useability. Mees (2010) argues that fare structures are less significant than service quality though because passengers will gladly use a higher priced good quality service than a poor quality cheap service.

Integrated fares are however essential to the operations of well-planned public transport networks. Integrated fares typically operate in conjunction with a zone structure which applies set

fares for travel within a geographical area, usually over a set time period. In most public transport systems fare systems are integrated with a collection system which includes the use of zone structures, fare structures and ticket modes in the operational decision mix. Zone structures, are not addressed in the present discussion beyond the observation these should be designed to be legible to passengers and to cohere with the broad structure of the overall public transport network. Likewise the complexity of fare structures and ticket modes places them largely beyond the scope of the present discussion except where they affect the user experience.

Other than cost the key ticketing concern from a public transport network planning perspective should be operational speed and convenience to the user. To support improved network operations ticketing should not interfere with the speed of services on a line through increased dwell times due to the effect of ticket issuance. This requirement will typically require fares to be purchased independently of the boarding component of the trip, thus requiring pre-boarding or on-board purchase while travelling. Pre-purchase of fares from a station counter or self-service vending machine is the most commonly used method.

Electronic smart cards becoming more common on public transport systems to store and redeem value for travel using electronic sensors. As with conventional paper tickets smartcards should also be designed with close consideration of the user experience: smart cards should be widely available for purchase at a range of outlets including at and beyond public transport nodes; they should be easy to operate and manage both for storing funds and travelling. Smart cards are not inherently supportive of improved network planning. From a network perspective such cards are primarily valuable where they improve the operation of service on public transport lines through improved boarding and travel times or improve the user experience through reduced transfer penalties or avoidance of cash-handling. A smart-card which reduces convenience by placing the burden of ticket acquisition on passengers whether through high search or transaction costs should be avoided.

Institutional Design for Public Transport Network Planning

Metropolitan public transport network planning implies a planning authority. This section reviews the literature on public transport network planning to identify the characteristics of a successful public transport network planning agency. The paper does not intend to rehearse arguments about the relative merits of planned public transport networks against unplanned or market driven arrangements. Such questions were debated extensively over the past two decades and the empirical failures of the market-based model – along multiple assessment criteria – are now widely known. Buchanan and Partners (2003), Wickham et al (1999) and Atkins (2001), for example, as well as the Australian Senate (2009) found that a regional public transport planning authority was a key feature of good practice in urban public transport policy implementation. For the purposes of this discussion therefore the considerable evidence in favour of the proposition that well planned successful public transport networks require centralised coordinating agencies is accepted (see Mees 2000; 2010). This section thus assesses some of the key characteristics of such agencies; these include planning a fast efficient network, specifying all service characteristics for operators and managing subsidies, designing fare structures to support the network, undertaking marketing of the overall system, and managing the network financing.

The clearest general model of a public transport network planning authority is offered by Pucher and Kurth (1995) in their study of the Verkehrsverbund agencies established in many European cities following the initial example of the Hamburg Verkehrsverbund (HVV) in 1965. The HVV motto of 'One network, one fare, and one ticket' has been widely adopted (for example in Zurich). Pucher and Kurth argue that this general Verkehrsverbund model is successful because these agencies have been able to achieve levels of patronage growth that are higher than

comparable cities without a Verkehrsverbund model. In this paper we refer to this phenomenon as the European Verkehrsverbund (EVV) model.

The key network planning features of the EVV examples studied by Pucher and Kurth (1995) included service expansion, better quality services, more attractive fare structures, and better marketing. Service expansion comprised two forms – expansions of fast trunk ‘S-bahn’ rapid rail and ‘U-bahn’ underground networks supplemented by extensive express feeder links, combined with the ‘taktverkehr’ system of simple and consistent timetabling to make schedules easy for travellers to remember. The EVVs improved services by enabling faster travel and ensuring on-time performance through reserved right-of-ways with traffic-light priority for transit lines on surface roads combined with improved timetable coordination to facilitate easy transfers. The EVVs have also focused on creating simple uniform and integrated fare structures that encourage customers to make more trips, including fare rewards for monthly and yearly tickets. Service improvements and the wider social, economic and environmental advantages of public transport are intensively communicated to passengers through marketing campaigns that highlight the advantage of this mode, attract new customers from the private motorist travel market segment and reinforce the loyalty of existing customers.

The EVV model encompasses more than public transport network planning however. The model also incorporates institutional design measures that enable the agency to undertake the coordinating tasks upon which improved network design depends. An EVV doesn’t necessarily operate the public transport services that it plans. Typically an EVV is an overarching planning agency which integrates the services of the separate component service provider companies. These firms are responsible for providing services at agreed levels and take responsibility for the management and maintenance of all fleet factors, including vehicles, staffing, work schedules and maintenance. This separation leaves the EVV to concentrate on planning and marketing rather than operational matters.

A further critical underpinning of the EVVs is the continuing expansion of service subsidies (Pucher and Kurth 1995). The EVVs have consistently increased the subsidies they have provided to public transport services in part due to the extensive services they have offered, especially in dispersed outer suburban zones. Fare revenue has not always covered the full cost of provision. This cost recovery problem may however be in part due to the problem that positive externalities from improved public transport services and greater public transport use are not captured by the network planning agency; instead such improvements may rather flow to other groups such as motorists who benefit from reduced road or the community more widely from improved accessibility and reduced vehicle emissions. Nielsen et al (2005) argue that irrespective of the institutional formation used to plan public transport networks well crafted service contracts can assist to limit service costs.

An EVV model is not solely sufficient to support improved public transport network planning. Even if a fast efficient integrated network can be *planned* the planning agency must also have the capacity to *implement* it. This means the agency must have the legal power and necessary funding to procure services according to the raft of necessary specifications required to ensure good network performance with the ability to alter and adapt services to meet changing customer demands and if necessary to change service providers to improve quality. Without such abilities public transport authorities may not be able to improve their networks at a sufficient rate to generate anticipated patronage growth for a given level of expenditure.

Transition points in network reconfiguration

Many public transport networks, especially those not operated by EVV agencies are not optimally configured from a fast seamless network planning perspective as set out in this paper. This

problem is especially the case in public transport systems which have historically experienced large declines in public transport use and where vestigial networks have been retained without adequate investment available to re-configure services to improve efficiency. Yet with greater interest in the economic and environmental benefits of public transport and growing evidence of increasing patronage on many public transport networks globally there is a new imperative to re-evaluate whether existing network configurations are optimised to deliver higher service qualities.

At what point should a public transport network be re-configured to improve network planning and design? Good network planning – based on the key practices set out above – should be a normal component of the governance and management of public transport in cities. In many European cities the Verkehrsverbund model has institutionalised this approach to public transport management; the planning agency itself takes on the role of continuous innovator in service and network quality. The significance of this managerial role should not be underestimated. Vuchic (2005, p. 317) argues that sprightly management and periodic rejuvenation may be critical in the improvement of public transport network planning:

With time organisations have a tendency to develop a pattern of operation that is convenient for personnel, rather than for passengers and long-term operating efficiency. This pattern of operations is not easy to change, because in an organization a resistance to change develops that may be designated as “self-defense of incompetence”... The less competent employees are, the more they resist any changes ... Management must undertake energetic steps to break the pattern of service deterioration, decreasing economic efficiency, and resistance to innovations....

European Verkehrsverbund public transport authorities have led to a rolling set of improvements to public transport network planning in the cities where they were established from the 1960s onwards (Pucher and Kurth 1995) with some evidence that similar arrangements have been effective in North American cities (Vuchic 2005). While the establishment of a public transport authority on an EVV model is not essential to good public transport network planning the evidence suggests that it can facilitate achievement of improved network quality.

In cities where an EVV model public transport authority has been recently been established a greater network planning effort will likely need to be undertaken especially in jurisdictions that have seen little recent service innovation. The establishment of such an authority provides an ideal moment for improved public transport network planning as the capacity and powers of the authority, suitably constituted, offer considerable potential for the rationalisation and integration of lines into a comprehensive metropolitan network. Inevitably a new authority will take some time to adjust to its operating environment and the task of building institutional capacity. Beyond a few years of operations though the task of a comprehensive audit of line and network structure relative to the principles of network planning set out in this paper and similar texts if not undertaken should be considered well overdue.

The network efficiency imperative is enhanced where new investment is planned. Ideally networks should be comprehensively audited and re-configured to offer optimal service quality prior to the resort to new infrastructure investment as a service enhancement tool. Likewise, where new infrastructure investment is planned networks should be audited to test whether they are configured to extract maximum service advantage from the additional value of the new investment. Public transport network planning thus has an important role to play in leveraging patronage gains from existing networks or, where it has been determined necessary, from new infrastructure investment. As Mees (2010) has shown good network planning can increase the elasticities of demand for travel by public transport which in turn leverages better performance from existing infrastructure. In addition to institutional innovations such as an EVV, major new investments in public transport infrastructure, or plans for rolling investment in such infrastructure should be viewed as moments for network audits and rationalisation. It is not

inconceivable that improved network planning could offer sufficient service quality gains that infrastructure investment is not needed or can be postponed.

Network efficiency is likely to be crucial where fare structures are altered to recover a greater proportion of the cost of service operation from passengers. The elasticity of demand for a set level of public transport service relative to ticket price is relatively low (Pucher and Kurth 1995), especially for discretionary users (Litman 2007). This means that fare discounting for a given level of service is unlikely to attract a commensurate level of additional patronage. In contrast the elasticity of demand for fast efficient travel is relatively high; Litman (2007) places headway elasticity at approximately 0.5. Mees (2010) has argued that elasticities of demand for single lines can be multiplied many times greater than 1.0 by good network planning. Service improvements for a given price are thus likely to have a higher elasticity of demand. Hence instances where ticket prices increase without commensurate gains in service quality may act as a disincentive to customer loyalty. Efficiency gains through improved network planning may thus both improve service quality and act as a counter to disadvantages from rising fare costs. This places a particular onus on public transport planners to ensure that their own organisation contributes to efficiency gains in public transport provision through improved network operational efficiency rather than externalising the cost of sub-optimal network management onto customers.

Conclusions

Public transport is widely regarded as a critical infrastructure for cities and a key tool for mitigating the urban effects and impacts of climate change and higher oil prices. There is increasing realisation that public transport should operate as more than a collection of uncoordinated routes and modes. Rather public transport should be planned as an overall network which provides convenient, multi-directional and seamless travel to a wide range of passenger cohorts. The literature on the key practices that contribute to such public transport network planning remains under developed. Much of the focus in public transport planning is on engineering and operational considerations often linked to scheduling algorithms rather than on designing an overall network that is coherent to users. A clear task was apparent to draw this emerging literature together to improve understanding of the significance of public transport network planning.

This paper had three objectives. First the paper draws upon the urban public transport governance and management literature to assess the strategic significance of public transport network planning within wider urban strategy. This discussion recognised that public transport planning is a key factor in supporting improvements in urban sustainability. This role is especially important in dispersed suburban contexts where other sustainable alternatives to the motor vehicle such as walking and cycling are less viable. Well planned public transport supported by rigorous design and planning of the network of lines and their interconnections is essential to achieving the task of making car dependent cities more sustainable.

A second objective of the paper was to assess some of the key strategies and tactics used to improve and expand the planning of public transport networks within cities. The paper reviewed two broad network strategies which were described as 'radial' and 'dispersed' network strategies. The literature has demonstrated that dispersed strategies are better suited to contemporary suburban travel patterns as these offer the opportunity for a wider range of multi-destination journeys than conventional radial network schemes which are often limited to serving centrally oriented commuter trips. The paper then reviewed the key practices identified in the literature that contribute to improved public transport network planning. The two overriding principles guiding this practice were to establish a clear and consistent interconnected network of fast frequent lines throughout the day, and to plan and provide for easy, seamless and convenient

transfers by passengers within the network. Together these principles were shown to drive a raft of further network design practices that improve network function and the 'offer' to customers. Timetabling was also a key area of design for public transport network planning with 'forget-the-timetable', 'clock-face' and 'timed transfer' line and timetable coordination being especially significant.

The paper finished with a discussion of institutional frameworks and transition points in public transport network planning. The literature has identified a single public transport authority with the power to design and manage public transport networks as being the optimal institutional means of achieving improved public transport network planning. From the literature a 'European Verkehrsverbund' (EVV) institutional model was viewed as being especially successful. The most successful version of this model is found in Zurich, however many cities in Germany, Switzerland and Austria operate such authorities with considerable success. The instigation of such a model within a city was viewed as providing an opportunity for improved public transport network planning. There remains a task though for public transport authorities to deploy public transport network planning techniques effectively to shift beyond existing or 'legacy' line and service patterns to achieve the 'go anywhere anytime' seamless service achieved in most EVV jurisdictions.

Australian cities still have a long way to travel before they match world exemplars such as Zurich in the quality of their public transport network planning. The authors anticipate that subsequent work will test current public transport planning practices in Australian cities against the emerging public transport network planning literature to evaluate whether current spatial and temporal service patterns are achieving their potential optimal performance relative the resources expended in their delivery. We suspect that considerable deficits are present within multiple aspects of Australian transport planning practice including the application of network planning principles, line design, timetable coordination, and the institutional vehicles used to plan and provide public transport.

We hope this paper will contribute to better recognition of such deficits by public transport planners, policy officials, politicians and the wider public who comprise the majority of public transport users. The capacity to recognise such deficits should assist public transport planners to adopt the new knowledge emerging in the literature about the planning of public transport networks and the critical practices that contribute to improved network design. Through such methods our cities may better respond to the various challenges of urbanisation, climate change and resource insecurity.

References

- Balcome, R., Mackett, R., Paulley, N., Preston, J., Shires, J., Titheridge, H., Wardman, M. and White, P. (2004). *The Demand for Public Transport: A practical guide*. Wokingham, UK, Transport Research Laboratory (TRL) Limited.
- Brown, J. and Thompson, G. (2008). "Examining the influence of multideestination service orientation on transit service productivity: a multivariate analysis." *Transportation* **35**: 237–252.
- Campbell, C. (2005). *Oil Crisis*. London, Multi-Science Publishing.
- Cervero, R. (1998). *The Transit Metropolis: A Global Inquiry*. Washington, Island Press.
- Colin Buchanan and Partners (2003). *Transferability of Best Practice in Transport Policy Delivery*. Edinburgh, Scottish Executive.
- Currie, G., Stanley, J. and Stanley, J., Eds. (2007). *No Way to Go: Transport and Social Disadvantage in Australian Communities*. Melbourne, Monash University ePress.
- Deffeyes, K. (2005). *Beyond Oil: The view from Hubbert's peak*. New York, Farrar, Strauss and Giroux.
- Dodson, J. and Sipe, N. (2008). *Shocking the Suburbs: Oil Vulnerability in the Australian City*. Sydney, UNSW Press.
- Guihaire, V. and Hao, J. (2008). "Transit network design and scheduling: A global review." *Transportation Research Part A: Policy and Practice* **42**: 1251–1273.
- Intergovernmental Panel on Climate Change (IPCC) (2007). *Climate Change 2007 - Mitigation*. Cambridge, Cambridge University Press.
- Litman, T. (2007). *Transit Price Elasticities and Cross-Elasticities*. Victoria, BC, Victoria Transport Policy Institute.
- Lucas, K., Ed. (2004). *Running on Empty: Transport social exclusion and environmental justice*. Bristol, The Policy Press.
- Martinovich, P. (2008). "The Integration of Rail Transit and Land Use in Western Australia: The Planning Behind Perth's Expanded Rail System." Proceedings of Conference on Rail Engineering, Perth, WA, Engineers Australia.
- Mees, P. (2000). *A Very Public Solution: Transport in the Dispersed City*. Melbourne, Melbourne University Press.
- Mees, P. (2009). "How dense are we? Another look at urban density and transport patterns in Australia, Canada and the USA." Proceedings of 4th National Conference on the State of Australian Cities, University of Western Australia, Perth, Australian Cities and Regions Network.
- Mees, P. (2010). *Transport for Suburbia: Beyond the Automobile Age*. London, Earthscan.
- Mindali, O., Raveh, A. and Salomon, I. (2004). "Urban density and energy consumption: a new look at old statistics." *Transportation Research Part A: Policy and Practice* **38**: 143–162.
- Newman, P. (2006). "Transport greenhouse gas and Australian suburbs: what planners can do." *Australian Planner* **43**(2): 6–7.
- Newman, P. and Kenworthy, J. (1999). *Sustainability and Cities: Overcoming Automobile Dependence*. Washington, Island Press.
- Nielsen, G., Nelson, J., Mulley, C., Tegner, G., Lind, G. and Lange, T. (2005). *Public Transport - Planning the Networks - HiTrans Best Practice Guide 2*. Stavanger, Norway, European Union Interreg III and HiTrans.
- Pucher, J. and Kurth, S. (1995). "Verkehrsverbund: the success of regional public transport in Germany, Austria and Switzerland." *Transport Policy* **2**(4): 279–291.
- Thompson, G., Kooner, J. and Massman, R. (1976). *Fundamentals of Successful Transit*. San Diego, County of San Diego.
- Thompson, G. and Madoff, T. (2003). "Keeping up with the Joneses: Radial vs. Multideestination Transit in Decentralising Regions." *Journal of the American Planning Association*, **69**(3): 296–312.
- Thompson, G. L. (1977). "Planning Considerations for Alternative Transit Route Structures." *Journal of the American Institute of Planners* **43**(2): 158–168.

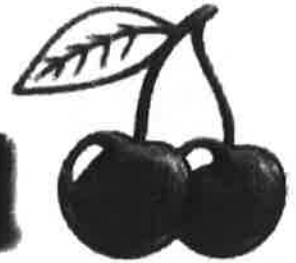
- Unger, N., Bond, T., Wang, J., Koch, D., Menon, S., Shindell, D. and Bauer, S. (2010). "Attribution of climate forcing to economic sectors." *Proceedings of the National Academy of Sciences* **107**(8): 3382-3387.
- Vuchic, V. (2005). *Urban Transit: Operations, Planning and Economics*. New Jersey, John Wiley and Sons.
- Wickham, J., Ed. (1999). *The car system in the city*. Dublin, Employment Research Centre, Trinity College Dublin.
- Wickham, J. (2006). *Gridlock: Dublin's transport crisis and the future of the city*. Dublin, New Island Press.



Urban Research Program
Griffith University
Brisbane, QLD 4111
www.griffith.edu.au/urp

58

Strawberry Investments Ltd



49 Clarendon Street, Dublin 2 Ph: 01-671 6154

18th January 2015

North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

North Dublin Transport Study – Stage 1 Appraisal Report.

Good morning,

Further to your requests for submission and comments in relation to the North Dublin Transport Study, we are pleased to submit the following.

Having studied the report by Aecom and further to our previous submission in relation to the NTA's previous proposal of the Swiftway Bus Rapid Transit link from Swords to The City Centre. We have chosen to rate the different proposals in our order of merit for the individual projects and briefly outline our views on the proposal.

We have listed projects in our most preferred options:

1. **LR 3 – Light rail from Broombridge (LCC) to Airport and Swords via tunnel under Glasnevin.**

The Extension of the Luas Cross City, offers the best option in our opinion, as a method of creating a high density mass transit system linking Dublin City Centre to Swords and Dublin Airport.

This proposal has one significant advantage over all the other proposals in that it is in essence already under construction, as it is an extension to the Luas line which is currently being constructed in Dublin.

It also provides a fully integrated system providing the ability to in effect catch the Luas Red Line in Rathcoole and with 1 transfer at O'Connell Street get the Luas to Dublin Airport.

Also this proposal also has the advantage of being built in mainly off road areas which will allow the system to operated in a more efficient manor and also reducing the disruption to the host communities.

Stanberry Investments Ltd



49 Clarendon Street, Dublin 2 Ph: 01-671 6154

2. C 1 – Combination of heavy rail spur from Clongriffin to Airport and light rail from Dublin to Swords via Airport.

This proposal has all the advantages of the LR3 Proposal with the addition of the HR1 Heavy Rail spur from Clongriffin

The Extension of the Luas Cross City, offers the best option in our opinion, as a method of creating a high density mass transit system linking Dublin City Centre to Swords and Dublin Airport.

This proposal has one significant advantage over all the other proposals in that it is in essence already under construction, as it is an extension to the Luas line which is currently being constructed in Dublin.

It also provides a fully integrated system providing the ability to in effect catch the Luas Red Line in Rathcoole and with 1 transfer at O'Connell Street get the Luas to Dublin Airport.

Also this proposal also has the advantage of being built in mainly off road areas which will allow the system to operated in a more efficient manor and also reducing the disruption to the host communities.

The Heavy Rail link from Clongriffin has one advantage which is that it links the Airport to the National Rail Network.

The only significant disadvantage of this proposal is that the two systems will in effect be competing with each other which will in effect reduce the financial viability of both services and for this reason the Luas only option is in our opinion the most financially viable system.

3. HR 2 – The Heavy Rail link from Clongriffin has one advantage which is that it links the Airport to the National Rail Network.

The greatest difficulty of this proposal is the existing capacity issues which exist at Connolly which draws into question as to whether it is possible to bring an efficient and frequent rail link to both the Airport and Swords.

The Cost of this proposal in relation to the improvement in the total Public transport network, would not in our opinion be a good expenditure of public funds.

Stanberry Investments Ltd



49 Clarendon Street, Dublin 2 Ph: 01-671 6154

4. HR 8 -- Heavy rail line from the Maynooth line to the Airport & Swords via a tunnel under Glasnevin

While this proposal allows for integration to the national Rail Network it does not allow for a link to one of the principle Rail Stations in the country this means that in effect for this proposal to be maximised it would have to be developed in conjunction with a possible DART Underground development.

When this factor is taken into account it is very difficult to see how this proposal would be cost effective.

5. LR 7 – Optimised Metro North (off street building)

While this proposal already has planning approval the simple fact of the level of construction in the City Centre would again impact significantly on the commercial heart of the city Centre.

Also this proposal does not provide any better level of service between Swords and the City Centre than the proposed Luas extension from Broombridge to Swords.

The Metro North also provides limited integration with the existing Public Transport nodes, it is also questionable if Metro North is commercially viable project.

6. BRT 5 – A number of Bus Rapid Transit routes

We have previously outlined in our submission on the 28th November 2014, the Swiftway concept is not suited to the Medieval layout of the the City Centre of Dublin and in practice would undermine the accessibility of the city centre to the vast majority of the population of the Island of Ireland.

Please see attached copy of our submission from the 27th November last.

Stanberry Investments Ltd



49 Clarendon Street, Dublin 2 Ph:01-671 6154

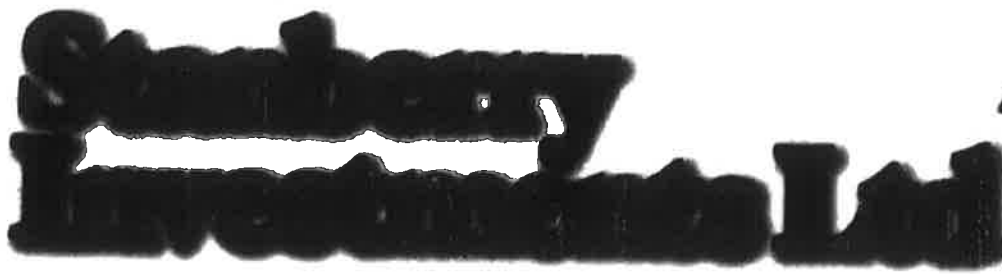
The Retail core of the city depends on permeability of city, access by all means of transport Bus, Bicycle, Pedestrian and Private Motor Vehicles is necessary if we want the city centre to remain vibrant and attractive to both tourist and Irish Consumers.

Our conclusion after studying the Aecom Study in depth our conclusion is that the proposed extension of the LCC to Dublin Airport and Swords provides for the most efficient of the proposals both in cost and improvements to the total public transport network of Dublin City and North County Dublin.

Yours sincerely

Stanberry Investments Ltd

Conor Keoghan



49 Clarendon Street, Dublin 2 Ph:01-671 6154

27th November 2014

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2

Public Consultation on Bus Rapid Transit - Swords/Airport to City Centre

Dear Sir/Madam,

Further to your requests for submissions in relation to the proposals for Bus Rapid Transit for Dublin City, we are now happy to make the following comments in relation to the proposed schemes.

We are the owners and operators of the following Car Parks in Dublin City:

Brown Thomas Car Park, Clarendon Street, Dublin 2

Thomas Street Car Park, Thomas Street, Dublin 8

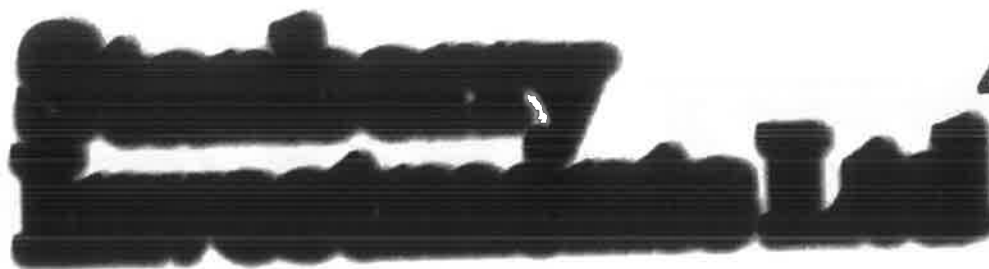
Having reviewed the full Bus Rapid Transit (BRT) – Swords/Airport to City Centre document which you have used for this consultation, we have a number of points to highlight:

Dublin City Centre Retail Core serves the 6.8 million people who live on the Island of Ireland, the proposed BRT - Swift-way is hoped to serve 45,000 to 90,000 commuters in one part of Dublin County, in effect the BRT will make the City Centre Retail Core inaccessible to vast majority of visitors to Dublin who do not have access to the BRT service, the level of disruption this proposed scheme would create will decimate the commercial viability of the historic retail core of Dublin City.

The number of streets that can take a BRT is limited and the proposed route is reducing the capacity of these roads and in effect is removing all other possible transport modes from the Core of the City, in effect making the city inaccessible to Disabled drivers & passengers, retail shoppers, Business users, Car Borne tourist and event visitors from around Ireland.

The proposed route is along amongst the busiest existing traffic routes in the City Centre, as there is no traffic plan with the proposal is impossible to tell where these road users will be displaced to and the effect of this displacement will have on the remaining road space.

In effect the BRT Swift-way scheme would split the Core City Centre into 4 separate areas which would have limited accessibility depending on the route options available to the Car Borne Shopper - Tourist and Business Traveler.



49 Clarendon Street, Dublin 2 Ph: 01-671 6154

If the proposal is to maintain both competing public transport services, Dublin Bus and Swift-way, the proposal as presented is going to create a significant impact on the available road space for all other users of the City, it is clear from the images of existing BRT systems which the NTA have used as examples in the document, BRT systems are designed for cities which have a full motorway network into and around the city. It is very difficult to see where the NTA will find the physical space within the Canal Cordons to fit the BRT System if they wish to maintain the existing Dublin Bus Network, most of the routes proposed are at most 2 lane roads when they reach the core of the city, which is still a medieval layout.

If BRT is to be implemented as this proposal shows our only conclusion is that NTA will simply take the road space from the private motor user which is economically destructive and will have the effect of making the Core City Centre Retail area inaccessible by the vast majority of the Population of the island of Ireland.

In light of the fact that your own report states the maximum possible catchment population for the BRT is +/- 90,000, it seems extraordinary that the proposed BRT will in effect make the city inaccessible by the vast majority of the population of the country, unless they access the city by Public Transport, which simply is not possible.

It is also important to note that many of the examples of Existing BRT Systems which are referenced in the Core Dublin Network document are systems which are based in cities which follow a modern grid system such as Curitiba in Brazil, Bogota in Colombia and Nantes and Rouen in France which are like Dublin and have a Medieval street layout the BRT Systems skirt the City Centre coming no more than 1 km from the core City Centre and permeable by other road users who need to access the City Centres.

Ireland is an island with a small population of around 7 million residents. Two thirds of the population is dispersed throughout the country and only Dublin falls into the EU definition of a city. Adopting policies and strategies from large land mass countries with large populations (UK 60 million, Germany 77 million, Holland 17 million) is not a realistic way forward. Ireland is at a geographic disadvantage compared to our EU partners.

We have mapped the proposed BRT Route onto the Routing maps to and from our respective Car Parks, as you can see from the attached maps the proposed BRT Route is placed on the existing principal Vehicle routes into and out of Dublin City from almost all locations on the Island of Ireland, thus making nearly impossible to access the Retail Core of Dublin City and if you do manage to get there making your journey home all the more difficult and in effect discouraging occasional Shoppers - Visitors - Business Trips to the City Centre.





49 Clarendon Street, Dublin 2 Ph: 01-671 6154

Also it is clear that the NTA have taken no account of the potential economic risks which this type of Bus Network would create in light of the fact that the preferred route which the NTA have selected in effect cut off access by any other means of transport to the retail cores of the City of Dublin which will have a significant impact on the viability of this area in the long term.

Any Changes which are to be brought in need to be fully thought through as the smallest change can have a devastating impact on the perception of the public and they are not bound to come to the city, we have already seen the impact the introduction of the College Green Bus Gate has had on Business in to the city, the Dublin City Council economic impact report which was carried out by CBRE clearly showed that the Bus Gate singularly led to a 20% decline in the economic activity in the Retail Core.

The Retail core of the city depends on permeability of city, access by all means of transport Bus, Bicycle, Pedestrian and Private Motor Vehicles is necessary if we want the city centre to remain vibrant and attractive to both tourist and Irish Consumers, to make the accessible by on some means of transport will simply devastate the economic outlook for the city.

Yours sincerely
Stanberry Investments Ltd

Conor Keoghan

Attachments to accompany this submission:

Maps showing the impact of proposed Swords to City Centre BRT Route on Access & Egress to and from:

1. Brown Thomas Car Park, Clarendon Street, Dublin 2
2. Thomas Street Car Park, Thomas Street, Dublin 8

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 22:42
To: northdublinstudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: North_Dublin_Transport_Study_Submission.pdf

From: Conor Keoghan

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Stanberry Investments Ltd

Address:
49 Clarendon Street Dublin 2

Comment:
Good evening,

Please see attached copy of our submission in relation to the North Dublin Transport Study.

If you require any further information please do not hesitate to contact me.

Yours sincerely
Stanberry Investments Ltd

Conor Keoghan

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

59

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 22:26
To: northdublinstudy
Subject: national transport submission

Hello,

I feel that without a doubt we must get the transport needs of Swords (where I live) and the airport right. I realise that Metro North received a lot of negative press from those living outside Dublin when it was originally proposed but, taking the airport into account in itself, Metro North (proposal LR6) is still the one and only proposal that makes sense. Yes, it will cost more than other proposals, but it will boost visitors in to Ireland for centuries to come. And, as a result of that, the continuation of the line on to Swords will benefit thousands of residents there.

The people of Swords have sat idly by when transport options were given to the residents of Tallaght and South Co. Dublin in the form of Luas. Well, now it's our turn. There is absolutely no point or benefit in asking visitors to this country to travel east towards Clongriffin and then south in to Dublin. There is absolutely no point in asking them to travel north in to Swords and then east and then south either! These proposals have no viable future. The only sane option is a more direct option - starting in Swords and travelling south to Dublin airport and then south again towards a built up area like Ballymun and on near Glasnevin and in towards Drumcondra. This option surely give the best return with the biggest possible passenger numbers. (In the future lines could link up to this option from the west if needs be and serve towards Heuston station).

This proposal was 'deferred' due to the financial constraints of the economic downturn but this argument is no longer relevant as we must future proof this country in terms of transport options. The residents along this route and visitors to this country deserve a first class transport facility and proposal LR6 is it. There is no doubt about this!

Kind regards,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(60)

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 21:20
To: northdublinstudy
Subject: Modified plan for north Dublin
Attachments: Belfast-Cork-Rail-Plan.docx

Hi,

I've read the review of future transport needs in Fingal/North Dublin and while some of the plans are good, I find that the scope is lacking. The current plans are too focused on a small area, and not the wider country. I think that with some small modifications the plans could be expanded to include a new heavy-rail through-way that would benefit the whole country as well as the residents of North Dublin. I put my thoughts in the following blog post:

[REDACTED]
and also in the attached document "Belfast-Cork-Rail-Plan.docx"

I would be very grateful if my plan could be considered,

Kind Regards,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Belfast to Cork (via Dublin and Dublin Airport) Rail concept.

The idea:

1. Have a rail spur off the Dublin-Belfast line to the airport between Malahide and Portmarnock to the Airport.
 - All of the existing ideas for a DART/Rail spur to the airport have the spur starting between Clongriffin and Malahide. My idea is for a spur a few miles further north which would approach the Airport from the north.
2. Have a new line from Heuston go through the Phoenix Park Tunnel to Broombridge/Cabra and on to the Airport, going around Finglas and then outside the M50 to the Airport.
 - Put a new (updated) platform in Heuston on the line that goes through the phoenix park tunnel
 - Instead of meeting the Sligo/Maynooth line going towards the city center meet it going westbound instead.
 - Between Broombridge and Ashtown (or just after Ashtown), have the new line go north around Finglas, crossing the M50 and around the city, approaching the Airport from the south
 - After the track passes through Dublin Airport have a spur line for Swords.
3. Join the two lines up with a station in Dublin Airport
 - Add in a Spur for a commuter line to Swords and we have a Belfast to Cork Rail line with stops in Dublin Airport and Heuston. Additionally we have a Dart line to Dublin Airport and a commuter rail line to Swords.

See the map below for a rough look at what the layout would look like.

- Dundalk instead of Heuston, giving more of the country direct access to the airport.
- Expand the station at Broombridge and allow passengers on the Sligo/Maynooth lines to change on the the new intercity and commuter lines.
- Instead of skirting around Finglas, tunnel under Glasnevin, Finglas and Ballymun to shorten the time to the airport and serve more areas of Dublin.

Anticipated questions:

What's the point of a train line going from Cork to Belfast, not many people travel between those two cities:

- Although not a lot of people will use the entire line, a lot of people travel from Cork to Dublin and a lot of people travel from Dublin to Belfast (and vice versa), we are giving these people more options of where to start or end their journey in Dublin

Travellers from Belfast no longer have a direct link to Connolly.

- True, to access Connolly, these travellers will have to change, probably at the Airport. With frequent Airport DARTs this should not be much of an inconvenience. Furthermore, the departure of the DART's to Bray/Greystones can be made to coincide with the arrival of the Belfast-Cork express trains.

This is just a plan to keep country-side people happy, not Dubliners:

- Not True, of the 5 Dublin commuter rail and Tram lines, two Dublin commuter lines (DART and Kildare commuter) are extended and brought directly to the Airport (and connected)
- The other commuter lines (Maynooth Rail and the two Luas lines) all just have a single connection to the airport.

This is just a Dublin-focused plan and does nothing for the rest of the country:

- Unlike the old Metro North plan, this plan gives many people throughout the country direct access to the airport without having to make one or, more likely, two connections in Dublin.
- Travellers to/from Dublin have more options for stops and more onward connections (instead of just being dumped out in Heuston or Connolly)

If the DART interconnector were built wouldn't that mean the Cork-Belfast trains could use that, thus making this plan redundant:

- No, The interconnector is made for electric commuter trains, diesel trains are not suitable for tunnels with multiple stops.
- Also, mixing slow-accelerating non-stop diesels on the same lines as fast accelerating multi-stop electric trains would be very inefficient

But Irish Rail is not profitable, we're just throwing good money after bad:

- The Dublin commuter lines are profitable and I think these extensions will make them more popular.
- Dublin Airport hosts 20 million passenger movements a year, Irish Rail could provide further transport for a decent percentage of these passengers.

(61)

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 21:15
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
castleview residents association

Address:
[REDACTED]

Comment:

A light rail system to run into the village of the capital of f ingal would be most welcome by all residents of the greater swords area. This, hopefully, will happen sooner rather than later,

Kind regards,
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 20:14
To: northdublinstudy
Subject: Public Consultation in the north dublin transport study

Dear Sirs

I am a resident of Thornleigh estate in Swords and an active member of Thornleigh residents association.

I am writing to support the luas light rail option from within the options put forward by the study.
In my opinion it is time to invest properly in the future needs of swords with a dedicated infrastructure solution.

Bus and rail link up options will not provide the reliable and cost efficient service that the current population of swords needs and it is anticipated that our population will grow substantially in the future. The proposed luas line makes sense in meeting our needs in an cost efficient way.

I look forward to hearing of the governments decision and hope that the views of the local inhabitants will be taken into account.

Kind Regards

[REDACTED]

Sent from my iPhone

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 18 January 2015 20:14
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Commuter

Address:
Dublin

Comment:
Dear NTA,

I would like to submit my views on the Dublin Fingal Transport study. I am a life long Dublin commuter who uses the transport system daily, and rail in particular.

I'll say from the outset that I believe finding viable investment strategies for large infrastructure projects is the necessary course at this time, and that we can't expect cheaper/more politically expedient projects to have the same benefit.

I have given my opinions below on each of the shortlisted options.

HR2 A heavy rail spur from Clongriffin to the airport and Swords

HR2 would be "handy" but it has obvious shortcomings. The route is indirect. It requires slots on a heavily congested commuter line, putting limitations on capacity and speed. While it might appeal to current rail users as a single transfer option, it would be slower than many existing express coach routes, thus limiting its uptake.

Though useful, I don't think it would have broad enough appeal to have a decisive impact overall. Importantly, the service would have no room for future expansion short of quad-tracking the northern line, whereas the bigger ticket items here certainly have more expansive potential.

There is the matter crossing the M1, routing through airport infrastructure, and designing a station for the airport itself, all of which present significant engineering challenges – it's not the low-hanging fruit it may appear to be at first glance.

I can see it having merit as a transport element, but if this study's objective is to select a primary airport rail line which does some heavy lifting, this project is not the right choice at this time.

Marks out of 10 – 5

HR8 A new heavy rail line from the Maynooth Line to the airport and Swords via a tunnel under Glasnevin

In terms of the stated goals of this study, this is the strongest proposal. As much as Metro North appeals, there is a clear and obvious advantage to bringing a dedicated mainline through Dublin Airport, integrating it into the national network.

Perhaps slightly weaker than Metro North regarding City Centre penetration, but stronger in all other areas. Its impact would be wider, and it presents clear expansion opportunities.

For example, a northward extension to rejoin the Northern Line would be almost inevitable, creating an alternate route into Dublin via the Airport. This would open up substantial development opportunities in Fingal, already a dynamic part of Dublin today.

HR8 would ideally serve Connolly/Docklands as its primary function, and if possible, a second branch would serve Heuston via the PP tunnel, to be built later perhaps. The route should integrate with Dart Underground at East Wall, opening up several possible route combinations. This configuration obviates the need for a Heuston-St James tunnel element.

As there are two double-track lines between Glasnevin Jn and Connolly/Docklands, capacity is more favourable here than on any other approach to Dublin; indeed it can be argued the infrastructure here is under-utilised at present.

Out of all the study's proposals, HR8 is for me the most exciting, both for its initial impact and its massive expansive potential.

It dismays me that the state has not, to date, deemed urban rail worthy of such intensive investment as, say, the motorway network. The economic benefit here cannot be quantified, and although investment capital is tight right now, every possible option should be explored to make this scale of project a realistic possibility.

Marks out of 10: HR8 – 8/10. With potential future expansions – 9/10

LR3 Light rail from Cabra to the airport and Swords via a tunnel under Glasnevin

From joy... to despair. Imagine Schipol with only trams and you find yourself laughing. Luas just hasn't got the room or speed, and its disappointing to see this option being considered – I feel it short changes the city and suggests a lack of seriousness or understanding about Dublin's underlying transport problems.

I think we're already over-stretching the luas as a system, when we are talking about 45 minute journeys for a distance that would take a Dart 20. Luas is great when its segregated, but segregation doesn't exist on this route's central section – a huge shortcoming for longer journeys. Therefore it has very limited scope as an airport link for the whole city.

In my view, we have made the mistake of viewing the street tram as a metro alternative, which ignores Dublin's underlying lack of capacity. Our tram system can't be expected to solve that problem when it requires a slice of road capacity for itself.

Furthermore, tunnelling part of this route in the suburbs, when the central section is not segregated, strikes me as a rather haphazard and messy approach to a serious transport system.

Finglas is a better destination for the Green line.

3/10

LR7 Optimised Metro North

I think Metro North would have worked best as an extension of a Metro-standard Green line, and the resulting MN/BXD situation is a disappointing outcome to the possibilities of the late 1990s. Having said that, MN is still a worthy project with potential to expand – it serves the city core, and most importantly its largely segregated. Lack of capacity, more than anything, is the cause of our transport system's malaise. Unfortunately because of the legacy of bad zoning in the past, there are no viable surface corridors available for a new rail line, so the only option for segregation is either above or below ground. That's the reality.

As solid as MN is however, some of the "optimised" measures significantly undermine the project's overall merit and push it down the list below HR8, in my opinion.

Firstly, I'd like to talk a bit about the idea of permanently cutting out a city station, and how this is a profoundly bad idea. Imagine how busy Connolly and Pearse would be without Tara Street. Metro North isn't a viable long term prospect with only two stops either side of the city centre, it would be overwhelmed before long.

Luas BXD wouldn't alleviate this problem, as the act of interchanging is itself the most capacity-intensive part of any transport system. If anything, all the extra interchanging would create crowding problems in these stations and on the luas in this area. Getting people from A-B with as few changes as possible is a key efficiency saving.

The gap between Upper O'Connell Street and St Stephens Green is too wide at almost a mile, and will inevitably require costly remedial work in the future, reminiscent of the disruptive M50 expansion in the 2000s. Such errors of judgement are ultimately uneconomical, and must be avoided where possible.

A similar but more efficient cost saving method may be to cut the oversized O'Connell Bridge station in half, restricted to the north bank of the Liffey, combined with deferring Parnell station, and possibly others. This would cut costs without the expense of redesigning the whole O'Connell section, while future proofing the line in central Dublin.

I also have misgivings about the possibility for platform expansion being removed, and whether that is a worthwhile saving. If BOTH these optimisations were combined, there may be genuine safety concerns on the central section. These massive future headaches may end up costing us more than the initial saving, and so we should be thinking about the long term here, capital availability notwithstanding.

Other optimised changes, such as Ballymun surface running, and ordering fewer trainsets, are more practical cost saving measures and make sense.

A more radical cost saving solution may be to defer the entire Swords section. Swords is a key commuter town, but its not as important as Dublin City or the Airport. Phasing could be a valuable tool to help deliver major infrastructure.

Overall Metro North would be transformative, but the optimisations are a major concern.

Out of 10: Metro North 8.5/10. Optimised Metro North 7/10.

BRT5 A combination of a number of proposed Bus Rapid Transport services

Groundhog day. I see no evidence that a BRT system would do anything other than just add more traffic to Dublin's congested roads. Yes in the suburbs bus corridors can be availed of, but the routes will fall foul of city centre traffic, signalling, junctions, and all the obstructions of Dublin's congested centre. This proposal doesn't offer much as a primary transport solution, and it undermines efforts to reduce road traffic and emissions in the city.

Approving this would amount to little more than kicking the can down the road. It is not the backbone Dublin requires, it is yet another sticking-plaster in lieu of serious, targeted capital investment. How much has our economy hemorrhaged over the years while we've muddled along with limited systems? That is something this study should be asking.

Take this money, and put it in the cookie jar for something more useful.

2/10

C1 A combination of a HR1 and LR3

My worry here is that this is a political compromise to appease the RPA and Irish Rail, rather than a solution in the best interests of Dublin. This process is in danger of becoming a "race to the bottom" if these narrow interests are allowed take precedence. The NTA, I hope, will bring oversight to the process. What is best for Dublin should be the final arbiter.

I see little advantage in building two clearly limited solutions, rather than one transformative one, just so as to save a (relatively) small bit of cash and appease transport bodies. These institutional issues should be tackled head on outside of this process. I use Irish Rail regularly, and I find them to be a fairly lacklustre organisation, but that doesn't mean Dart Underground or HR8 are not rock solid concepts in their own right.

It's frustrating how far behind our European colleagues we are on this score. How can a country succeed without serious investment in its primary city and economic generator? Decentralisation was clearly a disastrous concept. Developing the urban environment as a means to economic growth is paramount. It would be helpful if we focused on investment strategies in transport with a view to long term benefit, rather than cost or political expedience; and to build the right projects by whatever means necessary.

Out of 10 for the combination option: 6/10.

In closing, its clear that ultimately the cost and scale of each of these options is closely linked to their long term benefit. All too often we've seen compromise solutions brought to construction. It would be great to see some tough decisions made, and some political bravery here.

Many thanks for taking the time to read my contribution. I hope we can see some real progress in the coming months and years.

Kind regards,

[REDACTED]

[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#)

64

North Dublin Transport Study

Submission by



January 2015

Contents

Introduction	3
General issues	3
Timeframe	3
Land use assumptions	3
Capacity on existing network	4
Other future-proofing issues	4
Rejected options	5
General	5
LR1	6
C2	6
Options brought forward	6
HR2	6
HR8	7
LR3/4/5	8
General	8
Interchange with Maynooth line	9
Construction site at Mount Bernard	9
Airport alignment	10
Swords alignment	10
City centre tunnel possibilities	10
LR7	14
General	14
Train length/capacity	14
City centre stations	14
BRT5	15
General	15
BRT2	16
BRT3	16
BRT4	17
C1	17
General	17

Principle of two airport links	17
Interchange	18
Capacity issues	18
Conclusion	Error! Bookmark not defined.
Appendix: European airports with more than one rail link	21

Introduction

This submission presents my views on the public transport options proposed in the Appraisal Report and on certain other aspects of the study to date. I am a private individual who has an undergraduate degree in civil engineering and a doctorate in transport planning, but I am not currently employed in an engineering- or transport-related position. I have no direct personal connection with any organisation or other party related to transport in Dublin. I have taken part in a number of past consultations related to the subject matter of this study, starting with the Northside Light Rail consultation almost exactly sixteen years ago.

My approach has been to consider general issues common to more than one of the shortlisted options first, before reviewing each option and attempting to identify the positive and negative factors determining my viewpoint on that option. I also provide a summary of my conclusions at the end of this document.

General issues

Timeframe

Although I consider the choice of 2035 as horizon year to be a reasonable one in the context, I am concerned that longer-term considerations should be taken into account, while recognising the substantial uncertainty involved. Unless there are overwhelming technical arguments to the contrary, I believe that demand levels to at least 2050 should be considered as a sensitivity test and in order to give some indication of which projects should be safeguarded at this point for future progression. This is particularly so with respect to additional north-south capacity through the city centre, something I discuss in greater detail elsewhere in this submission.

I also believe that, whatever about the “changes in plans for traffic demand management” referred to in the text of the Appraisal Report, increased levels of demand management should be examined as a sensitivity test; it would be inappropriate to constrain future demand-management policy simply because the public transport system had not been planned with it in mind.

Land use assumptions

I note that the intention is to use a population distribution derived from the NTA’s Scenario A for appraisal purposes. Although this appears reasonable, I feel that consideration should be given to examining Scenario B as a sensitivity test. (The overall population growth figure of 23% for the Dublin region is also reasonable, though sensitivity tests will obviously also have to be considered.)

Capacity on existing network

Relatively little attention appears to be given to the issue of capacity on the existing rail (heavy rail and Luas) network and how the choice of project for the study area might affect it. In particular, attention needs to be given to:

- The degree to which options connecting with the Northern rail line might affect capacity utilisation (post-DART Upgrade, and even allowing for the effects of resignalling) on the East Wall Junction – Clongriffin section of that line, and the degree to which they would bring forward the need for additional tracks on that section. (Conversely, the potential for limited-stop operation once such tracks were in place – if such potential exists – could be an advantage relative to, for example, options that utilise the Maynooth line.)
- The degree to which north-south city centre Luas capacity would come under pressure with network expansion and demand growth, and the degree to which a second north-south alignment through the city centre (probably in tunnel) would relieve this. (It should be noted that anticipated pressure on Green Line capacity was part of the original argument for Metro; concentration on the Swords corridor in more recent years has tended to obscure the fact that the original justification for the project was much wider.) I discuss this in greater detail in the sections of this submission dealing with options LR3/4/5 and C1.

There are also potential capacity issues on the Maynooth line and its continuation through the city centre via the Loop Line. However, given that these affect only HR8 among the shortlisted options, I have chosen to discuss these matters in the section of this submission dealing with that option.

Other future-proofing issues

A number of other issues may arise in the future operation of a rail link in the corridor, particularly (but not exclusively) in the case of heavy rail options:

- The 2030 Rail Network Strategy Review contains an aspiration to run intercity trains from Cork and Galway to the Airport via DART Underground. (This depends on electrification of the routes involved, which would apparently be economically viable only when the existing diesel stock became due for renewal, suggesting – despite the Strategy Review’s 2030 horizon – that it would occur only after 2035.) Clearly, assuming that such operations were considered desirable, any heavy rail link would have to be compatible with them. Adequate terminal facilities (probably at least two terminal platform faces, considering that each route is projected to have an hourly service) would have to be provided at the Airport station, although not necessarily in an initial pre-2035 phase.
- It is likely that a third terminal will eventually be constructed in the “Western Campus” area of the Airport. Such a terminal could be linked to a north-south rail link by a people mover (which would anyway be necessary for transfers to and from Terminals 1 and 2), but, for a link approaching from the east, it might be possible to extend the line directly to the new terminal. (However, this might not be viable if the rail link extended to Swords, as the new

terminal would then be located on a “branch off a branch” representing an inefficient use of capacity on the main Northern line or else requiring passengers to change trains.)

- Any link to Swords may subsequently be extended towards the Lissenhall area, though this would appear dependent on rezoning; such an extension was part of the Metro North Railway Order application (but was not approved) and also appears to be a possibility for Swiftway. Such an extension would be possible with either light or heavy rail, although the latter would naturally have wider stop spacing and higher grade-separation costs. Extending along the Swiftway corridor into western Swords would also be a possibility for light rail, but almost certainly not for heavy rail.
- In the very long term, there is the possibility of extending any heavy rail link northwards from the Airport to eventually rejoin the Northern line, allowing through trains to run between Dublin and Drogheda/Dundalk/Belfast via the Airport; this would require an alignment compatible with relatively high speeds and nonstop (apart from the Airport station) running, as well as short enough to avoid compromising journey time – which might mean joining the Northern line north of Balbriggan. However, any such extension would be an extremely distant prospect. (A proposal for an Airport loop was put forward by Rail Users Ireland in the *2030 Vision* consultation, but this would have been costly and awkward, given that it involved lengthy tunnels – e.g. Killester to the Airport – and a remote Airport station near the M1; I, on the other hand, assume any such line would be an extension of an Airport spur and would involve tunnelling only within the Airport lands.)
- Although it is not directly relevant to ground transport, the ability to expand the Airport should not be compromised by inappropriate development in approach zones. I note that the ability of a DART spur to generate residential development in the Clongriffin-Airport corridor, much of which would lie within the noise-affected zone, was considered an *advantage* by at least one public representative at a recent meeting of Fingal County Council. My position is that, if it is likely that any option would encourage such inappropriate development, then either it should be considered a disadvantage for that option or safeguards to prevent such development examined.

Rejected options

General

I feel that, in general, the rejected options were rejected for good reason (some of them appear eyebrow-raising, to put it mildly). Moreover, I do not believe that any potential solutions have been omitted from the long-list analysis. (I have considered in the past whether a people mover could be used to link the Airport to either a station on the Northern line or a station on a loop off that line, but the distances involved would seem to make such an option too costly; I also consider that there would be no potential role for bus or shared bus/light rail tunnels, aside from bus use of the existing Port Tunnel.)

However, one or two of the gaps produced by these rejections deserve some attention in the context of the long-term development of the Dublin transport network; specifically, these relate to options LR1 and C2.

LR1

I acknowledge that option LR1 does not serve the Airport or Swords and that it could not sensibly be extended to serve either destination; thus, it does not further the aims of this study. However, I believe that it is worth progressing outside the study as a means of serving Finglas itself and capitalising on the investment currently being made in Luas Cross City.

(Although it has no bearing on the option's merits, I note that the alignment described in the text appears to differ from that shown in Figure 3.2, at least as regards the section between Broombridge and Patrickswell Place.)

C2

I do not dissent from the finding that option C2 would represent an inferior long-term solution to the needs of Swords. However, I feel that some consideration should be given to the possibility of an interim solution that would combine a moderately upgraded Swiftway corridor serving Swords with a DART spur (as per option HR1) linking the Airport to the city centre and offering some level of interchange with BRT in the Airport area (which may require an additional DART station in the vicinity of the Swords Road). The rationale for such a solution is that a non-DART rail solution may be the best long-term option for Swords but, depending on its characteristics, may not be fundable for some time; however, in the interim, there could be considerable pressure for a rail link to the Airport. Combining a DART link with improvements to the Swiftway corridor and interchange between the two would be a better course of action than resorting to extending DART itself into Swords, which, as I discuss below, I feel would be an inappropriate solution.

Options brought forward

HR2

I reject this option for two principal reasons:

- The option would not deliver a continuous north-south corridor linking Swords and the Airport to the city centre via the North Fringe, Ballymun and DCU. As such, it would conflict with land use and economic development policies.
- Extending DART to Swords will incur higher capital costs than for light rail, while providing fewer stations. (A route to the west of Swords would be less costly, but it would make a mockery of land use plans for the area by locating the station(s) well away from the town centre and the adjoining high-density development areas, e.g. Barrysparks.) Whereas there

is some additional benefit in having heavy rail to the airport – principally in terms of connectivity to the national network – it is difficult to see what benefit Swords gains relative to a light rail scheme, other than possible earlier implementation. I note also that a northward extension towards the Lissenhall area would be far more easily implemented as light rail, and it would also be possible, if desired, for light rail to take over the Swiftway alignment into western Swords – something impossible with heavy rail.

In addition, I have doubts about the alignment of this option through the Airport, but, in general, this issue is well covered in the Appraisal Report.

HR8

I acknowledge that this option is attractive in several ways, notably in terms of journey time (although HR8 is flattered by the use of Connolly, rather than St. Stephen's Green, as the city centre station, it outperforms all other options except LR7 even when adjustments are made for this – I estimate a theoretical time to St. Stephen's Green of around 33 minutes, although it may not be feasible to serve this destination directly, as I discuss below). It also offers a reasonably high catchment population.

However, I have serious reservations about HR8 on several grounds:

- The option may well encounter capacity issues in the city centre. Notably, the 2010 DART Underground business case envisaged three Dundalk – Grand Canal Dock trains per peak hour, which makes the availability of turnback capacity for the Swords line at Grand Canal Dock doubtful – particularly since there will now presumably be some form of residual service through the Phoenix Park Tunnel even after DART Underground is opened. The level crossings between Grand Canal Dock and Booterstown largely prevent services being extended farther south. There could also be a shortage of capacity on the Loop Line if anything like the business case's do-minimum level of service were to be implemented ahead of the completion of DART Underground, although this is of less concern if service levels are built up more slowly or if the Swords line is opened only after DART Underground. Additionally, *2030 Vision* predicted that the Maynooth line west of Broombridge would be "moderately crowded" in 2030 (Figure 12.3 of the Draft Strategy). Although it is likely that this level of demand will not now be reached until after 2035 (I estimate that this study's projection for the Dublin region's population in 2035 is about 3% less than the *2030 Vision* projection for 2030), it remains the case that a Swords branch would reduce the capacity available on this section of the line. However, running more services to Docklands could offer a partial – if somewhat inconvenient for passengers – solution, assuming that the junction arrangements for the Swords line do not compromise the capacity or routes available through Glasnevin Junction.
- It would be very difficult to operate intercity trains to the Airport, as envisaged by the 2030 Rail Network Strategy Review and discussed earlier in this submission. The connection between DART Underground and the Maynooth line is envisaged by the Railway Order as a single track with a flat junction at the DART Underground end, which would pose serious

timetabling and reliability problems (this would also apply to any move to run DART services from the Swords line into the tunnel, e.g. to provide a link to Heuston). Moreover, there would be problems with timetabling a mixture of (presumably nonstop) intercity services and all-stops DARTs over a route with intermediate underground stations. The faster, heavier intercity trains could also pose noise and vibration problems on a route with shallow cut-and-cover tunnels in close proximity to housing.

- Similar issues to option HR2 arise in relation to the costs of serving Swords by heavy rail, and to some extent these apply to Ballymun and DCU too (although the light rail options serving these areas also have tunnel sections, they are significantly shorter than that envisaged for HR8, and Luas/Metro underground stations are considerably smaller than DART ones).
- I am not yet convinced of the feasibility of the junction arrangements with the Maynooth line, southern tunnel portal and adjoining underground station at Finglas Road. The geometry of this area appears difficult and is complicated further by the fact that northbound trains towards Swords will presumably have to pass under the Glasnevin to Islandbridge line, which is itself falling westwards from Glasnevin. It also appears that the open space between Claremont Lawns and the Finglas Road may be inadequate in size to accommodate a DART station (depending on alignment), meaning that at least part of the station would have to be under the cemetery, possibly also requiring an emergency exit to the surface in this area. The station's commercial viability would anyway be dubious; a limited residential/employment catchment and a lack of park-and-ride opportunities would leave it largely dependent on interchange with buses on the Finglas Road.
- Station spacing is wider than for light rail options, and the absence of a station at Northwood, in particular, may be a disadvantage in terms of land use policy, although it does not appear impossible to add one.
- Although northside Luas capacity is unlikely to come under pressure if the Airport and Swords are served by DART, additional city centre capacity might ultimately be required because of the pressure created by the Airport DART link, as discussed above, and/or traffic growth on the southside Green Line. It is theoretically possible to extend the DART tunnel southwards towards the city centre, but connection with the Green Line would probably be ruled out by gauge and electrical differences, and it is difficult to see what else could be done with such an extension – it is possible to extend towards another southside destination such as Tallaght, but construction costs would be significantly higher than for Metro and capacity would probably be excessive. However, this is probably a very long-term consideration.

LR3/4/5

General

Overall, I conditionally support this option, although I consider it inferior to option LR7 (optimised Metro North). My preferred variant is LR3; I consider that LR4 cannot be adequately segregated from road traffic between Griffith Avenue and Broadstone without extensive carriageway widening, whose feasibility and acceptability are doubtful. I note that, according to the Luas Line D studies

(quoted in the Luas Cross City/BXD EIS), this section “would give rise to displacement of significant volumes of traffic on to adjoining, parallel and radial routes in to the city centre with associated adverse effects on those routes”

LR5 appears to have more potential for segregation, based on the current drawings for the Swords Swiftway proposal, but it appears that reconstruction of the corridor to accommodate Luas would be extremely disruptive to the Swiftway service, unless it were to be done at the time when the bus infrastructure required renewal (which is beyond 2035). Another problem is that the Swiftway infrastructure is planned to be gutter-running (except on the Swords bypass), whereas centreline running appears preferable for light rail. In order to constitute a complete solution, LR5 would also have to either include a branch to Ballymun or divert the main line to run from Whitehall to the Airport via Ballymun.

Notwithstanding my general support for this option, I have a number of concerns, which I deal with below.

Interchange with Maynooth line

The LR3 alignment does not permit interchange with the Maynooth line (LR5 provides this at Drumcondra, and LR4 could theoretically do so at Cross Guns, though in practice this seems highly unlikely, the issue having been studied more than once in connection with Metro North). However, I do not consider this a show-stopping problem; interchange between the Maynooth line and the Green Line will still be possible at Broombridge and interchange with the Swords Swiftway route at Drumcondra; moreover, a future orbital public transport link along the lines of Metro West – likely to be a BRT service, at least initially – could provide a connection between the Maynooth line in the Blanchardstown area and the Airport.

Construction site at Mount Bernard

I have doubts about the feasibility of a tunnelling worksite at Mount Bernard Park for option LR3, at least on the basis of the information available to date. The project would apparently involve the temporary loss of most or all of the park, although it is possible that mitigating measures could be devised. (One such measure might be to extend the park northwards into the adjoining Iarnród Éireann lands, as envisaged in the Phibsborough/Mountjoy Local Area Plan, *before* any part of the existing park was closed for construction work.)

Even with mitigating measures, however, there would still be difficulties with HGV access; the pathway leading from the railway bridge towards the southern end of the park appears inadequate for HGVs, and there is no obvious alternative that does not involve the use of residential streets. Access from west of the Glasnevin-Islandbridge rail line appears feasible but would require multiple bridges over railways and the Royal Canal. It would theoretically be possible to relocate the worksite

to the west of this latter rail line, but this would lead to a longer, more costly and less direct tunnel with a tight radius of curvature.

Overall, however, I consider that the problems at this location are not sufficiently severe to rule the option out entirely.

Airport alignment

There may be merit in considering incorporating option LR7's underground alignment through the Airport area into option LR3 or LR4 (but probably not LR5, which has a more direct surface approach to the Airport), although there is an obvious cost penalty.

Swords alignment

I am not convinced that Swords Main Street is the optimal routing for these options. I suggest that it would be better to take over the Swiftway alignment along the median of the R132 (as proposed for option LR7), although I acknowledge there would be moderate negative impacts on any BRT services continuing to operate after Luas implementation. (If replacement bus lanes were still considered necessary, they could be provided by redesignating general-traffic lanes.)

City centre tunnel possibilities

I believe that there may be opportunities for incorporating a city centre tunnel into option LR3. Such a tunnel would have two major advantages over that proposed in option LR7 (i.e. the optimised Metro North): firstly, it would be considerably shorter – no more than 2.5 km if the tunnel is assumed to terminate at St. Stephen's Green, compared to almost 6 km for LR7 –and thus more affordable, and, secondly, its construction could be deferred, with trams initially using the Green Line/Luas Cross City tracks in the city centre.

There is likely to be long-term value in providing a second cross-city alignment, assuming that both an Airport/Swords line and a Finglas one are eventually implemented. (Even without northside extensions, it is possible that capacity on the southside Green Line will also come under pressure.) Theoretically, this could take the form of an entirely surface route; for options LR3 and LR4, this would probably run southwards from Broadstone along Beresford Street and Winetavern Street, or Church Street and Bridge Street, to the Christ Church area before following the Inner Orbital Route to St. Stephen's Green and connecting with the existing Green Line somewhere to the south. However, the 2008 feasibility study of a Broadstone to Rathfarnham line established that the Beresford Street/Winetavern Street route was not practicable; moreover, a Church Street alignment would also pose severe problems on the narrow section of that street between North King Street and Mary's Lane. South of the river, it appears likely that any Luas alignment would conflict with one

or both of the Clongriffin – Tallaght and Blanchardstown – UCD Swiftway routes, and potentially with general traffic in certain locations. (Option LR5 would offer the possibility of a surface link from Dorset Street via Gardiner Street, Beresford Place, Westland Row and the Swords Swiftway alignment to St. Stephen's Green, but this would also involve various problems – some of which were identified in the planning of what is now Luas Cross City – and would not, in any case, address the problems of the LR5 alignment north of the Royal Canal). Therefore, the optimal solution is likely to be an underground link.

Such a tunnel would have its northern portal at Broadstone and would either turn eastwards to join the LR7 alignment at the north end of O'Connell Street (Figure 1) or head towards St. Stephen's Green more directly (Figure 2). There would be underground stations at Broadstone and St. Stephen's Green, with an intermediate station at Upper O'Connell Street for the LR7-based alignment or within the CIÉ site at Abbey Street/Strand Street (adjacent to the Jervis Red Line stop) for the direct alignment. In addition to being shorter, the latter alignment would reduce traffic disruption due to construction works, although it would have poorer bus interchange opportunities and be slightly farther from northside employment areas.

Beyond St. Stephen's Green, the tunnel could be continued to a portal in Earlsfort Terrace or between Hatch Street and Adelaide Road and from there to a junction with the Green Line on Adelaide Road. The cost would be of the order of €750 million, based on maximum rates from Table 6.5 of the Appraisal Report, for the entire length (i.e. including the section from St. Stephen's Green to the southside Green Line). Stations would be gated and staffed as per the Metro North proposals and would probably be built to accommodate 60-metre trains, although it is uncertain whether the Phibsboro stop could be lengthened to take trains of this length – selective door operation may be a possibility. The service could be branded as either Luas or Metro.

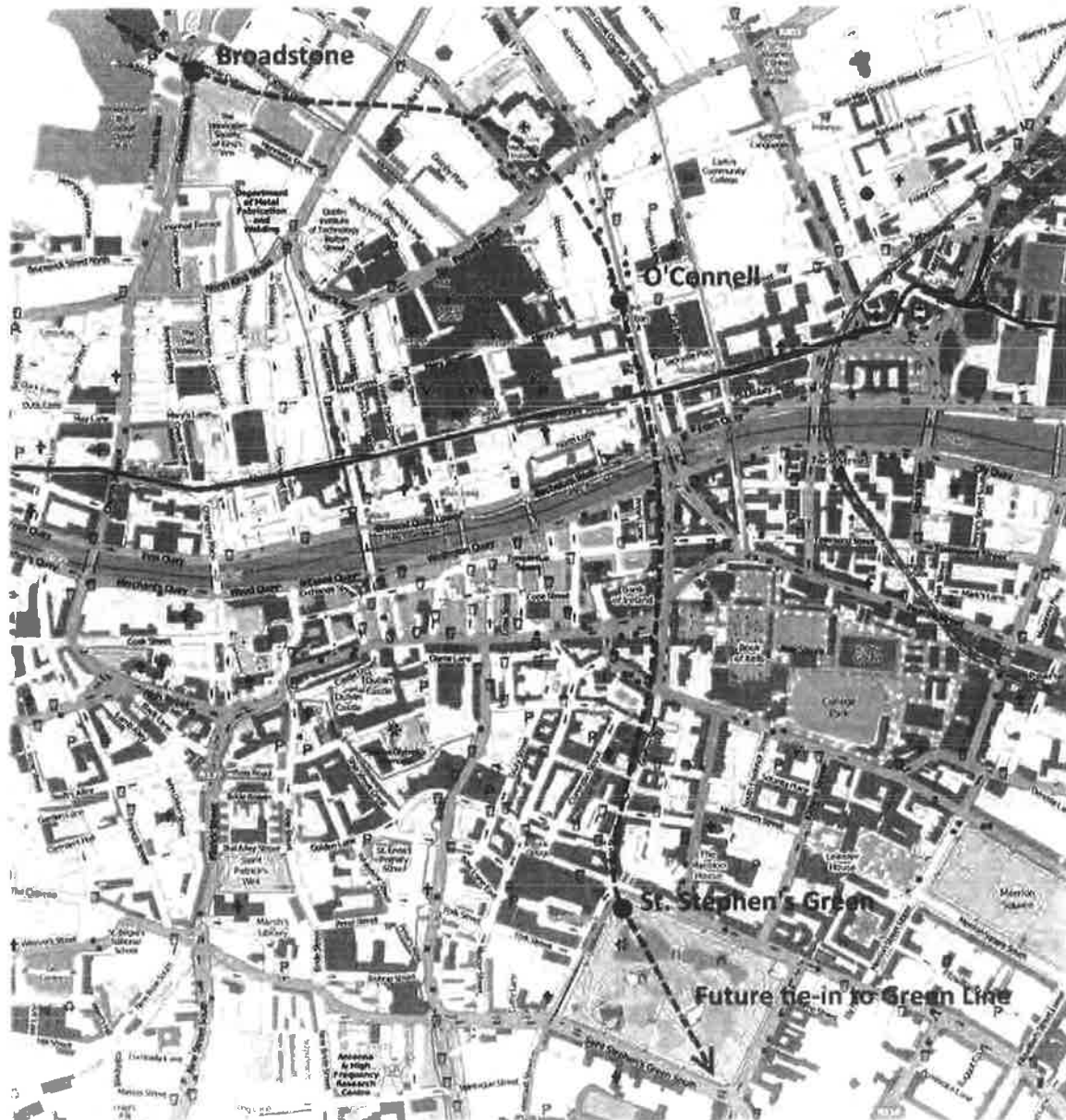


Figure 1: Possible city centre tunnel, O'Connell variant

Available information on the planning of Metro North suggests that this route would involve more tunnelling in soft ground than would the city centre alignment eventually chosen for that project, but this must be set against the shorter overall length of tunnel involved. There would probably be more tunnelling under buildings, particularly if a route via Jervis were to be chosen, but, likewise, it must be noted that it is possible to avoid especially sensitive locations, such as Henrietta Street, and that – at least for the Jervis alignment – much of the tunnelling is under a small number of large buildings. The O'Connell option would make greater use of the approved Metro North Railway Order tunnel alignment than the Jervis one would, although it would clearly also involve a significant length of tunnel outside that corridor (between Broadstone and O'Connell Street).

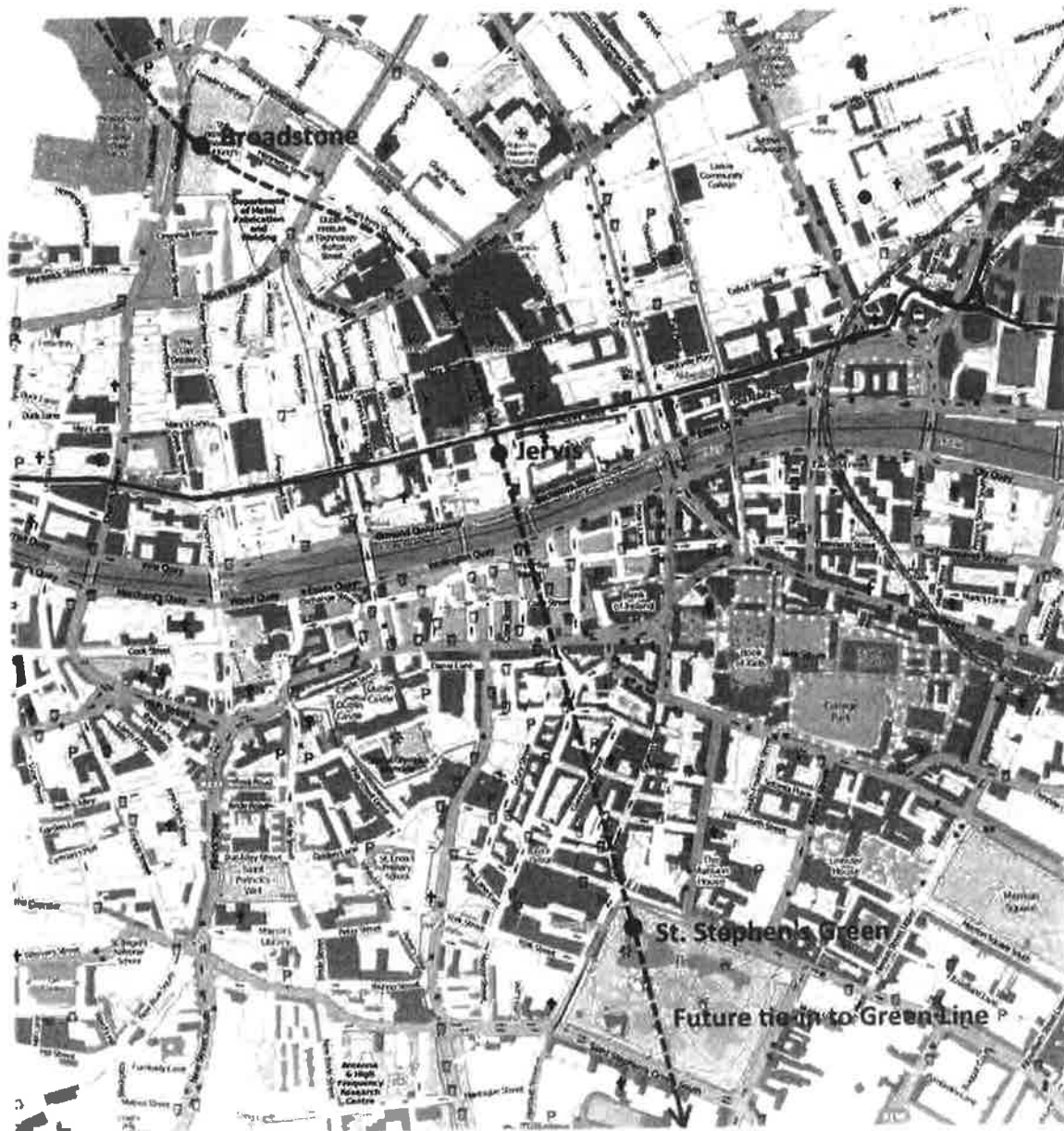


Figure 2: Possible city centre tunnel, Jervis variant

The tunnel would only be required once demand exceeded the practical capacity of the extended Green Line, which I estimate at around 7,600 passengers/hour/direction (based on 53-metre vehicles and a 2.5-minute headway). I am unable to judge when exactly this point might be reached, though it may well be beyond 2035. Nevertheless, if it is likely to be needed in the longer term, reservations should be made for a portal and worksite in the Broadstone area. (Construction would probably require prior relocation of some, though not all, bus activity at Broadstone; this may not be too severe a problem in a long-term context.) Provision would also have to be made for a station at St. Stephen's Green in the DART Underground works at that location, since digging up the park twice is not likely to be acceptable.

The above discussion assumes the choice of option LR3. For option LR4, a tunnel could also start at Broadstone (albeit with more problems in locating portal and worksite because the bus depot lands

could not be used), but it would appear better to move the portal well north of the Royal Canal, avoiding relatively narrow roads; at this point, the option would effectively become identical to LR7. Thus, I believe there is little point in exploring a tunnel option for LR4. In the case of option LR5, it would be theoretically possible to locate a portal on Dorset Street, but constructing it while maintaining Luas and general traffic movements would be extremely challenging, and there is no obvious worksite location for the construction of the tunnel itself.

Compared to option LR7, this proposal would involve less tunnelling, the work would be deferred for longer and the reduced project scale would ease funding issues and risks. However, it would offer less capacity and longer journey times and would not serve the Mater Hospital or – as noted above with respect to option LR3 proper – interchange with the Maynooth line. It would also make less use of the work that has been done to date on progressing Metro North.

LR7

General

I believe that this option is the best solution for the corridor (although perhaps not the whole solution, given that I expect a heavy rail link to the Airport would be inevitable in the long term). Assuming that the scale of demand is such to justify the project, I strongly support its implementation. However, there are obvious affordability issues – particularly given the need to implement DART Underground first – although this will depend on the timescale proposed for the development of the project. One possibility would be to defer implementation until such point as the Swiftway service, possibly augmented by a DART spur, was no longer able to cope with demand – even if this point was beyond 2035. (The alignment would have to be safeguarded in the meantime, although the existing Railway Order would clearly expire long before construction would start.)

Train length/capacity

Although full details of the demand analysis are not provided, the figure of 12,000 passengers per hour per direction appears reasonable and is substantially higher than what could be achieved with an all-surface Luas line. (In the city centre, of course, the Metro line would operate in parallel with Luas Cross City, offering a combined capacity of perhaps 20,000 passengers/hour/direction.)

City centre stations

I believe that the city centre station configuration proposed in the Appraisal Report may need further work. Although I can understand the desirability of substituting the O'Connell Street Upper

station for the (more costly and disruptive to construct) Parnell Square and O'Connell Bridge ones, there are still a number of problems.

Although the gap between the O'Connell Street Upper and St. Stephen's Green stations appears somewhat large, a preliminary analysis suggests that all key city centre destinations would remain within a ten-minute walk from one or other of the stations. However, I note that that the distance would apparently be such as to require an intermediate escape/intervention shaft – probably somewhere in the vicinity of College Green – and finding a suitable location for this would be difficult and potentially costly. (This problem arose with the Dublin City Centre Business Association's proposal for a Metro station at the Department of Education on Marlborough Street, which is, however, also a bad idea for various other reasons.)

One problem may be the poorer bus interchange offered by the O'Connell Street Upper location relative to the O'Connell Bridge one; whereas almost all bus routes serving the city centre have stops within five minutes' walk of one or other of the entrances to the O'Connell Bridge station as proposed in the Railway Order, the number of routes within a similar distance from O'Connell Street Upper is more limited. However, there appears to be no close substitute for an O'Connell Bridge site (particularly because Trinity College's reluctance to permit tunnelling rules out the D'Olier Street location proposed in the past), and some degree of compromise seems necessary, given the technical difficulties posed by the Railway Order location.

I have also considered whether there might be alternative, preferably off-street, locations for a north inner city station that would reduce the disruption caused by construction and/or improve coverage. The O'Connell Street Upper station could theoretically be relocated into the "Millennium Mall" site, reducing disruption but with coverage remaining the same. However, this would be dependent on major alterations to the development proposed for that site and would also require the tunnels to pass under a greater number of buildings. The Jervis site that I discuss above in connection with option LR3 is also a possibility, although it has shortcomings in terms of bus interchange and there would be no interchange with the Green Line north of St. Stephen's Green (the latter problem does not apply to LR3 as, in that case, underground and surface services would share track and platforms north of Broadstone).

Finally, it might be possible to consider a surface alignment at the Airport if both LR7 and a DART spur were to be implemented (along the lines of option C1).

BRT5

General

Given that option BRT5 is merely a combination of options BRT2, BRT3 and BRT4, and in the absence of significant interactions between the three components, I will deal with each of the schemes contained in BRT5 separately.

BRT2

BRT2 is definitely not an answer to the general transport problems of the corridor, but it could be of value insofar as it provides a rapid link between the Airport and DART. However, it is uncertain how attractive it would be for this purpose without a significant improvement in service levels at Clongriffin station.

BRT2 also has considerable potential for incorporation into a future orbital BRT corridor (essentially an interim measure for the Metro West route linking the Airport to Tallaght, although, depending on the alignment of the Clongriffin-Tallaght Swiftway route between Rathfarnham and Tallaght, it might be possible to extend such a corridor to Sandyford). In this event, BRT services would operate from Clongriffin to the Airport before taking the Swords Swiftway alignment towards the city centre, then leaving at Collinstown Lane to head towards Tallaght via the Metro West corridor.

Additionally, if and when rail services are provided to the Airport and Swords, BRT2 could enable some of the surplus capacity thus created on the Swords Swiftway corridor to be used for radial services from the city centre towards the Belcamp area and perhaps beyond, although this would require a connection between the Swords corridor in the Santry area and BRT2 in the vicinity of the M1/M50 interchange. (If BRT operation on motorways were permissible, the simplest way to do this would be via the M50 itself.)

BRT3

BRT3 suffers from the extreme difficulty of providing BRT-standard segregation south of Griffith Avenue. There may also be issues with city centre access, given that the Route Options Assessment Report for the Swords corridor found that “significant traffic restrictions” would be required if two BRT routes were to share a city centre alignment. (One option might be to terminate in an anticlockwise loop formed by Dominick Street – shared with the Green Line – Parnell Street, Parnell Square West, Granby Row and Western Way.)

I consider the feasibility of BRT3 overall to be somewhat doubtful. However, I believe that a BRT connection to DCU and Ballymun deserves further study; one possibility would be a spur from the Swords route, probably via Collins Avenue, although this might again give rise to capacity problems in the city centre (as the Swords route would then have branches to both the Airport and Ballymun) and there are “pinch points” on Collins Avenue that may limit the degree of priority that can be provided.

BRT4

Although I believe that BRT4 has some potential benefits and is probably the only BRT scheme that could offer significant relief to the Swords Swiftway corridor, I believe the scheme's objectives would be better achieved by enhancements to the existing commercial Port Tunnel express services (747, Aircoach and Swords Express) rather than a BRT route as such. (I also note, but do not comment on, the technical issues relating to BRT operation through the Port Tunnel.)

C1

General

I believe that something along the lines of option C1 – i.e. a combination of heavy and light rail services to the airport – is probably inevitable in the longer term, although this may not be achieved by 2035. (It is theoretically possible that the light rail element could be something other than that assessed in the Appraisal Report, perhaps even LR7; however, it is likely that, the more costly the first rail link and the higher its capacity, the longer it will take for the second link to be implemented.)

In general, my comments concerning option LR3 apply to the light rail element of option C1, although there would probably be little point in investigating the possibility of a tunnelled route through the Airport if it was in any case to be served by DART.

Principle of two airport links

I note that the idea of two separate rail links to the Airport has been around for quite a while and that the Dublin Transportation Initiative final report in 1995 provided for both DART and Luas links, stating that the two would serve different markets. (It may be noted that, at that time, the Airport was expected to handle 11 million passengers in the DTI horizon year of 2011; despite the economic crisis, it actually handled 18.7 million in 2011, rising to 20.2 million in 2013.)

Evidence from elsewhere in Europe (presented in the Appendix to this submission) suggests that an airport of the scale to which Dublin may be expected to grow by 2035 (perhaps about 40 million passengers per annum) should be capable of justifying two rail links. (Note that I have not included airports where a variety of services share the same tracks, such as London Gatwick, although I have included Dusseldorf and Frankfurt, both cases in which the suburban station is on a branch or loop off the route that serves the intercity station.) However, the Appendix also shows that the elapsed time between the provision of the first and second links can be considerable – in some cases, of the order of a generation. The average appears to be slightly less than 20 years, although this falls to just

over 18 years if airports with two heavy rail links (rather than one heavy rail and one metro/light rail) are excluded.

Mention should also be made of the experience of Edinburgh, where separate heavy rail and light rail links to the airport were originally proposed (seemingly for implementation in the same timeframe), but the heavy rail link was ultimately abandoned in favour of an off-airport interchange station connecting with the light rail line. However, I am not convinced that much could be learned from this in the Dublin context, partly because Edinburgh's airport is only about half the size of Dublin's (on the basis of annual passenger numbers) and Dublin's geography would not be conducive to a solution like Edinburgh's, partly because the circumstances in Edinburgh involved severe cost overruns on the light rail project that caused the government to commit to cancelling one or other of the projects.

On this basis, although it is likely that an option that includes two separate rail links to the Airport would prove viable, it must be acknowledged that there is some political risk associated with it – unfortunately, someone is going to ask “why do we need two rail links to the same place?” Under these circumstances, there would probably have to be a gap of at least a decade between the inaugurations of the two projects.

The case for two links would probably be strengthened somewhat if – as seemingly proposed in the Appraisal Report – only one (DART in option C1) were to continue into the heart of the airport complex, with the other (Luas in option C1) serving a station on the edge of the airport, some distance from the terminals but close to the complex's key employment areas and linked to the terminals by a people mover (which is anyway proposed for other purposes). Of course, having one route *not* go to the terminals might also cause political resistance, particularly if it was misperceived as an effort to protect the other service from competition.

Interchange

The possibility that there will be some degree of interchange between the two services may also have to be considered, and, if such interchange is considered acceptable, a link should be provided between the Airport stations. This might take the form of a people mover or travellerator or, alternatively, an additional station on the DART spur in the vicinity of the Swords Road and providing direct interchange with the Luas stop (although the latter might not be beneficial for future intercity services, which I would expect to generate more Luas interchange than DART services).

Capacity issues

Additionally, I would like to note that, although option C1 is a broadly acceptable one, I do not feel that the provision of two airport links would eliminate the long-term need for extra north-south capacity in the city centre. According to the 2010 Metro North business case, air passengers and airport workers would only account for approximately 20% of users. Moreover, it is clear that a

DART link could not abstract all of this 20% from Luas/Metro because some users would be travelling to or from locations between the Airport and city centre that are remote from the route of the DART link (e.g. Ballymun, Drumcondra, north inner city). As discussed earlier in this submission, the capacity situation is anyway something that involves more than just the Swords corridor, and it appears that capacity on the southside Green Line may eventually come under pressure, although – as for the northside – this could well occur only after 2035. However, it is possible that option C1 could accommodate initial demand through the cross-city tunnel link I proposed earlier in the context of option LR3.

Summary of conclusions

Most of my key conclusions relate to individual options taken forward from the Appraisal Report, so I will summarise my points on an option-by-option basis; more general issues are dealt with in the initial sections of this submission.

Option	Summary comments
HR2	<ul style="list-style-type: none"> • Should reject • Capital costs for heavy rail into Swords could be high • Fails to deliver a north-south corridor
HR8	<ul style="list-style-type: none"> • Attractive journey times, but many problems • Possible city centre/Maynooth line capacity issues • Difficult to operate intercity services to Airport • Capital costs for heavy rail into Swords could be high • Junction arrangements may be difficult • Wide station spacing • Difficult to extend tunnel into/across city centre if considered desirable
LR3	<ul style="list-style-type: none"> • My second preference (with C1) after L7 • LR3 preferred to LR4/5 • No interchange with Maynooth line, but this is not a showstopper • Worksite at Mount Bernard could cause problems, but there are probably ways around this • Consider tunnel (LR7) alignment through Airport • Swords alignment should be as for LR7 i.e. R132 • Need to consider a city centre tunnel for longer-term implementation
LR7	<ul style="list-style-type: none"> • By far the best overall solution and my first preference • Poses funding problems • May consider sticking with buses (plus possible Airport DART spur) until LR7 can be implemented
BRT5	<ul style="list-style-type: none"> • BRT2 has benefits in context of future orbital BRT or widening service area of Swords BRT after rail implementation • BRT3 is of doubtful feasibility overall, but need to explore all options for BRT to Ballymun • BRT4 makes more sense as programme of incremental improvements to commercial bus services than as BRT per se
C1	<ul style="list-style-type: none"> • Solution along these lines is inevitable in the longer term • However, second link may only be implemented 10 years or more after first • May not resolve all capacity issues in city centre

Appendix: European airports with more than one rail link

Airport	Million passengers, 2013	Link 1 type	Link 1 opened	Link 2 type	Link 2 opened	Years between openings
Barcelona	35.2	Heavy rail – suburban	1975	Metro (not CBD)	2016	31
Copenhagen	24.1	Heavy rail – suburban/intercity	2007	Metro	2007	0
Dusseldorf	21.2	Heavy rail – suburban	1975	Heavy rail – intercity (via people mover)	2000	25
Frankfurt	58.0	Heavy rail – suburban	1972	Heavy rail – intercity	1999	27
London Heathrow	72.4	Metro	1977	Heavy rail – express, suburban service added later	1997	20
Lyon	8.6	Heavy rail – intercity (not CBD)	1994	Light rail (express)	2010	16
Madrid	39.7	Metro	1999	Heavy rail – suburban (future intercity)	2011	12
Manchester	20.8	Heavy rail – suburban/intercity	1993	Light rail	2014	21
Paris Charles de Gaulle	62.1	Heavy rail – suburban	1976	Heavy rail – intercity (not CBD)	1994	18
Zurich	24.9	Heavy rail – suburban/intercity	1980	Tramway	2008	28

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 19:58
To: northdublinstudy
Subject: Submission
Attachments: [REDACTED]

Sorry for this.

Unfortunately, I've been unable to upload my submission on the NTA site, or at least to confirm that it has been uploaded - I realise it's nearly 2 MB, but the site says up to 3 MB should be acceptable. I attach the file in question.

If submission via email is unacceptable for some reason, could you inform me early on Monday so I can try some alternative method?

Regards
[REDACTED]

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(65)

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 19:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

I believe that the BRT / Swiftway should not even be considered as a short or medium term solution. What we need is a final and resonable solution that will cater for the north country citizens needs for the long term. Therefore it is my belief that a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: Justin Sinnott [REDACTED]
Sent: 18 January 2015 19:04
To: northdublinstudy
Subject: Submission

In consultation with constituents from Santry and Swords the overwhelmingly preferred option is:

- The two light rail options: Metro North and the Luas

Best wishes

Justin Sinnott

Cllr Justin Sinnott
Independent
Swords Ward
Fingal County Council

Representing - Santry, Swords, Donabate,
Portrane, Kilsallaghan, Rolestown,
St. Margaret's & Meakstown

[REDACTED]
www.justinsinnott.com
<https://www.facebook.com/justinsinnottLE2014>
<https://twitter.com/justinsinnott>

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Response to Public Consultation on Fingal/North Dublin Transport Study

1 SUMMARY

This submission primarily covers the following topics

- Unaddressed capacity constraints on the existing (Irish Rail) northern line.
- Service quality degradation arising from capacity constraints including comparison of Drogheda to Dublin services with heavy rail commuter services from Portadown to Belfast
- Impact of DART underground, Enhanced DART and HR1 to HR6 on northern line operations.
- Strongly advocates LR6/LR7 (Metro North) or HR8.
- Supports LR1 but cautions on LR2.
- Miscellaneous comments on some of the other options.

2 Heavy Rail Options HR1 to HR6

These options all hinge on new connections onto the Dublin/Belfast line, a route which already suffers from congestion and as a consequence delivers uncompetitive journey times for InterCity and longer distance commuters.

2.1 Northern Line Capacity and Usage Statistics

The busiest portion of the northern line is the section between Connolly and Howth Junction which hosts around 210 passenger train movements on Mondays to Fridays. Traffic consists of a mix of slow traffic (DART, averaging around 20 mph) and longer distance traffic capable of travelling at 70 mph or faster. All of this traffic is carried on a twin track infrastructure which is comparable to a motorway with no overtaking lanes and as a consequence most non-DART trains frequently suffer a journey time penalty of anything up to twenty minutes at peak periods. In contrast the Cherry Orchard to Hazelhatch section of the Dublin/Cork line has four tracks and carries around 120 passenger train movements on Mondays to Fridays.

According to published statistics (NTA, AECOM, Irish Rail) the line north of Connolly carries about 32% of Irish Rail non DART traffic while the section immediately west of Heuston carries about 36% of Irish Rail non DART traffic. According to the NTA 2013 heavy rail census, peak period InterCity and commuter flows on the northern line (essentially traffic originating north of Howth Junction) significantly exceeds total traffic flows into Heuston, but due to infrastructure constraints this traffic is impeded significantly because of the necessity to mix stopping and non-stop services.

2.2 Necessity for Planning Protection.

Given the issues with route capacity that already exist on the northern line, the NTA and the planning authorities need to ensure that no further developments are allowed to obstruct future widening of the corridor from twin to quadruple track. While not directly relevant to the Fingal/North Dublin Study a similar policy needs to be put in place in respect of all rail corridors approaching Dublin.

2.3 Impact of DART underground and HR1 to HR6

The DART underground and DART expansion proposals referenced in section 2.0 of the North Dublin Transport Study document propose a greatly enhanced frequency of service on the northern line. While the closer signal spacing currently in process of installation might theoretically support such an intense level of service, journey times will dis-improve significantly especially for commuters travelling beyond Malahide and most particularly for those using the Dublin/Belfast Enterprise service. In addition the intense nature of the proposed services on such a constrained infrastructure will impact on reliability as even the most modest delay will reflect on following services throughout the peak period. The magnitude of the journey time dis-improvement for longer distance commuters is likely to be such as to depress demand and in turn offset gains arising from increased frequency. The capacity mis-match between the routes approaching Heuston and Connolly is a major risk to the success and value of DART underground and the future viability of much of the existing service north of Malahide.

None of the heavy rail proposals (HR1 to HR6) are capable of delivering a journey time from the city centre to the Airport of much less than 26 to 28 minutes. Additional tracks north of Connolly would transform service quality and accommodate an airport express service (less than 15 minute journey time), faster and more frequent long distance commuter services (electric or otherwise) and a greatly improved Dublin/Belfast service. DART Underground, enhanced DART and Airport DART are all critically dependent on additional tracks north of Connolly, an issue which is not even raised in the appraisal document. Failure to provide adequate track infrastructure will result in a decline in the relevance of public transport in the North Dublin and bring forward demands for additional lanes on the M1 northwards to Drogheda.

2.4 Possible alternative to track widening on the northern line

If the cost and engineering challenges of providing additional tracks north of Connolly are deemed impractical, then the option of diverting local traffic to and from stations between Killester and Kilbarrack onto a new LUAS line deserves serious consideration. Interchanges with DART at Connolly, Clontarf Road and Howth Junction could be a feature of such an arrangement. This proposal would remove much of the congestion on the northern line and create the necessary capacity for a viable express DART service to Dublin Airport as well as the improvement and expansion of longer distance commuter services and the Dublin/Belfast Enterprise service. The reduction in journey times to/from stations beyond Howth Junction, not least Clongriffin, Portmarnock and Malahide would make the railway "the only shown in town" for commuters to the general Dublin city centre area and onwards to locations along the south-eastern DART line.

2.5 Comparison with commuter services into Great Victoria Street Belfast

Peak services to/from Malahide, Donabate, Rush, Skerries, Balbriggan, Laytown and Drogheda are significantly slower than comparable services from Belfast to/from Lisburn, Moira, Lurgan and Portadown. Service frequency is similar – see table below. The approach to Great Victoria Street has a similar twin track infrastructure although a third line is planned from Adelaide as well as additional platforms and a greatly enhanced concourse. There are presently five express commuter services from Portadown, Lurgan, Moira and Lisburn in the morning and eight return express services in the evening peak period. These trains operate at speeds of up to 90 mph and are possible because the route is not congested with slow moving stopping services.

Table 1 Comparison of Dublin & Belfast Rail Commuter Services (arrivals before 0900)

From	To	Stopping Pattern	No of Stops	Distance	Average Journey Time (Minutes)	Number of Services	Average Speed (mph)
Lisburn	Belfast (GVS)	Non-Stop		7.6	9	5	51
Portadown	Belfast (GVS)	Limited Stop	3	25.3	34	5	45
Lurgan	Belfast (GVS)	Limited Stop	2	20.0	28	5	43
Moira	Belfast (GVS)	Limited Stop	1	14.6	21	5	42
Malahide	Dublin (Connolly)	Non-Stop		9.0	15	1	36
Portadown	Belfast (GVS)	All Stops	10	25.3	45	2	34
Donabate	Dublin (Connolly)	Non-Stop		11.4	21	1	33
Drogheda	Dublin (Connolly)	Limited Stop	6 to 10	31.8	59	8	32
Laytown	Dublin (Connolly)	Limited Stop	5 to 9	27.2	52	8	31
Lurgan	Belfast (GVS)	All Stops	9	20.0	39	2	31
Balbriggan	Dublin (Connolly)	Limited Stop	4 to 7	21.8	43	8	30
Gormanston	Dublin (Connolly)	Limited Stop	5 to 9	24.0	48	5	30
Skerries	Dublin (Connolly)	Limited Stop	3 to 6	18.0	36	8	30
Rush	Dublin (Connolly)	Limited Stop	2 to 5	13.9	29	8	28
Moira	Belfast (GVS)	All Stops	8	14.6	32	2	27
Donabate	Dublin (Connolly)	Limited Stop	1 to 4	11.4	25	7	27
Malahide	Dublin (Connolly)	Limited Stop	1 to 3	9.0	22	5	25
Malahide	Dublin (Connolly)	All Stops (DART)	8	9.0	24	6	23
Lisburn	Belfast (GVS)	All Stops	7	7.6	22	7	21

2.6 Comparison with South Eastern Line from Dublin

The issue with journey times, service quality and usage is well illustrated by comparison with services to stations south of Greystones. These trains suffer a journey time penalty of fifteen to twenty minutes due to their scheduling immediately

behind stopping DART services and barely average 25 mph to Greystones. The poor journey times compared with minimal frequency ensures comparatively light usage. This appears to be the fate awaiting northern line users.

2.7 Heavy Rail Option HR6

HR6 may have the advantage of reduced construction costs but like most of the other heavy rail options, routing is circuitous and in the absence of separated junctions and express running on the Belfast line, journey times will be uncompetitive and the resulting infrastructure underutilised. Also as noted the proposed lines do not serve intermediate population centres.

3 Heavy Rail Options HR7 to HR8

3.1 Heavy Rail Option HR7

This proposal features an overly circuitous route and constrains the Maynooth and Dunboyne/M3 service by absorbing capacity west of Glasnevin Junction. The conspicuous avoidance of existing population concentrations is a further negative.

3.2 Heavy Rail Option HR8

This is perhaps the most conceptually interesting of the heavy rail options in that it provides a relatively direct route to the Airport and Swords, potentially integrates with DART underground (by pairing the midland and southern routes to give direct service from Swords and Dublin Airport to Heuston via Docklands, Pearse and St Stephens Green). This proposal could be implemented with minimal adverse impact on existing services either during the construction period or during subsequent operation. A further positive for HR8 is that it would provide service to Ballymun and in combination with LUAS D1 and D2 (LR1) would transform transport in the north and north west of the city.

4 Light Rail Options LR1 to LR7

4.1 Light Rail Option LR1 & LR2

LR1 (LUAS D2) would appear to have considerable merit in extending the LUAS catchment area to the well populated north western fringe of the city. Some further extension towards the airport (LR2) may well be desirable as a local artery but is unlikely to attract significant through traffic to/from the city centre due to the circuitous route and consequent slow journey times.

4.2 Light Rail Option LR3, LR4 & LR5

LR3, LR4 and LR5 are lengthy extensions of LUAS D1 with substantial at grade operation. These options will be challenged to deliver journey times sufficiently attractive to generate much through usage and appear to be simply a poor man's Metro North.

4.3 LR6 Metro North

This scheme would create a significant new high capacity public transport corridor in North Dublin, interchange well with the Maynooth/Sligo line, the Luas Green line and service major traffic generators such as the Mater Hospital, Drumcondra, DCU, Ballymun, Dublin Airport and Swords. The proposal has already been advanced to the detailed design stage, has a proven strong cost/benefit ratio and has already passed through the planning process. It is a serious contender and would have an advantage over HR8 in that it would provide a new high capacity artery into the heart of the city.

4.4 LR7 Optimised Metro North

While there may be scope for some savings in the engineering of LR6, it would be a major mistake to constrict the carrying capacity of such a major long term infrastructural investment. The short history of the existing LUAS lines suggest that growth can occur quickly. Nonetheless 12,000 ppdp/h represents a very substantial carrying capacity and exceeds the actual peak passenger flow on any of the existing heavy rail routes. Care is nonetheless required to ensure that relatively small short term savings do not result in major disruption and expenditure in expanding capacity in the future.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 17:52
To: northdublinstudy
Subject: Fingal/North Dublin Transport Study
Attachments: Fingal & North Dublin Transport Consultation.docx

Hi,

Please find attached response to the public consultation on this topic.

Regards

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 18 January 2015 17:34
To: northdublinstudy
Subject: North Dublin Transport Study

To whom it may concern

I am a resident of [REDACTED] and I would like to make to a submission on the stage 1 appraisal report.

From reading through the options identified in the report, I think that the light rail option is the preferable option and I am against the BRT option which I think would have a detrimental effect on Swords and the road infrastructure in the area. I think that the BRT is a low cost option and adding the BRT to busy roads that are already served by several bus routes would be of no real benefit to the residents of North County Dublin.

I recently viewed the preferred route for the Swiftway BRT scheme which was on view and I believe that the route as proposed would have an adverse effect on the residents of Swords, and in particular those living in the housing estates located along the Glen Ellan Road. The proposed Swiftway BRT route along the Glen Ellan Road would be disruptive to residents of the housing estates along this road and would negatively impact on the residential amenities and the quality of life of the residents of these estates.

The Glen Ellan Road which runs alongside a number of housing estates would become a major four lane road. It would have in excess of 300 Swiftway vehicles on a weekday passing from 6.00am in the morning to 12.00am at night. This level of Swiftway traffic would have a major impact on the area in terms of noise levels, air quality and vibrations, which would affect the residents of the house within the estates along the Glen Ellan Road. I think that a light railway system would be much more preferable with reduced emissions and noise levels compared to the proposed diesel powered propulsion system of the Swiftway BRT.

The proposed plan for the Swiftway route involves the acquisition of land from some of the estates along the Glen Ellan Road to facilitate the BRT lanes and Swiftway stops. This would have a negative impact on the residents of these estates by removing green areas that are currently used for recreation and by bringing the perimeter fencing of these estates into very close proximity with houses in certain parts of the estates. This would result in the Glen Ellan roadway (incorporating the BRT lanes) becoming very close to houses along the front of these estates which would result in increased noise levels and vibrations for the residents of these houses.

There are two primary schools (Gaelscoil Bhrian Bóroimhe and Swords Educate Together national school) and a community centre (Applewood community centre) located along the Glen Ellan Road quite close to the proposed location of the BRT terminus. The proposed Swiftway vehicles would present a danger to schoolchildren and would result in increased traffic congestion at school drop-off and pick-up times.

The Glen Ellan Road is currently subject to traffic congestion at certain times of the day. Queues can build on this road which can make it difficult for residents of the housing estates along the Glen Ellan Road to exit the housing estates at these times. The addition of the BRT lanes with Swiftway vehicles passing at intervals of every four minutes during peak commuter travel times would add to the congestion problems and the difficulties in exiting housing estates and would result in an increased potential for accidents. This problem will only increase in future years with the construction of further housing Developments (including the Millers Glen development currently under construction) along the Glen Ellan Road.

There are limited parking facilities planned along this route and in the vicinity of the BRT terminus. It is therefore likely that commuters who wish to use Swiftway would park their cars in the housing estates along the Glen Ellan Road and walk to a Swiftway stop. This would negatively impact on the residents of the housing estates along the Glen Ellan Road and it would present a safety risk to the numerous children who live in these estates due to the additional traffic volumes and numbers of vehicles parked in these estates.

I believe that a better solution would be a light rail service with the terminus located along the Balhcary road and to construct a large park and ride facility and bicycle parking facilities beside the terminus. This area is not highly populated with residential units and there is available land in this area, with the Metro North terminus having previously been considered in this area. This proposal would eliminate the need to construct the Swiftway BRT corridor along the Glen Ellan Road which runs through a heavily populated residential area.

Regards

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 17:25
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: DublinIWAJ_FeedbackRequest_2014_1.pdf

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Shandon Gardens & Coke Oven Cottages Residents Association

Address:
[REDACTED]

Comment:

I REFER TO PROPOSAL ARISING FROM BRANCHING FROM THE LUAS CROSS CITY TO THE AIRPORT FROM CABRA STATION. I SUGGEST THAT INSTEAD OF FUNDAMENTALLY ALTERING MOUNT BERNARD PARK AND PROCEEDING TO TUNNEL DIRECTLY UNDER SHANDON GARDENS (AND BEYOND TO COKE OVEN COTTAGES), THAT THE SPUR SHOULD COMMENCE BEYOND SHANDON GARDENS (AND ST ATTRACTA ROAD TO ITS RERE), AT A POINT WEST OF THE LIFFEY JUNCTION/PHOENIX PARK TUNNEL LINE (RERE OF BACHELORS' FACTORY). THE TRIANGULAR-SHAPED LAND BEYOND SHANDON GARDENS(SOUTH-SIDE OF ROYAL CANAL)IS IRISH RAIL/RPA PROPERTY AND WOULD AFFORD THE OPTION OF EITHER COMMENCING TUNNELLING FROM THE SOUTH-SIDE OF THE CANAL OR A BRIDGE ACROSS THE CANAL BEFORE TUNNELLING UNDER OPEN LAND(THE PROPERTY OF IRISH RAIL) ON THE NORTH-SIDE OF THE CANAL TOW-PATH AND THE SOUTH FLANK OF THE MAYNOOTH-SLIGO RAIL-LINE. UNLIKE THE ORIGINAL MBP/S.GARDENS'PROPOSAL THIS ROUTE WOULD OBIATE AGAINST BOTH PERMANENTLY ALTERING A MUCH-CHERISHED PUBLIC PARK AND THEN IMMEDIATELY TUNNELLING UNDER HOUSES. IT WOULD ALSO BE SITING THE TUNNEL ENTRANCE AND ARCHITECTURE WITH ITS ILLUMINATION AND NOISE AWAY FROM ANY IMMEDIATELY ADJACENT HOUSING. IN THE INTERESTS OF MOUNT BERNARD PARK, SHANDON GARDENS, COKE OVEN COTTAGES AND THE WIDER SHANDON AND CABRA EAST AREAS, I PROPOSE THIS ALTERNATIVE ROUTE.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

TO: Dublin Branch IWAI
Dublin@iwai.ie

16th January 2014

To whom it may concern –

I write regarding the proposed amendments to the Canal Bye laws by Waterways Ireland (WI), brought to my attention by the Inland Waterways Association of Ireland (IWAI) - Dublin Branch.

IWAI advise me that the proposed Canal Bye Laws amendments are counter-productive:

- to the vision of encouraging boat traffic through Dublin;
- to the vision of animating our waterways through encouraging boat use;
- not just for IWAI boating members, also for other non boat users and wider communities
- on losing value economic benefit that boat traffic brings to waterside communities.

Explained to me, the proposals are interpreted by IWAI as having the following negative impacts:

1. The huge increase in boat user charges proposed will deter use of our canals, already suffering from low traffic levels;
2. Run counter to every study carried out over the last 30 years which all aim to increase boat traffic on the canals;
3. The tolls proposed for Liffey access fly in the face of previously stated ambitions to encourage boat traffic.
4. The proposed permit structure will make it near impossible for most recreational user to transit the canals at reasonable cost and reasonable pace.
5. The fixed penalties as proposed are draconian and will further deter people who are open to trying the canal experience but fearful of falling foul of the terms of the proposed permits.

Boat users already pay their way and spend money to buy goods/services in communities

It is not equitable to penalise users of the canals with high charges, which do not exist on other waterways. The result is likely to push traffic onto the Shannon at the expense of the canals.

The consultation period undertaken by Waterways Ireland, of 6th January to 3rd February 2014, is extremely short. I have been advised the boating community are not averse at all to appropriate management, services, access and fees, for the benefit of the wider community. However, boats are part of the life blood of the navigation, and need to be encouraged to use our canals.

I concur with the concerns outlined by IWAI, and ask you to send this on to WI on my behalf.

Name:

Address:

Phone:

70

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 15:55
To: northdublinstudy
Subject: Future Transport for Swords

Dear Sir or Madam

Having considered all the options it is clear to me that the Luas or light rail solution is the only feasible approach. For a modern capital city not to have a light rail link with its airport is a disgrace. Building that with a continuation to Swords not only makes sense it also would add a commercial aspect to the project.

This also needs to be done as soon as possible.

[REDACTED]

Sent from my iPhone

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

71

From: WordPress <forms@ntawebsite.ie>
Sent: 18 January 2015 14:29
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:

To Whom, it concerns,

At this stage I believe the only viable and affordable solution is a series of quality bus corridors. I have watched the continuing roadworks on going for almost a year now. on the latest Luas links and after all the disruption to date, the only piece of track laid that I can see, is across the new bridge.

We cannot afford the underground option , so just get the bus corridors in place and chareg people a reasonable fare for their journeys.

Regards
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

72

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 13:43
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: Cllr. Joe Newman

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Fingal County Council

Address:

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

73

From: WordPress <forms@ntawebiste.ie>
Sent: 18 January 2015 13:28
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Tidy District, seabury, Malahide

Address:
[REDACTED]

Comment:

The only system I am in favour of is an underground Metro System as there is one in any other major city. Our Streets are already congested and I feel that a LUAS system will only add to this congestion. Furthermore there are no provisions for cycle lanes in many of our major roads.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

74

From: [REDACTED]
Sent: 18 January 2015 12:33
To: northdublinstudy
Subject: Luas

Luas

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 18 January 2015 11:49
To: northdublinstudy
Subject: Swords transport

Metro north/ luas is the Only option suitable for swords and Dublin. We do not need another bus route.

I live in applewood, both roads out are already congested in the mornings with traffic from three schools adding to the the morning rush.

It seems ridiculous to me that the airport is not linked by rail to the city centre as was promised years ago. The metro north line has been completely shelved for no reason and now this new bus route which nobody wants is bring pushed forward. Is nobody actually listening to the people of Swords? We want our luas line. Not another unnecessary bus route.

Suggestion : during the referendum in May - Ask the question. You will get your answer!

Regards
[REDACTED]

Sent from my iPhone

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 11:44
To: northdublinstudy
Subject: Transport options for Swords

Hi,

I would like to see a metro north/luas option.

I don't think more buses are the solution

Thanks

[REDACTED]

From [REDACTED] sent from my iPhone.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 10:28
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

I support a rail link from Swords via Airport to City Centre, in the shortest commuting time possible.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2015 10:23
To: northdublinstudy
Subject: Public Consultation Commission

Dear Sir/Madam,

Please see below my submission on the Public Consultation on the North Dublin Transport Study.

As a native of Skerries, Co.Dublin, I am well aware of the transport issues which face the Fingal/North Dublin area.

In my opinion, from the six proposed options, the one with highest benefit and integration is HR8. This option should be designed to allow the option of extending this heavy rail line to meet up with the Northern Line between Donabate and Rush & Lusk in order to provide a commuter option from the Northern Line via the airport to the city centre, to relieve capacity issues on the Northern Line and to allow a future inter-city service between Dublin and Belfast via the airport.

With the construction of DART Underground and the HR8 option a wide variety of commuter and inter-city journeys would be possible and would add to its business case.

I also believe that since HR8 follows much of the route of Metro North, it would mitigate the cancellation of the much-needed Metro project. It is very disappointing to see that a shovel-ready project was cancelled and more funds pumped into a public consultation.

While I am not enthusiastic about any of the Luas or BRT options, the one which should definitely not go ahead is Optimised Metro North. This option would soon be under capacity and allows the least scope for future population growth as the underground stations would be built too small and not allow for future expansion. This mistake has been made in other countries such as Canada in Vancouver's Canada Line of the SkyTrain where they are already encountering capacity issues. The only form of Metro North which should go ahead is its original form (with 90m or longer platforms) which still has a live railway order.

Kind Regards.

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 18 January 2015 10:18
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:
I support the Optimised Metro option.
Thanks

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

The Fingal/North Dublin Transport Study is a flawed process that should be halted.

The Study and the Report are entitled "Fingal/North Dublin Transport Study". In fact, they are nothing of the sort as they do not deal with "Fingal/North Dublin" nor can this be in any way described as a "Transport Study".

This "study" is a process clearly designed to put Metro North back on the table and to avoid the needed rational transportation study that would design the transportation network to serve the needs of Fingal/North Dublin for the next two decades.

The method presented, the generation of the options, the documentation presented and the analysis are all far below the required standard for any transport study, let alone one which is likely to lead to expenditure of many billions of Euro by the Irish taxpayer and to form the basis for transportation for a major quadrant of the Dublin metropolitan areas.

The process should be halted and subject to scrutiny about its intended purpose, its usefulness and how it could have got this far.

There are major deficiencies in the study and in the process

The Report has six major deficiencies.

1) This is not a study of Fingal/North Dublin

This study purports to be about Fingal/North Dublin. Figure 1.1 provides a map of the "Study Area". In fact, this area is not the subject of the study. The future development and the travel needs of the stated Study Area are not studied. There is no attempt to develop transportation solutions for the Study Area.

This study does not seek to develop a transportation system. It seeks to choose among options for a piece of transportation infrastructure to link three places. This is about making the case for spending money on something that is desired by the agencies, not about meeting the transportation needs of the people.

The brief is to connect Swords, Dublin Airport and the City Centre. It does not consider any other travel need of the Study Area, except where the possibility of other travel along the corridor can support the case for infrastructure options.

2) The report is devoid of any data on travel demand.

The report talks in sweeping terms about how this area will grow, about the need to serve the great travel demand that will arise, etc.

However, it does not set out the future development patterns expected in the Study Area. It does not consider policies on whether most growth should be contained within the M50, or if Fingal would be permitted to develop as lower-density sprawl. It does not show where the major generators or attractors of travel will be. It does not show whether development will be concentrated solely at Swords, or whether there will be multiple centres north of the M50.

It does not show forecast travel patterns. It does not show where people need to travel to and from. It does not identify whether there are strong 'travel desire lines', either to the city centre or to other locations. It does not show how much of the forecast travel demand is to parts of the Dublin area other than the City Centre, and especially whether they have destinations beyond the City Centre.

Incredibly, the report never states how many people any piece of infrastructure needs to actually carry, at various future years and under various scenarios such as whether the foreseen development occurs and whether there are increased restrictions on private car use in Dublin.

If it is not known how many people need to be carried, and from where to where, how can any solution be developed and how can it be assessed?

There really are just two possibilities here:

- i) NTA does not know the future travel demand, but it proceeds anyway to making a major transportation decision; or
- ii) NTA does know the future travel demand, but has decided to hold back this information from the public consultation process.

It is hard to tell which is worse, but neither possibility reflects well on the NTA. Neither possibility gives much faith that the people of Dublin will get "the most effective and efficient public transport solution for the area".

3) The study does not at any stage consider the transport network or services

The study does not make any effort to develop a network or to identify the transport services for the Study Area.

It does not even attempt to do so for the pieces of infrastructure that have been put forward as options.

The number of people within walking distance of the stations in any of the rail-based options in this report is relatively small. BRT fares somewhat better as there are more stopping places. The number of people who are in walking distance of stations at both ends of their journey is very small indeed.

This is relevant because none of the options is of much use without a supporting system of transport services to feed it. Again, BRT will fare somewhat better due to having more stops, but is still limited in the absence of a designed network.

Without a network of services, the transportation needs of the Study Area cannot be met.

4) The “options” and “shortlisting” processes are seriously flawed

The “shortlisting” process is about generating options for infrastructure that connects 2 or all 3 of the stated locations (Swords, Dublin Airport, Dublin City Centre). As noted above, this is done in the absence of any supporting data. Perhaps data is available to NTA and to the Consultant, but it certainly is not available to the public to whom the study has been put for consultation, and who as taxpayers will pay for it.

The “options” are primarily those the spending agencies seek to promote, plus some additional alignments devised by the consultants. This already limits the game to a set of options mostly put forward by the spending agencies.

The options are “evaluated” using a scorecard-style comparative assessment. No specified targets are ever set for what the desired transportation infrastructure or system should achieve. It is a “beauty contest” in which options can be created and eliminated.

It is very clear where this process is headed. Of the six shortlisted options, it is already a fairly good bet which three will fall at the first hurdle. After a few iterations, the “optimized” Metro North will be the only option left standing.

When the “shortlist” has been whittled down to one and the commitment is given, the more detailed design will need to begin. As “optimised Metro North” is just Luas in a tunnel with as much cost as possible stripped out, these things will get added back in again. Metro North will be back on the table, at full cost.

Either at that point or somewhere further down the line, the obvious will be pointed out and the Dundrum Luas line will be upgraded to “Metro” (although Metro North is ‘metro’ in name only. It is a tram in a tunnel and is not in the same league as global Metro system).

It is hard not to be cynical and come to the conclusion that this “planning” process is designed to produce a desired outcome, and perhaps one that is not being presented to the public at this stage.

5) NTA persists with assigning a low capacity to BRT

Leading BRT systems around the world carry as many passengers as busy Metro lines. The forecast 2025 maximum demand in the original Metro North study is less than what of a wide range of BRT systems actually carry every day. The full capacity of BRT is even acknowledged in the first page of Chapter 4 of the Report.

Despite this knowledge and the many times it has been pointed out to them, NTA persists in claiming that BRT has a maximum capacity of 3,600 passengers per

hour per direction. This is based on assuming 18-metre articulated buses carrying a maximum of 120 passengers each, not being able to operate at closer than 2-minute intervals. They 'concede' that 4,500 is possible if 24-metre double-articulated buses are used.

This incorrect thinking has driven the Swiftway BRT proposal. It continues into the Fingal/North Dublin, (e.g. sections 4.2.6, 4.3.6)

Any bus expert will accept that trying to run buses at closer than two-minute intervals on the same route just won't work. But that is not how BRT systems work and hence why high capacities can be achieved. Many BRT systems run multiple routes along the infrastructure, so that it becomes a 'bus road' that is used to the maximum. They also use express and limited-stop services that just drive through the dedicated lanes. Bogota, Brisbane, Guangzhou, Rio de Janeiro and Seoul are just some of the BRT systems that work on this basis and are carrying more people than the 2025 Metro North forecast.

For some inexplicable reason, NTA refuses to acknowledge the indisputable facts from a wide range of cities.

6) The BRT "options" are of low quality

The Study Team seems determined to develop BRT "options" that do anything but what is actually needed.

This is not a throwaway or facetious statement. It is beyond the bounds of credibility that transport professionals could not do better than this.

It is not that difficult for any lay-person to figure that the best option that serves Swords, Dublin Airport and Dublin City Centre would be to use the big road that actually links all three places in a straight line. The 41 bus does this every day.

Somehow, this patently-obvious option has escaped the study team.

Option BRT3 links Dublin Airport to the City Centre but insists to go by Ballymun instead of taking the direct route. Inexplicably, no-one seems to have thought of connecting it to Swords, even though this is the design brief.

Option BRT 4 is a logical alignment. However, the NTA fixation with articulated buses means that they put a speed limit of 60 kph as there would be standing passengers. Apart from the fact that BRT buses in Adelaide and Brisbane operate at up to 100 kph with standee passengers, the obvious design solution is to use double-deck buses or coaches with all-seated passengers.

Further, it would appear to be evaluated on the basis of continuing the BRT infrastructure through the tunnel. There is no need to do this if the traffic in the tunnel is free-flowing. Unlike a tram or Metro, BRT does not need dedicated infrastructure all the way, it just needs a clear road.

Option BRT 2 is nonsense and merely exposes the shallowness of the process.

Option BRT 5 is not rational as proposed, but it contains the basis of something to work with. If the Study really did examine the Study Area rather than the limited Sword-Airport-CBD corridor, there would be merit in having BRT and/or BHLS on the three main arteries to the City, being the Finglas and Malahide Roads perhaps as BHLS/QBC, with the Swords Road down the middle as full BRT. This would give strong connectivity of the Fingal/North Dublin area to the city centre, while giving highest priority to Swords and the Airport.

The inevitable conclusion is that a 'straw man' BRT option has been developed so that it is seen that BRT makes it to the shortlist and ticks a box. Once the serious assessment takes place, it will quickly be eliminated.

There is an urgent need to review the competence of NTA in the domain of urban passenger transport

There is a quite worrying aspect beyond this Study alone.

This is the fourth significant Public Consultation on Public Transport in just over a year in which the NTA has put into circulation documents with flawed analysis and information that are below an acceptable technical or professional standard in transportation.

There have been consultations on Direct Award of PSO Contracts to Dublin Bus and Bus Eireann, the Swiftway BRT (twice) and now Fingal/North Dublin study. In each case the quality of the study has been poor, the quality of the arguments have been poor, and things have been presented as fact that any public transport expert would know to be incorrect or at least far more nuanced than presented.

To put it in context, the PSO Contracts to Dublin Bus and Bus Eireann have a value of more than €1.5 billion when valued by turnover. Swiftway will cost about €300 million in capital costs alone, if implemented. If Fingal/Dublin North Transport Study leads to Metro North, the final bill will exceed €5 billion.

These are major projects, with major implications for the taxpayer, and with major implications for everyone in Dublin. The low quality of the studies and what is put in the public domain indicate that one of two situations prevails:

- i) There is a serious lack of public transportation competence at NTA and this is the best they can achieve; or
- ii) The deficiencies in the information put in the public domain are intentional, so that desired outcomes are achieved by avoiding full public debate or scrutiny.

This is not to insist that what NTA proposes is wrong, but rather that the process by which they get there is flawed, which gives a much higher risk of sub-optimal outcomes.

The time has come where it is justified to demand a full independent review of the competence and the methods used at NTA in relation to urban public transport organisation, contracting and projects.

From the information available in the public domain, it can be seen that there is not one person with qualifications or relevant experience in urban public transport (other than their current job) in the senior management of NTA, in the Board of NTA, or in the senior levels of DTTAS. This is surely without precedent in a Passenger Transport Authority in the developed world (and in few cases in the developing world either).


The unusual circumstances are acknowledged in which the NTA was formed at the nadir of an economic crisis and in what appears to have been a hiring embargo. As a result, all key staff had to be transfers from within the public services. Nonetheless, NTA took on the role of a Passenger Transport Authority and as the awarding authority of major Public Service Obligation contracts, when there was no prior experience in Ireland of such activities. People with the required experience were not brought into the organisation at all levels.

The lack of relevant expertise at any level in the chain has two major implications:

- i) Within the NTA, there is limited subject matter expertise on urban public transport, which means insufficient knowledge of concepts, practice, design and technical solutions, and in turn limited capacity to develop, direct and manage policies, services and projects in urban public transport; and
- ii) Insufficient governance and oversight capacity in the NTA Board and DTTAS either to guide NTA in its key policies and projects, or to provide expert scrutiny of their work and redirect them as needed.

Quite frankly, some of what has been put forward in the four Public Consultations should never have been generated in the first place, and would certainly have not made it to public release if there had been strong urban public transport expertise in the NTA, its Board and DTTAS.


17th January 2015.

 is an independent transport consultant. He has 35 years experience in public transport, in a wide range of global and institutional settings.

This is a personal submission from one with some expertise in the domain, as citizen, taxpayer, resident of Dublin, user of public transport and interested person.

He asserts that he has no commercial or other vested interest in the outcome, neither for himself nor for anyone else.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 18 January 2015 08:19
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Fingal_-_North_Dublin_Transport_Study_-_Consultation_-_Submission_-_ [REDACTED]
n_-_2015-01-17.docx

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Personal submission

Address:
[REDACTED]

Comment:
Please find attached my submission to the Public Consultation on the Fingal/North Dublin Transport Study

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 17 January 2015 23:07
To: northdublinstudy
Subject: Luas

Swords need [REDACTED] it's also needed to service the airport no more buses they're dangerous and don't operate when people need them eg shift workers.
Sent from my iPad

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 21:46
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Chairperson, Ashley and Chapel Lane Residents Association.

Address:
[REDACTED]

Comment:

As a native Swords person I am in favour of having Metro North up and running asap! As the land for this project has been acquired and paid for already it makes sense to go ahead with the original plan. It is ludicrous that in this day and age we do not have a rail link to our Capital city and our main airport! I do not see any point in increasing bus services in this area as it will just add to the mayhem that is Dublin traffic. Having traveled to many European cities and experienced their rail links I think that it is the only way forward for north county Dublin!

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 17 January 2015 21:08
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
www.transcriptionshop.ie

Address:
[REDACTED]

Comment:
Dear NTA,

I live in Swords and run a business here, and have experienced all possible methods of travelling to and from the City Centre.

In my opinion the best and only option for Swords and the Airport to improve the connections to the City Centre – would be some form of light rail such as the LUAS or the previously proposed Metro.

The bus routes being discussed are a waste of time. I urge you to disregard this plan.

With thanks for taking my opinion into consideration.

Yours,
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

84

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 18:15
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Convergys

Address:
[REDACTED]

Comment:

I as a Swords citizen would greatly like to see a luas line from the city centre, to the airport and to swords. I feel it would provide a well needed transportation for citizens (Irish or not) and potentially clearing up the roads for other drivers.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 17 January 2015 17:52
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

Dear Sir/Madam,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Kindest regards,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 17 January 2015 16:51
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

The public transport needs of the Swords/Airport/City Centre Corridor cannot be adequately addressed by bypassing the very populous areas of Ballymun and Northwood as proposed in some options. It is essential that the public transport needs of the people in these areas are met to a high standard

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 15:00
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Personal

Address:
[REDACTED]

Comment:

I am supporting a light rail LUAS or Metro option as the only long term solution for Swords. The roads are clogged enough with cars & buses and its about time the North side of Dublin which is expanding rapidly has decent rail links to the city centre and Dublin Airport.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Fingal/North Dublin Transport Study Submission

Metro North is a major component of both the Dublin City Development Plan and Fingal County Development Plan and has had a major influence on land zoning along the Swords – Dublin corridor. Fingal County Council's Strategic Vision for Swords is to create a sustainable new city – "To promote and facilitate the sustainable development of Swords Town as a vibrant consolidated major town with a thriving economy; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities."

However, according to Your Swords, An Emerging City – Strategic Vision 2035, "For the most part the Strategic Vision is dependent on the arrival of Metro North. Development at the scale and intensity proposed will only begin to be realised following the arrival of the Metro (i.e. after 2013). It will also require significant additional social and physical infrastructure and as such can only be delivered on a phased basis in tandem with the delivery of this infrastructure." Failure to provide a fast, high capacity link along the Metro North alignment could prevent this strategic vision from being realised, and would require a complete redesign of the planning and land use strategy for Swords.

In 2010 a Local Area Plan was approved for the Fosterstown area, which can provide 900-1,000 residential units, and in 2011 a Local Area Plan was approved for the Barrysparks area, which can provide 55,000-85,000 square metres of retail/commercial space and 400-500 residential units. These areas are centred on the proposed Fosterstown and Swords Metro North stops, however there has so far been no planning applications submitted for development in either of these areas. Due to the continued delay and uncertainty over Metro North, developers no longer have confidence in this project, and have no interest in developing lands adjacent to the proposed route. While Swiftway will make these areas more attractive for development, its benefits are limited. We need to choose a suitable long term solution and proceed with it to ensure that there is public confidence for it.

Option HR2

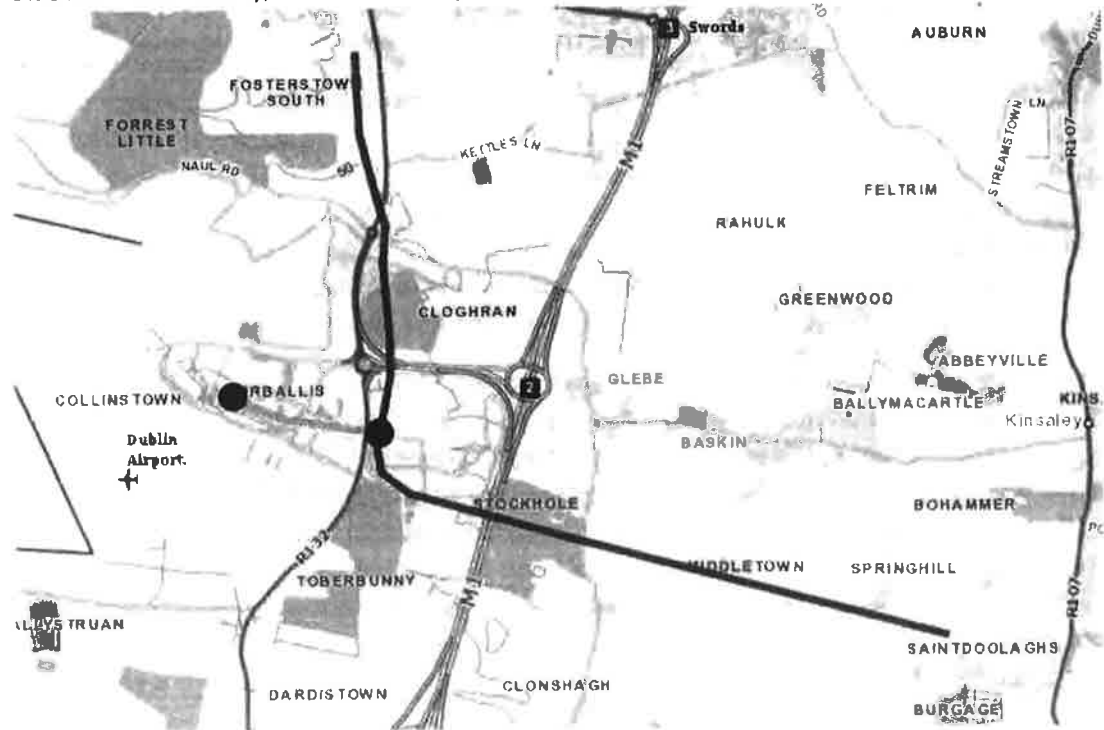
I would not favour this option due to its long journey times, its failure to serve the Ballymun area, and its failure to provide a high capacity north-south transport link through the city centre.

I would have some concern over the capacity of the railway line between Howth Junction and Fairview, particularly following the opening of DART Underground in the future. Figure 2.2 of the Stage 1 Appraisal Report shows 19 services operating between Howth Junction and Fairview in the peak hour, following the completion of the DART Expansion. As the ultimate capacity is 20 services per hour, this leaves very little room for services from Swords/Airport and for overall future traffic growth on this line. Extra tracks would probably be required on this section, and the cost of this should be taken into account for this option.

The underground section through the airport could be difficult and costly to construct, and these constraints could result in the station having to be a very long walk from the terminals (as it is shown

in Figure 2.4 of the report). You could instead consider an at grade or elevated alignment crossing the M1 into the long term car parks and then turning north and following the R132 towards Swords (see figure 1 below). A station could be located within the long term car parks with a people mover to connect passengers to the terminal. While a people mover situation is not ideal and increases journey times, it removes the need for a tunnel and underground station, and could reduce costs significantly.

Figure 1: Option HR2 – At Grade/Elevated Alignment around Dublin Airport
Blue line – HR2 Railway, Green line – People mover to terminals



I would be concerned that locating a park and ride station in the area between Clongriffin and the airport would encourage development in this area, which is zoned green belt and is within the safety zones of the airports runways, where development should not take place. It could be better to move the alignment further south, where it could possibly serve Belmayne and the lands at Belcamp College, which have been zoned for future residential development.

This option does not comply well with the Greater Dublin Area Draft Transport Strategy 2011-2030. It fails to provide a high capacity north-south transport link through the city centre, extending northwards through Ballymun and the airport to Swords (Measure RAIL 7). This would also prevent the future development of the Metro West line (Measure RAIL 8), which would have connected with Metro North, with through running services. And it would also prevent the southwards extension of the Metro to the Luas Green line and the future upgrade of the Luas Green line to Metro South (Measure RAIL 9). The GDA strategy proposes 3 through running metro services from Swords to Bray, Tallaght to Swords, and Tallaght to Cherrywood (via Blanchardstown), all of which would be prevented by proceeding with this option.

Option HR8

This option is very similar to the Metro North scheme except for the section through the city centre. I do not believe that Luas Cross City and the proposed Swiftway service have the necessary capacity to provide for north-south traffic through the city centre in the long term. While I understand that the tunnel through the city centre was one of the most expensive sections of the Metro North plans, it is also one of the most important sections. While option HR8 could eventually be extended through a tunnel from Drumcondra to St. Stephens Green, the use of the Irish Railway Gauge would prevent through running with Metro South services towards Cherrywood/Bray. Choosing this option would also require Metro West to be constructed to Irish Gauge in the future.

Overall, I believe the use of the Irish Gauge would result in the Metro and Luas systems being incompatible with each other. I would prefer options LR3 or LR7 to be chosen, which follow a similar alignment to option HR8. Please see my comments below for options LR3 and LR7.

Option LR3/4/5

While I believe options LR3/4/5 would be capable of providing the required capacity along most of their route, I believe that the journey times of 45-58 minutes between Swords and the city centre are too long to make these routes attractive in comparison to the proposed Swiftway service (35 minutes proposed journey time) and Swords Express services. As option LR5 would result in removing the 35 minute Swiftway service and replacing it with a slower 58 minute Luas service, I do not believe that this is an option which can be seriously considered.

The requirement to use a people mover at the airport will also add to the journey times between the Airport and the city centre and is unlikely to make this attractive to passengers in comparison to Aircoach and Swiftway services. For this reason I would question why these options have been considered "Good" for Integration with Air Mode in the Appraisal Overview Table.

Options LR3 and LR4 both cross the Maynooth railway line without an interchange and for this reason I would also question why these options have been considered "Very Good" for Integration with Public Transport. While a connection between the Maynooth railway and the south facing direction of the Luas (i.e. City Centre) will be possible at Broombridge, it should be noted that the majority of passengers would want to connect to/from the north facing direction (i.e. Airport/Swords). According to the Metro North Business Case (see table 1 below), a total of 1,221 alightings and boardings were expected to take place at Drumcondra stop during the peak hour. Of these, southbound alightings and northbound boardings account for 1,048 of these, which is approximately 12.2% of all Metro North passengers and 85.8% of all Drumcondra stop users. Options LR3 and LR4 do not allow for these interchanges to take place, which will become even more important following the extension of the DART to Maynooth.

Table 1: Metro North Line Flows Moderate Growth (per hour during AM peak)Base Case
Taken from Table 2, p 163/164, Metro North Updated Detailed Business Case, July 2010.
<http://www.nationaltransport.ie/wp-content/uploads/2012/03/Metro-North-Business-Case.pdf>

	SB Boardings	SB Alightings	NB Boardings	NB Alightings	Total	%age of passengers
Belinstown	175	0	0	1	176	2.0
Lissenhall	492	0	0	265	757	8.8
Estuary	757	0	2	194	953	11.1
Seatown	516	12	59	509	1096	12.7
Swords	541	25	28	189	783	9.1
Fosterstown	809	80	118	231	1238	14.4
Airport	470	105	30	1,225	1830	21.2
Dardistown	27	42	3	107	179	2.1
Northwood	118	50	73	130	371	4.3
Ballymun	433	501	259	183	1376	16.0
DCU	163	63	217	67	510	5.9
Griffith Avenue	98	178	200	115	591	6.9
Drumcondra	102	412	636	71	1221	14.2
Mater	46	137	76	133	392	4.5
Parnell Square	68	455	145	123	791	9.2
O'Connell Bridge	63	1,639	670	200	2572	29.8
St. Stephen's Green	0	1,176	1,227	0	2403	27.9
Total	4878	4875	3743	3743	17239	200.0*

*Percentages add up to 200% because each passenger is counted twice, as a board and as an alight.

I believe that option LR3 could be controversial due to the proposed tunnel underneath Glasnevin Cemetery. Proceeding with this option is likely to result in public opposition due to the sensitive nature of this area, and this could result in delays during the planning process.

I would be concerned at the capacity of the section between Cabra and St. Stephens Green. The combined traffic of Luas services from both Swords and Broombridge could create congestion along this line through the city centre, limiting the capacity of the line. Also, the journey times for Luas Cross City are very long for such a short distance (24 minutes from Broombridge to St. Stephens Green). It is obvious that it is this small section which is creating the long journey times for the overall Swords – St. Stephens Green route, and you should examine the possibility of better priority through the city centre to reduce the journey times on this section.

In conclusion, I do not believe that this is a favourable long term option due to the long, unattractive journey times and its failure to connect well with both Dublin Airport and the Maynooth railway line. However, I would favour this option over option HR8 because it allows the provision for a future upgrade to Metro services, and for a connection to a future tunnel from Ballymun and St. Stephens Green. It also facilitates the future Metro West and Metro South proposals. I have explained this more in the conclusion section below.

Option LR7

Option LR7 is by far the best option for the future long term needs of the Fingal/North Dublin area. Unfortunately, it is also the most expensive option, even with the amendments proposed to the original Metro North project. As I believe that this is the best long term solution, I would like to make a few suggestions as to how the cost of this project could be reduced further.

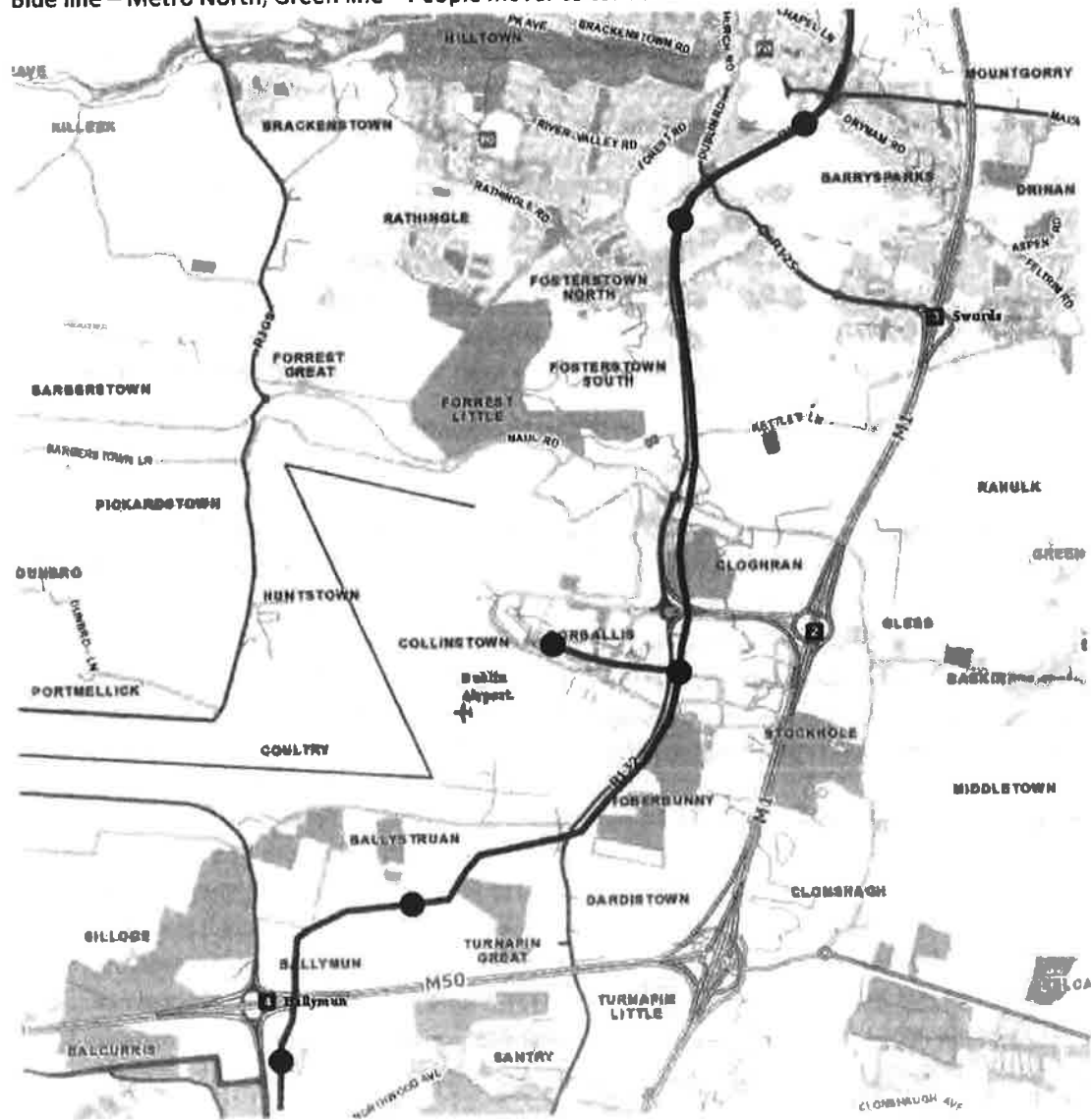
I do not believe that the underground stop at the Mater hospital is required. According to the Metro North Updated Detailed Business Case (see table 1 above), this stop would have been the least busiest of all the underground stops, and third least busiest stop overall. The decision not to continue with the proposed National Paediatric Hospital at this site also means that there will be less traffic than originally expected at this stop. The recent Swiftway proposals included a stop on Dorset Street, and I believe that this stop will be sufficient to cater for traffic to and from the hospital.

Approximately 45% of all traffic would have consisted of southbound boardings and northbound alightings (i.e. to/from St. Stephens Green direction). Due to the short distances from St. Stephens Green and O'Connell Street to the Mater, I believe that Swiftway would be more attractive to these passengers, as it avoids the hassle of travelling down and up escalators for such a short distance. In addition to this I would like to point out that a large proportion of hospital users are elderly people, who would favour using a ground based transport service rather than an underground Metro line accessed by deep escalators. I believe that the proposed Swiftway stop on Dorset Street is sufficient to serve passengers in this area, and that the proposed Metro North stop at the Mater is not required. Metro North passengers travelling to the Mater can easily interchange with Swiftway at both Drumcondra and O'Connell Street stops.

I would also suggest that you consider an alternative alignment at Dublin Airport. Instead of constructing a bored tunnel and underground station underneath the airport, you could consider an at grade or elevated alignment running east from Dardistown stop to the R132, then turning north and running along the eastern side of the R132 as far as Fosterstown stop, where it joins back onto the original alignment (see figure 2 below). This would significantly reduce costs by removing the need for a tunnel and underground stop at the airport. A stop serving Dublin Airport could be located along the R132 within the existing red/green long term car parks, with a people mover to connect passengers to the terminals.

While I understand that a people mover is not ideal, I would like to point out that passengers would be willing to use a people mover that connects them to a fast, high quality service such as Metro North. Even when a people mover is included, this option still provides the best journey times of all options being considered. Also, in the long term the Dublin Airport Authority intend to redevelop the existing red/green long term car parks into mixed use/office space (Dublin Airport City – see <http://www.mydiscoverireland.com/blog/2008/06/27/dublin-airport-city/>). Due to the large numbers of workers (approximately 30,000) which could be accommodated here in the future, this location could actually prove to be more suitable for a stop than the terminal buildings.

Figure 2: Alternative At Grade Metro North Alignment around Airport
Blue line – Metro North, Green line – People mover to terminals



Option BRT5

I do not believe that this is a suitable long term option. While a BRT line might be sufficient for the short to medium term it does not have the capacity to cater for the future needs of the Fingal/North Dublin area in the long term. While a high capacity BRT line would be capable of transporting many more passengers than a railway, the roads in this area would not be suitable for a BRT line of this scale. The appraisal for option C2 (rail spur to airport, BRT to Swords) stated that "this scheme provides only a limited additional service to Swords and can be rejected at this stage on grounds of capacity". While option BRT5 provides several BRT routes to the Airport, it only provides one BRT

route serving Swords. This option provides no more capacity to Swords than option C2 and should also be rejected on grounds of capacity.

However, I would suggest that measures should be put in place to improve bus priority along North Wall Quay/Custom House Quay between the Port Tunnel portals and the City Centre. The Port Tunnel currently provides a quick transport link between Swords/Airport and the Port Tunnel, but due to the delays along North Wall Quay, many bus companies instead choose to use the R132 through Drumcondra for most of their services. These include Aircoach, Matthews Coaches and Bus Éireann (101), who operate most of their services through Drumcondra, without stopping. Improving bus priority along North Wall Quay would encourage better usage of the Port Tunnel and would reduce the amount of traffic through Drumcondra. While this is not a long term solution, it would be an effective short to medium term solution, in advance of a higher capacity long term solution.

Option C1

While I agree that this option would be an effective way to provide a high capacity link to the airport, I do not believe that the Airport requires a high capacity link. According to the 2025 Moderate Growth Line Flows used in the Metro North Updated Detailed Business Case, the Airport stop would have accounted for 21% of all passengers (see table 1 above). In comparison, the 6 stops then proposed within Swords (Belinstown to Fosterstown) would have accounted for 58% of all traffic. It is Swords which requires a high capacity link, not the airport. This option is not suitable because it puts too much emphasis on Dublin Airport, and not enough on Swords. The 45 minutes journey time between Swords and St. Stephens Green is also longer than what is proposed for Swiftway, and would not make this option attractive for passengers.

Conclusion

My first preference is that option LR7 (optimised Metro North) is chosen and completed in full. To further reduce costs, the Mater stop should be removed from the scheme and the alignment around Dublin Airport should be elevated/at grade, with a station located in the long term car park, connected to the terminals by a people mover, as described above.

My second preference is that option LR7 is completed on a phased basis, i.e. Phase 1 - Swords to Drumcondra and Phase 2 - Drumcondra to St. Stephens Green. As there is no location at Drumcondra for a tunnel boring machine shaft, phase 2 tunnelling should take place immediately after phase 1. Drumcondra could serve as a temporary terminus for the southern end of Metro North, where passengers could connect onto rail services to Connolly/Tara Street/Pearse/Grand Canal Dock and also to Heuston, via the Phoenix Park Tunnel. Passengers could also connect onto Swiftway services to O'Connell Street/St. Stephens Green. I believe this arrangement would be acceptable, but on a temporary basis only, and phase 2 (Drumcondra to St. Stephens Green) should be completed within 5 years of the completion of phase 1.

My reason for this phased approach is to facilitate funding for the project. At present, there is no public confidence for the Metro North project, and developers have no interest in developing land

adjacent to the proposed route. As a direct result, very little has been collected so far in Metro North Section 49 Development Contributions. If construction commences on phase 1, this will really create confidence in the project and should encourage developers to start developing lands along the route. The development generated by this will substantially increase the intake of development levies along the route. Within a few years, there will be a large amount collected, which can be used towards the cost of constructing phase 2, although I am aware that development contributions are only a small part of the overall cost.

My third preference is that option LR3 is chosen, but is completed to the same standard as Metro between Ballymun and Swords. This allows for the provision of a future tunnel from Ballymun to St. Stephens Green, and for the line to be upgraded to a full Metro service in the future. It is also compatible with the future Metro West and Metro South proposals. Following the eventual opening of this cross-city tunnel, the tunnel under Glasnevin would still serve a purpose as it would allow for a direct service between Swords and DIT Grangegorman. Alternatively, the Glasnevin tunnel could be linked to the railway leading to the Phoenix Park tunnel, and could allow for direct Dublin Airport – Heuston Station service, although this would require dual gauging of the Phoenix Park tunnel. If option LR3 is chosen it should still be promoted as “Metro North”, and as a higher standard line than other Luas lines. A high quality Metro North is what the public wants. If this is thought to be a lower quality Luas line, it will receive public opposition.

I am not in favour of option HR8 as its use of the Irish Gauge makes it incompatible with Luas and the future Metro West and Metro South proposals. Options LR7 or LR3, which follow a similar route should be chosen instead. Option HR2 should also be rejected as it fails to provide a service to Ballymun and a high capacity link through the city centre, and also prevents the future Metro West and Metro South proposals.

I do not think that option C1 makes sense. While the LR3 part should be considered on its own, as mentioned above, the airport does not require a high capacity link, so I do not believe that the HR1 part would add any benefits. However, Iarnród Éireann have previously suggested the idea of through running services from Cork/Limerick/Galway to Dublin Airport, by using the DART Underground section and the rail spur from Clongriffin. This option could still be considered on these merits, although it does not provide benefits to the Dublin-Airport-Swords corridor.

Option BRT5 should be rejected on grounds of its low capacity service to Swords.

Thank you for your consideration,

Kind Regards,

[REDACTED] Resident of Swords & Planning Student, UCD
[REDACTED]

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 12:53
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Fingal_North_Dublin_Study.pdf

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:
Please see attached file. Thank you for your consideration.

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

89

From: [REDACTED]
Sent: 17 January 2015 11:13
To: northdublinstudy
Subject: Swords Transport

Light Rail metro/ Luas



Sent from my iPad

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 09:11
To: northdublinstudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:
The only real option is a rail or luas type of link

Thank you

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 17 January 2015 09:02
To: northdublinstudy
Subject: Proposal

I live in Swords and would like to see either a Lisa service to Dublin City Centre or a bus service to Maynooth.

Thanks,
[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 01:19
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
[REDACTED]

Address:
Blanchardstown

Comment:

Luas from Cabra to the airport and swords and dart from Clongriffin to Airport for 1.3 million is cost efficient. Mono-BRT would be good. Proposed Metro-west replaced by BRT: from airport but go further than Tallaght east onto Sandyford to emulate the proposed brt blue line from Sandyford to Sydney Parade, from Sydney Parade to the East Link through Port Tunnel to the airport stop.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 17 January 2015 00:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
 None

Address: [REDACTED]

Comment:
 To Whom It May Concern

It is my view that the only 2 options that should be considered are LR3 and LR7. As a resident of Dublin 7 and a City Centre business owner I feel that these direct routes by rail are the only solution. It is clearly obvious just by visual analysing all the other proposed routes in comparison to these. They both would take pressure off city centre traffic which is rising rapidly and is especially congested towards Phibsborough and Drumcondra partly due to airport traffic.

We need to build a system worthy of international visitors that will not confuse the travellers and be something we can be proud of. All the other options are laughable in this respect. We also need to make sure we plan the infrastructure for the future to ensure we have the capacity to service future demands. We should do it properly in the first place to avoid having to rebuild to compensate for our lack of vision.

I do not agree with section 3.11.1 from FINGAL / NORTH DUBLIN TRANSPORT STUDY in its entirety.

3.11.2 General description of the scheme

The scheme would follow the same alignment as Metro North but incorporates a number of different infrastructure proposals. The revised scope is on the basis of revised patronage forecasts for Metro North. Forecasts for the route have been reduced as a result of:

- Reduced economic growth and impacts of the recession;
- Changes in plans for traffic demand management; and
- Changes in delivery plans for schemes outlined in A Platform for Change.

Based on these circumstances, the RPA has revised long term patronage forecasts for Metro North to no more than 12,000 ppdp, although this is subject to more detailed modelling.

The reasoning mentioned above has no foresight and is very negative. The lack of vision may cost us. I would certainly hope that in 15 years time that the country will have a higher population and be in much better economic shape than it ever has been. We have to plan for this type of scenario.

Another reason to have more state of the art, direct and accessible option is that the world looking in would soon realise that we have a relatively low stress option to access the capital city. This in turn will increase tourism/business travel numbers and thus make a return on the investment to the economy.

Nobody, either tourist or local, wants to take indirect or cumbersome routes to the airport. Air travel is stressful enough without this. If the route presented to them is in any way awkward they will just jump in their car or get a lift/taxi which completely negates the effect that an airport transport system is meant to have. Traffic is constantly building up in Dublin, I know as I see it first hand every day. The Port Tunnel went some way to improve this and so should the airport transport system while at the same time make it easier to get there.

My preference would be LR6 but with additional plans for expansion due to the potential it may bring. We have lots of international companies in this country but international companies that have not even been invented yet will want to be here too! We need to be able to service them. Secondly I would support LR3 with the same conditions attached.

Kind Regards,



--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(94)

note:

Fri. 16 Jan. '15

Dear Sir or Madame,

I would just like to add
my voice in support of the
Luas-line Project linking
St. Stephen's Green with
Farragh Road and Bloombridge.

Also, I am in support of the idea
to build a spur from Cabra
to the Airport and Swords.

May I congratulate all
concerned with these projects, and
wish you all every good wish

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 23:54
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 20:44
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
resident

Address:
[REDACTED]

Comment:

Preferred option: LR3. Light rail to airport & swords under Glasnevin cemetery. 2nd option C1.
Combination of HR1 & LR3. BUT Don't waste money on BRT. Short term; spend money on more swords
express & Dublin buses while waiting medium term delivery of LR3 or C1. Metro North long term is too far
away & too expensive. Swords with its huge population of young people will require quick access to
colleges DCU and new DIT campus at Grangegorman.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 20:41
To: northdubl instudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
RESIDENT'S GROUP PHIBSBOROUGH

Address:
[REDACTED]

Comment:

LOOKING THROUGH THE APPRAISALS, I NOTE THAT OPTION LR4 HAS BEEN SUBSUMED INTO LR3 & LR5 AND INTO A GREEN AREA. THE PHIBSBOROUGH ROUTE ALREADY HAS A 'RAIL' WAY ELEMENT, AND DEVELOPMENT FUTURE, WITH UNIVERSITY LINKS ETC.

ALSO, WILL THERE BE A CAPITAL SUM ALLOCATED TO ON-TRAIN SECURITY, WHICH IS NOW SHOWN TO BE POOR ON THE PRESENT RED-LINE JLUAS SERVICE. USERS OF ALL THESE PROJECTS WILL DESERVE A BETTER ASSURANCE OF THEIR SAFETY, THAN EXISTS AT PRESENT

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



From: WordPress <forms@ntawebsite.ie>
Sent: 16 January 2015 18:57
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 16 January 2015 18:56
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 18:56
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 16 January 2015 18:55
To: northdublinstudy; Elaine.brick@aeacom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

The Secretary,
North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt lane,
Dublin 2.

16 January 2015

**Re: Submission on the Public Consultation of the North Dublin
Transport Study**

(Submitted via email to northdublinstudy@nationaltransport.ie)

Dear Secretary,

On behalf of my constituents in Dublin Bay North, I would like to make the following brief submission on the North Dublin Transport Study.

The study areas of Dublin Bay North and Dublin North West constituencies have a longstanding, profound need for a fixed line public transport system. The east of Dublin Bay North, of course, has the DART system in addition to a generally good bus service from Dublin Bus. But the Coolock, Artane, Ballymun and Finglas districts have been badly neglected in the development of public transport over the past 25 years.

For that reason I am a strong supporter of a fixed line system focussed on Dublin Airport but incorporating the transport catchment areas of Swords, Coolock, Artane, Santry, Ballymun and Finglas in its service area.

The Appraisal's Principles and Approach section seems reasonably comprehensive in assessing the key advantages and disadvantages of each of the public transport proposals for the region. I note that the alignments HR2 & HR8 are brought forward to the next stage of the

study and that the other Heavy Rail Schemes are eliminated by the Scheme Appraisal.

I note also that LR3 (the Northside LUAS Extension), LR6 (Metro North) and LR7 (Optimised Metro North) score highly in the appraisal and that LR3 is the Rail Procurement Agency's preferred option. Of the Bus Rapid Transit systems, I note that BRT5 scores highly. The CI proposal (combining HR1 and LR3) also seems worthy of further study.

The preferred option of many of my Dublin Bay North constituents and myself has always been for the Metro North proposal. I note that in Table 8.2 the Optimised Metro North scores highly under the catchment population, speed of journey times, land use and transport integration headings. The capital cost of the project (as with the Heavy Rail 8 solution) remains significant. But I have always believed that a Cost Benefit Analysis of the project over thirty to fifty years would easily make Metro North the most desirable option. I note that the RPA has also proposed reasonable ways in which the cost of the Optimised Metro North can be alleviated.

As a Dáil Transport Spokesperson for three years, I received a number of presentations from interested citizens such as the distinguished engineer Mr. Cormac Rabbitte. Mr. Rabbitte suggested a Metro North system based on the Madrid model which would be significantly cheaper than the RPA proposal and which could be built much quicker. This system is being built throughout major cities of Spain so that even cities that are much smaller than Dublin (as example Malaga) now have Metro and extensive light rail networks. I believe that the type of design as outlined in the HR10 (Metro Dublin) is therefore worthy of further consideration and should be taken to the next stage of the study.

The second preference of the constituents I represent and myself would be LR3, an extension of the new Northside LUAS to the Airport and Swords. Obviously if the original three line LUAS Plan had been built, the Ballymun LUAS could relatively easily and cheaply have been extended to Dublin Airport and Swords. The Cabra/Broombridge line offers another opportunity to provide the study region and the North West of the city with a fixed line transport system at last. The Bus Rapid Transport combination of BRT2, BRT3 and BRT4 also has merit in cost, environmental and integration terms but the Metro North and Airport LUAS extension proposals are far superior for the longterm future. All in all, I believe LR7 is still the best longterm option.

Very Best Wishes,

[REDACTED]

From: Thomas P Broughan <thomas.broughan@oireachtas.ie>
Sent: 16 January 2015 17:54
To: northdublinstudy
Cc: Thomas P Broughan
Subject: Submission on the Public Consultation of the North Dublin Transport Study
Attachments: Submission on the public consultation of the North Dublin Transport Study Jan 2015.docx

Importance: High

Re: Submission on the Public Consultation of the North Dublin Transport Study

Dear Secretary,

Please find enclosed a submission to the consultation which is closing on Monday next, the 19th of January 2015.

(See attached file: Submission on the public consultation of the North Dublin Transport Study Jan 2015.docx)

Very Best Wishes,

Tommy Broughan T.D.

Independent T.D. for Dublin Bay North
www.tommybroughan.com

Oireachtas email policy and disclaimer.
<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.
<http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/>

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 17:35
To: northdubl instudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private

Address:
[REDACTED]

Comment:

I think the only option I would choose is the Metro/Luas. It's the fastest method of transport for getting into Dublin city centre.

It's a proven system of transport in Dublin and other countries.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Submission to the Public Consultation on the North Dublin Transport Study

Report Prepared by Codema, Dublin's Energy Agency

January 2015

Background

The City of Dublin Energy Management Agency (Codema) is Dublin's Energy Agency and was founded in 1997 as a not-for-profit limited company. We act as an energy adviser to the Local Authorities and on their behalf sit as energy experts on a range of Steering Committees. Codema is well networked in Europe and has been very successful in bringing European projects to Dublin with a local implementation for the Local Authorities. We work on projects covering all aspects of sustainable energy including sustainable renovation, renewable energy, energy performance contracting, green electromobility, low energy buildings and end-user programmes, as well as smart metering through ICT.

Context

Codema's interest in the North Dublin Transport Study stems from our support of current European and Irish energy related policies, our on-going analysis of energy use in Dublin, and our experience in reducing energy and fossil fuel use within the region. In this submission, we would draw particular attention to the policies relating to transport set out in Ireland's National Renewable Energy Action Plan (NREAP), National Energy Efficiency Action Plan (NEEAP), and the Department of Transport's *"Smarter Travel: A Sustainable Transport Future"* policy 2009-2020 (DCENR, 2012) (DCENR, 2010) (Department of Transport, 2009).

The government has set a target of 10% of all transport energy to be provided by Renewable Energy Sources (RES) by 2020, which is outlined in NREAP as part of the overall "20-20-20" renewable energy targets of 20% of all energy to come from RES by 2020. The NEEAP outlines how Ireland should progress toward a more sustainable and energy efficient transport system through modal shift, appropriate land-use planning and alternative fuels. Under the Department of Transport's Smarter Travel Policy, five key goals are outlined;

- to reduce overall travel demand,
- to maximise the efficiency of the transport network,
- to reduce reliance on fossil fuels,
- to reduce transport emissions and
- to improve accessibility to transport.

It is with regard to such targets and policies that Codema makes this submission, which specifically focuses on the energy use, fuels, emissions and efficiency of transport modes considered within the North Dublin Transport Study.

Submission

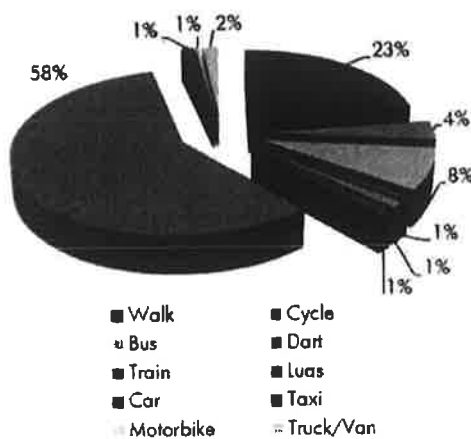
The transport sector is Ireland's largest energy consuming sector, and accounts for a third of total primary energy demand and related CO₂ emissions. Virtually all transport energy is produced using imported fossil fuel products. Ireland is far from reaching its binding EU 2020 renewable energy targets for transport, which was at 2.2% in 2012, far from the target of 10% by 2020. Since the economic recession, energy use in the transport sector has greatly reduced, dropping 25% from 2007 to 2013. It is imperative that, now the economy has started to recover, we do not return to the high levels of energy use in the transport sector we seen in 2007, and take advantage of the decrease by finding ways to disassociate economic growth and increased energy use. Already energy use is beginning to grow again in the transport sector, with increased use in 2013 in comparison to 2012. (SEAI, 2014).

Modal Shift

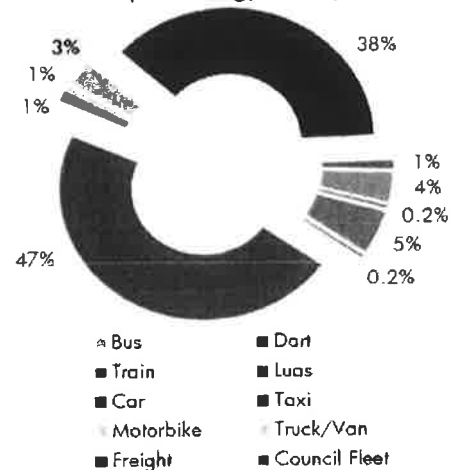
In Codema's latest study of energy use in Dublin, latest figures from the *"Dublin City Sustainable Energy Action Plan Monitoring and Progress Report 2014"* show the transport sector accounted for 27% of Dublin City's final

energy consumption (Garland D. , 2013). Over half of all passenger journeys taken by Dublin City citizens are by means of private car travel, and these journeys account for the highest share of energy use by any mode of travel, as seen in the latest figures (2011) below.

Passenger Journeys by Mode of Travel



Total Transport Energy Use by Mode



Codema fully supports the introduction of further public transport facilities that will enable further modal shift away from private car use, which makes up approximately 47% of Dublin City's transport energy use. We have found that recent modal shift in Dublin in the period 2006 to 2011 has been away from public transport modes and to more autonomous modes of walking, cycling and private car use, and so we recognise the urgent need to encourage use of public transport over private car use. We would therefore like to see the North Dublin Transport study take into account, during evaluation of the best fit solution, the number of potential passenger journeys that will change travel mode from current private car transport to each of the public transport methods under review. The option which can accommodate the most passengers per trip, covers the largest catchment area, and targets areas with highest levels of private car use would be preferable from this viewpoint.

Energy Efficiency

In terms of energy and fuel use, Codema would support the public transport solution which uses the least energy per passenger kilometre and emits the least CO₂ in the process. Electrically powered modes of transport are preferable over direct fossil fuel powered options, as the energy use (kWh) per passenger journey is much lower. To compare the public transport options in terms of energy use per journey, Codema calculated energy use and passenger journeys taken across all public transport options currently available, and the latest analysis for the year 2011 shows energy use per mode¹ as follows;

- Light Rail (Electrically powered) 0.76 kWh/passenger journey
- Heavy Rail (Electrically powered) 1.5 kWh/passenger journey
- Heavy Rail (Diesel powered) 25 kWh/passenger journey
- Bus (Diesel powered) 2.57 kWh/passenger journey

From analysis of current systems, electrically powered light rail transport uses the least amount of energy per passenger journey, with diesel powered heavy rail systems the least efficient. The public transport proposals

¹ Energy use per passenger journey will change annually depending on energy efficient use of fuel and change in passenger numbers per journey

put forward should also state the level of predicted energy use per passenger journey or per passenger kilometre in order to evaluate which option would help Ireland to reduce energy use in transport and therefore support the goals of the NEEAP and Smarter Travel policies.

Renewable Energy

At the current rate of renewable energy growth in the transport sector, Ireland will struggle to meet the legally binding EU RES targets and will therefore be subject to significant fines. These are estimated to be in the region of €150m annually, and already Ireland is in the process of being fined through the European Court of Justice for failing to meet intermediate targets. It is important to recognise that the public transport option which will be chosen as the North Dublin Transport solution is a long term investment and will not only form part of the transport sector energy balance for 2020 targets, but also contribute to transport sector energy use for many years into the future when there will be much more stringent EU RES targets in place for 2050 and beyond. It is imperative that we future-proof energy use in the Dublin transport system by choosing the most sustainable options now.

The electrically fuelled transport options have the benefit of taking advantage of the renewable energy that is fed into the grid, which is set to increase to 40% of the electricity supply. From this viewpoint, electrically fuelled options, such as the light rail Dart, Luas and Metro, are preferable as it is easy to integrate RES and the infrastructure for this already exists. Electricity can also be incorporated through the use of hybrid and electric vehicles as part of BRT bus fleets in order to displace the use of diesel and petrol fuel. Other options include the use of biofuels, which would again be suited to the bus fleet options, and would support the domestic biofuel market and decrease import dependency. The use of electricity with high levels of renewable energy on the grid and the use of sustainable biofuel sources will greatly reduce the emissions produced by Dublin's transport sector and help us on the road to creating a carbon neutral city. Codema would also support the visible use of integrated RES in stations to power lighting and ticket machines, which would reduce the energy use at stations as well as promoting the use of RES to commuters and the general public.

In order to progress the Smarter Travel policy, the new public transport options should connect and reinforce the existing infrastructure which enables carbon free travel modes of walking and cycling. Walking and cycling have become increasingly favoured forms of travel in the city, and the new proposals should incorporate and encourage further use, for example by including bike park and ride facilities at stations, many examples of which can be found in other large European cities which can accommodate hundreds of bikes at a time.

Recommendations

Currently there is no evaluation or consideration of the energy efficiency and fuel used in each transport proposal within the North Dublin Transport Study, even though there are many national level policies which specify reducing energy use and increasing renewable energy within the transport sector. Considering the scale and importance of this public transport infrastructure project, Codema recommends that energy efficiency, emissions and renewable energy use be taken into consideration during the evaluation of proposals in line with national level policy, and could be incorporated into the existing environmental assessment section.

Contact

For further enquiries regarding this submission, please contact Donna Gartland, Sustainable Energy Planner, at donna.gartland@codema.ie

Works Cited

- DCENR. (2010). *National Renewable Energy Action Plan - Ireland*. Dublin: Department of Communications, Energy and Natural Resources.
- DCENR. (2012). *Ireland's Second National Energy Efficiency Action Plan to 2020*. Dublin: Department of Communications, Energy and Natural Resources.
- Department of Transport. (2009). *Smarter Travel: A Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020*. Dublin: Department of Transport, Ireland.
- Gartland, D. (2013). *Dublin City Sustainable Energy Action Plan; Monitoring and Progress Report 2014*. Dublin: Codema.
- SEAI. (2014). *Energy in Transport 2014*. Dublin: SEAI.

From: Donna Gartland <donna.gartland@codema.ie>
Sent: 16 January 2015 17:10
To: northdublinstudy
Subject: Submission to the North Dublin Transport Study from Codema - Dublin's Energy Agency
Attachments: Codema Submission to North Dublin Transport Study V2 16_01_15.pdf

To whom it may concern,

Please find attached a submission to the North Dublin Transport Study from Codema - Dublin's Energy Agency. We wish to thank you for this opportunity and hope this submission contributes to the debate,

Kind regards,

--
Donna Gartland
Codema
Strategic Sustainable Energy Planner

t: 01-7079818 | e: donna.gartland@codema.ie | w: www.codema.ie | Twitter: @CodemaDublin



Please consider your environmental responsibility. Before printing this e-mail message, ask yourself whether you really need a hard copy.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 14:36
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address:
[REDACTED]

Comment:

My preference is two light rail options, Metro North/Luas.

Many thanks,
[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 14:09
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Knocksedan Demense Residents Committee

Address:
[REDACTED]

Comment:

On behalf of the residents of I wish to record our complete dissatisfaction with the absence of public transport serving the Knocksedan area.

Swords is one of if not the fastest growing areas in the country. Being adjacent to Dublin Airport and taking that coupled with the increase population in swords serious consideration should be given to the introduction of a light rail Lyas type transport system.

Swords has been neglected in this regard for many years and warrants such a high frequency light rail system with connectivity to Darr & Luas, thanks.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 16 January 2015 12:29
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

Address:

Comment:

Please tell me you are not even considering put in a BRT. It would be laughable to waste all this time and money on consultation and appraisal to then put in extra buses. Dublin's northside would be treated like second class citizens in their own city.

Choose HR8 as it provides the most to the north side people.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From:

Sent:

To:

16 January 2015 11:03
northdublinstudy

Dear Sirs,

Had an update from our residents in Brides Glen who attended your meeting the other night.

Definitely the Luas is my preferred option as I feel it would cause less disruption to our neighbourhood and keep our roads safer for our children as well.

Luas has proven to be a huge success in the areas it already operates out of so for it to come to Swords would be great for residents and business alike and definitely would encourage more people to come to Swords for shopping, socialising and business.

Here's hoping we have Luas in a few years time!

Kind regards,

[Redacted Signature]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 16 January 2015 01:53
To: northdublinstudy
Subject: Request for copy of North Dublin Transport Study - Stage 1 Appraisal Report.
Importance: High

Dear Sir/Madam,

I am a resident of Drumcondra and was only made aware in the past few hours of the public consultation process on the above.

Having visited your website, despite several attempts I am unable to successfully download the document at <http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>

Would it therefore be possible to send me a PDF or Word copy of same as soon as possible by email please, having regard to the deadline for submissions being 19 January.

With thanks in anticipation,

Regards,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

North Dublin Transport Study

National Transport Authority

Dún Scéine

Harcourt Lane

Dublin 2

19th January 2015

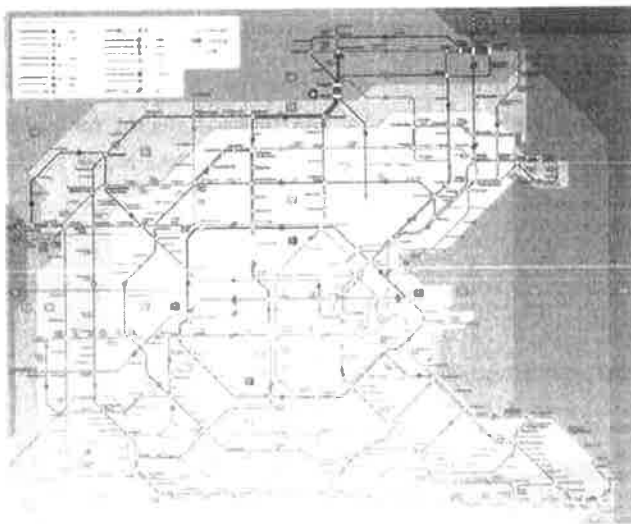
Dear sir or madam,

Re.: Submission to NTA North Dublin Transport Study Public Consultation

The opportunity for consultation on the NTA North Dublin Transport Study is appreciated and I would like to submit the following **three** comments: -

CORE TRANSPORT NETWORK for DUBLIN

While it is positive that the strategy openly considers a wide range of options, it has not considered arguably the most comprehensive and relevant proposal, being the Aris - Leahy "Dublin Transport Map" (http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html). Although this is a conceptual public transport map only (based loosely on the *MVA Dublin Bus 2006* report) it visualises quite dramatically the potential for an effective Core Dublin Transport Network serving all parts of the city. For this alone it should be taken seriously. An effective Core Dublin Transport Network implies, for example, the introduction of High Quality Orbital Services, which are absolutely essential. The concept of a Core Dublin Transport Network is entirely feasible, potentially revenue-generating and is also very compatible with the new Swiftway "BRT" proposals for the city. Additionally, the cordon approach adopted by the Study is normally only robust if a wider area strategy exists in support.



[left] Aris / Leahy Dublin Transport Map

THREE SEPARATE PROBLEMS

The second principle concern with the Study is that it conflates and to a large degree confuses three separate and distinct transport problems, being: -

- Provision of a high quality metropolitan transport network (related to the point above)
- Provision of an airport – downtown express service
- Connections to outlying towns

While these problems are related and overlapping, they require different transport products and need some examination independent of each other.

The first above point relates closely to the idea of a Core Dublin Transport Network, but is specific to the metropolitan area, i.e. "Dublin City and Suburbs" as defined by the CSO.

Secondly, if independently and properly assessed, it is highly unlikely that a regulated high quality bus service from the airport to the city centre using the existing Dublin Port Tunnel could be beaten economically by any other scheme requiring high capital outlays.

The final problem, that of connecting to *all* outlying towns - not just Swords - is a very serious one. It is in these towns that the highest population growth over the next 25 years is likely to occur. Much depends on the quality of transport serving them, both internally and with their wider regional hinterland. A coherent Transport Strategy, serving this growth market is urgently required.

BENEFIT to COST RATIO

It has now been stated in several reports and studies (and repeated again on p51 of the pertinent document) that 1.5:1 to 2:1 is a "strong economic case". This range emphatically **does not** represent a strong economic case. UK standards for economic appraisal of transport infrastructure indicate that any scheme under 1.5:1 should not even be considered. Metro project **risk** factors, as demonstrated by many ex-post assessments, are very material. Cost overruns of 200% - 300% are not unheard of for metro projects (e.g. as in Amsterdam metro) and would quickly wipe out such low forecast returns. Moreover there are other substantial shortcomings in the Metro North Business Case (e.g. the use of Euclidian catchment buffers), which if corrected, would almost certainly push the benefit-to-cost ratio into negative economic returns.

Finally, it would be beneficial (and consistent with conventional consultation norms for public projects) if the National Transport Authority could consider publishing submissions made to this and all other such consultation processes.

Yours sincerely,



MSc Spatial Planning Programme Chair / Lecturer in Transport Planning

DIT Environment & Planning,

Bolton Street, Dublin 1

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 17:23
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: NTA_North_Dublin_Transport_study_Submission_19_January_2015.pdf

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
DIT

Address:
[REDACTED]

Comment:
[see attachment]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 15 January 2015 17:10
To: northdublinstudy
Subject: North Dublin Transport Study - Submission

To whom it may concern:

I wish to enter a submission in relation to the North Dublin Transport Study. North Dublin needs a proper rail based solution for its public transport needs. Anything less than this is a short term, inappropriate and very expensive waste of money. I strongly favour the No 3 Luas option and a very good solution that can be delivered in a relatively short space of time and at a reasonable cost. I strongly oppose the BRT as a very poor short sighted solution.

Yours sincerely,
[REDACTED]

Sent from Windows Mail

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 15:41
To: northdublinstudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Dublin Resident

Address:
[REDACTED]

Comment:
To whom it may concern,

It is not a question of IF but a question of WHEN trains run underground in Dublin. The population of the city will continue to expand and its citizens public transport needs will be greatly increased compared to current demand levels. Now is the opportunity to future proof this demand. For the long run benefit of the city, please make the right choice in HR8 which will be much cheaper to build now than in 50 years time.

Yours Sincerely

[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 15:14
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:
Hello,

It is the Governments number one policy aim for 2015 to create jobs.

The best way to create these jobs at this current moment in time is via a substantial capital project.

Therefore, the Government should be looking to spend more money on this capital project not less.

The cheaper project options should be ignored.

In conclusion the correct project option to choose is HR8.

Regards
[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 12:12
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

The Swords area needs a rapid rail system to improve access to Dublin City. Our daughter is currently attending TCD and it takes an hour to get in by bus and the same coming home. It also discourages myself and my wife from travelling in to Dublin City due to the long bus journey

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 09:33
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NA

Address:
swords

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 15 January 2015 09:23
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private household

Address:
[REDACTED]

Comment:
Fully support metro north

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

117

From: WordPress <forms@ntawebsite.ie>
Sent: 14 January 2015 23:28
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
TCD student

Address:
[REDACTED]

Comment:

In my opinion the metro link (option LR7) would be preferable as an underground railway, in my opinion, is the most efficient, least intrusive form of public transport and this could be the foundation of future metro systems and in an ever expanding Dublin.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 14 January 2015 18:35
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

Submission on behalf of [REDACTED]

We believe that North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. The economic regeneration of the town of **Swords** as the "**Capital of Fingal**" depends on this project going ahead. Plans such as those for the 3rd phase of the Pavilions Shopping Centre, The DAA's planned Business Park at Dublin Airport fronting T2, the location of new Education and Medical facilities in Swords and the attraction of industry for much needed employment become more viable once this missing piece of Infrastructure is put in place. In addition we believe that Swords has the potential to develop as a short term stop over location or hospitality centre for Tourists visiting Dublin and the rest of the country.

North County Dublin commuters, business people and tourists arriving into Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes or newly constructed ones that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 /Clongriffin) are not in our opinion a proper solution and must be **immediately ruled out**.

We cannot allow a situation where LUAS and light-rail are good enough for the south-side but those of us in Swords and on the north-side have to make do with long extended-bendy buses instead. Whatever about "BRT / Swiftway" being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin's O'Connell Street, via Dublin Airport and Dublin City University (DCU) following much the same route as the planned Metro North Project that was suspended by the government in 2011. The detailed "Metro North Plan" is already in place and can easily be modified to take account of new circumstances and transport plans for the future. None of the other five solutions presented are viable in the long term and are only at the idea stage. No route selections or costings have been made where as the "Metro North Plan" has.

It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 14 January 2015 17:51
To: northdublinstudy
Subject: Transport System for Swords

National Transport Authority Dun Sceine, Iveagh Court Harcourt Lane
Dublin 2
13/01/2015

Public Consultation on the North Dublin Transport Study

I believe that North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. The economic regeneration of the town of Swords as the "Capital of Fingal" depends on this project going ahead. Plans such as those for the 3rd phase of the Pavilions Shopping Centre, The DAA's planned Business Park at Dublin Airport fronting T2, the location of new Education and Medical facilities in Swords and the attraction of industry for much needed employment become more viable once this missing piece of Infrastructure is put in place. In addition we believe that Swords has the potential to develop as a short term stop over location or hospitality centre for Tourists visiting Dublin and the rest of the country. North County Dublin commuters, business people and tourists arriving into Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes or newly constructed ones that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 /Clongriffin) are not in our opinion a proper solution and must be immediately ruled out. We cannot allow a situation where LUAS and light-rail are good enough for the south-side but those of us in Swords and on the north-side have to make do with long extended-bendy buses instead. Whatever about "BRT / Swiftway" being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin's O'Connell Street, via Dublin Airport and Dublin City University (DCU) following much the same route as the planned Metro North Project that was suspended by the government in 2011. The detailed "Metro North Plan" is already in place and can easily be modified to take account of new circumstances and transport plans for the future. None of the other five solutions presented are viable in the long term and are only at the idea stage. No route selections or costings have been made where as the "Metro North Plan" has. It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This email was virus checked by Edge\Guard. Managed by Trilog Technology.

This document is my written submission for the Public Consultation on the Fingal /North Dublin Transport Study to the National Transport Authority.

[REDACTED]

Jan 2015

[REDACTED]

Contents

Executive Summary	3
Recommendation #1 Build HR1 ClonGriffin Rail Spur to Dublin Airport from Dart Line.....	5
200 Million Euro Cost is very good value for this capital expenditure.....	8
Planning Zoning and Railway Order for the HR1 rail line needs to be Done Soon	9
Recommendation #2 Build LR4 Cabra/Phibsborough/BallyMun/Airport/Swords LR4 works with HR1 Clongriffin-Airport Rail Spur. HR1 should be completed first followed by LR4	9
Previous Transport Studies all support Luas System	12
Luas Light rail is a proven success story in Dublin	12
For Future Reference The Green Line (Sandyford to Saint Stephens Green Via Trinity) Luas could be extended to go to Heuston station via DameStreet	13
Recommendation #3 Terminate, dispose and cancel the Metro North RPA project.	16
1 Metro North will destroy one of Irelands Premier Parks at Saint Stephen's Green	17
2 Metro North and Dart Underground	23
3 MetroNorth Stations Will Cost almost 3 Billion Euros	28
4 Metro North Tunnelling and Surface rail will cost 2.8 billion.....	32
5 The Total True cost of Metro North : 10 billion euros	33
6 Metro North funding is exploitive , speculative and dependent on levies.....	34

Executive Summary

In making this Written Submission to the NTA on Public Consultation on the North Dublin Transport Study it is my conclusion to inform the NTA of the following..

Recommendation #1

Build the HR1 ClonGriffin Rail Spur to Dublin Airport from Dart Line. I believe HR1 ClonGriffin Rail Spur to Airport from Dart Line at Clongiffin is the best option. The project is affordable, realistic and integrates with current transport network. This is a golden opportunity to do this now as there is a green corridor of land available for the rail line. It is imperative that NTA/RPA/CIE/DOT/FCC act now as that land in the future might not be available for a rail corridor. HR1 ClonGriffin Rail Spur to Airport from Dart Line at Clongiffin is the best option. Start With HR1 Project first.

Recommendation #2

Build the LR4 Light Rail Dublin from Broadstone Station to Swords as it expands the Luas network to Cabra, Phibsborough and Ballymun and Dublin Airport. LR4 Light Rail Dublin is a brilliant project design that integrates current Luas lines. LR4 should be built when HR1 is completed or concurrently. The Final Goal would be the two projects completed to serve the transport needs of all of Dublin.

Thus the final Mode Combination is HR1 Clongriffin To Aiport and LR4 Cabra/Phibsborough/BallyMun/Airport/Swords.

Recommendation #3

Terminate, dispose and cancel the Metro North RPA project.

The NTA could do well to take on board the thoughts of Colm McCarthy, lecturer in economics at University College Dublin. He chaired the Government-appointed group which prepared the “An Bord Snip Nua” cost-cutting report. Mr McCarthy has stated;

“The Metro North project never made sense, even in the boom times. Persisting with it now, in the certainty that it cannot be financed, wastes more money on consultants and the planning process and has provoked widespread anxiety amongst city businesses mindful of the mayhem created by the works on the Luas tram lines. Businesses are being blighted to no useful purpose.”

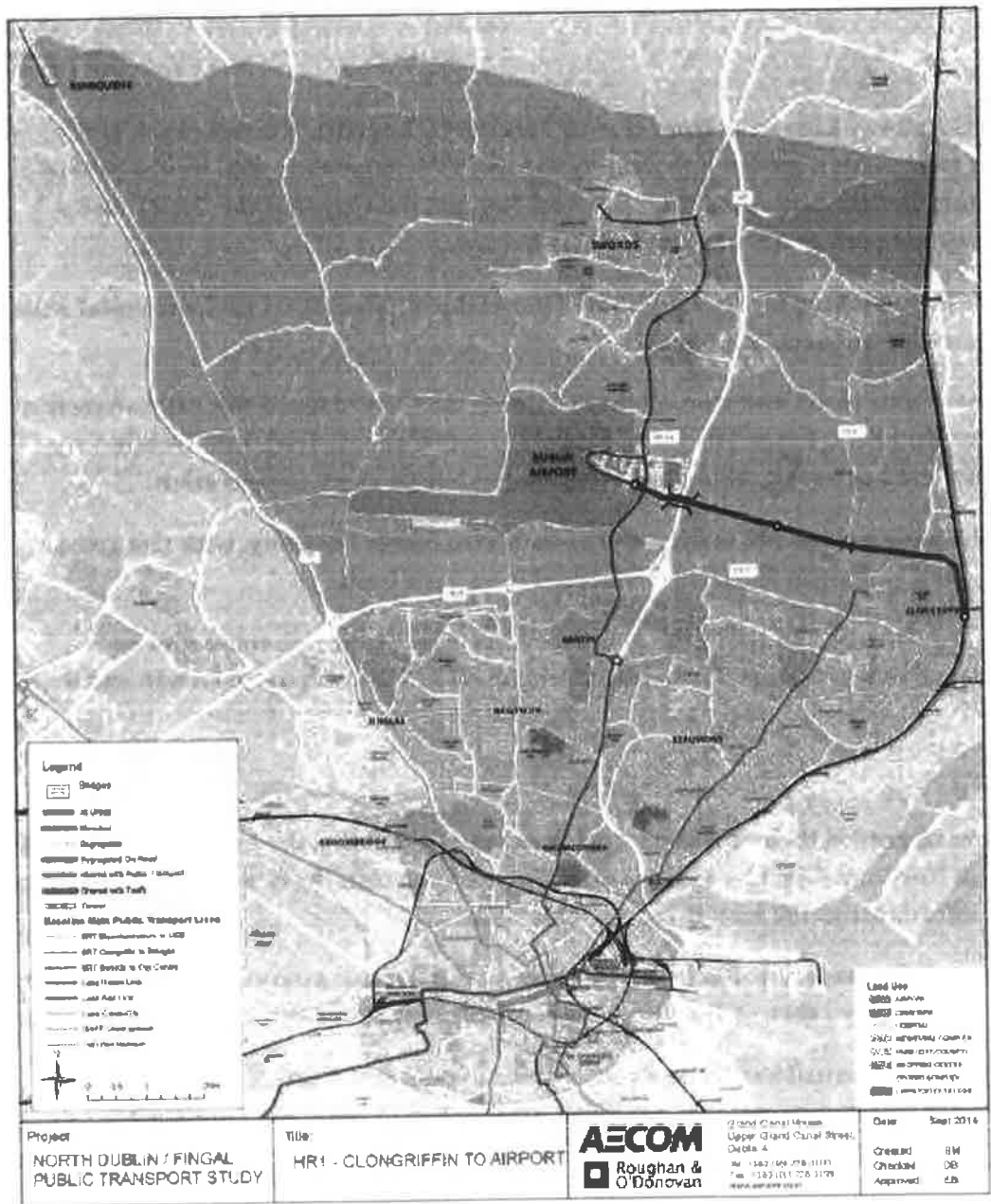
Recommendation #1 Build HR1 Clongriffin Rail Spur to Dublin Airport from Dart Line.

The Main Advantages of the HR1 Rail spur from Clongriffin to Dublin Airport .

- Short 6 KM line cost is easily budgeted and can be built quickly.
- Cost is Affordable at 200 Million Euros .
- This is a golden opportunity, it is a win-win situation, billions do not need to be spent, it can be done in a quick timeframe, provide employment and there is not much compulsory purchasing to be done.
- Irish Rail is fully behind this project and has done a lot of preplanning all ready.
- Land is green field and no residential areas blocking route. Fingal Council needs to Zone a strip of land land especially for this railway line, otherwise the land will be lost to development and the building of any railway spur will be made more difficult.
- Land between Clongriffin and Dublin Airport will be developed at some stage for sure and if the Rail line is not built soon, this will end any possibility of access to the Airport from Dart Line. Thus it is imperative to build rail line HR1 as soon as possible.
- An intermediate station could be built between Clongriffin and Dublin Airport to help development of the Fingal area to include residential and business parks.
- This HR1 rail line ties in and connects with both Dart and the Intercity Rail network from Wexford to Belfast, thus this HR1 line is integrated and is not a standalone isolated transport project like Metro North.
- Luas LR4 Cabra/Phibsborough should also connect with HR1 Clongriffin at Dublin Airport and not repeating the debacle where the Red Line Luas and Green Line Luas were never connected from the start.
- HR1 does not involve tunnelling in Dublin Airport .
- James Joyce called Dublin “a centre of paralysis”. This great project, of linking the Dart to the Airport is a chance for the RPA and NTA to redeem themselves and actually achieve a worthy National transport project .



Figure 2.3: HR1 - Clongriffin to Airport



200 Million Euro Cost is very good value for this capital expenditure.

The CIE Railway Line spur from Howth Junction/Clongriffin/Portmarnock to the Airport represents a golden opportunity for the NTA to actually achieve the goal of connecting Dublin Airport to the City. And Not just the City, but the DART and a major rail network and from Wexford To Belfast.

There is no tunnelling involving TBMs (Tunnel Boring Machines) environmental issues are low, as are construction impacts.

The time is now to act and stop all the infighting that has plagued this rail connection idea over the years. From The RPA, Fingal County Council, Irish rail, Dublin City Council there has been nothing but infighting and little or no co-operation.

The RPA have wasted 200 million Euros on Metro North Planning, with this amount money, the Clongriffin DartSpur line could have been built.

In building the new rail Rail Line new access roads near the line could also be constructed, this in turn will help the development of Fingal in an economic and social way.

CIE have upgraded their tracks on the Lines out of Connolly, the fact is a line spur of the Main Northern CIE line at Howth Junction/Clongriffin/Portmarnock to the Airport is very affordable as the land is mostly farmland.

The Cost of the project would be in the vicinity of 200 million euros. The Irish Nation's economic recovery , though fragile and incomplete can afford this capital expenditure.

Fingal County Council has let down its citizens over Metro North as Fingal County Council has rejected in recent times, Irish Rails's idea to build the Spur Line to the Airport. One would think any rail development would be welcomed in the area but not by Fingal Council. The NTA would could be doing the Irish economy a boost by building the HR 1 Spur line and overcome the negativity showed by Fingal County council .

Fingal Council needs to develop transport and other infrastructure to start providing proper environment for building new homes and businesses. See following headline from the Irish Times.

Irish Times Tue, Dec 30, 2014

Over 80,000 homes could be built in Dublin if €240m spent on infrastructure

***Almost half of the units constrained by the lack of infrastructure are in Fingal in north Dublin.
Just over 24,000 homes could be built in the Fingal County Council area if more than €80 million
was spent on services.***

Planning Zoning and Railway Order for the HR1 rail line needs to be Done Soon

It is dysfunctional that Fingal County Council never zoned land for the potential development of a railway from the East coast rail line to Dublin airport.

It is sheer luck that there is still a green corridor to build the HR1 Dart Spur line.

As a contrast, urban sprawl has reduced land based rail options around the Pelletstown, Cabra area and land in that vicinity, was never earmarked for a future access rail line by RPA or Dublin City Council. There has been a lack of cooperation between The RPA/NTA/CIE/DCC/FCC/MOT have had “tunnel vision” with their Metro North and Dart Underground projects and have failed to protect surface land around Dublin that would suit rail transport projects.

Fingal County Council needs to be instructed by the NTA/RPA/CIE/ Minister of Transport via a Railway Order, that a projected rail spur will be built on a certain designated corridor from Clongriffin to Dublin Airport

This is very important, as of now the land is clear and available, and easily earmarked for a surface rail line to the Airport. The Zoning should be made as soon as possible and the Minister of Transport should issue a order that the Government has intentions to build a rail spur to the Airport and that the rail line property should be marked out.

Basically the sooner a Railway Order for HR1 is issued the better.

Recommendation #2 Build LR4

**Cabra/Phibsborough/BallyMun/Airport/Swords LR4
works with HR1 Clongriffin-Airport Rail Spur. HR1
should be completed first followed by LR4**

The proposed LR4 Luas line should proceed for the following reasons

- **In 1993 The DTI recommended construction of three Luas light rail systems linking Tallaght, Ballymun and Dundrum/Cabinteely to city centre, however BallyMun Luas was dropped by Government. It is time for the NTA/RPA/T after over 20 years of doing nothing for Ballymun and environs area of Dublin, to build the Luas. The roads in Ballymun are very wide and Luas friendly.**
- **In 1998 Atkins Report published recommending the surface Luas as proposed by CIÉ, April 2nd 1998. This was yet another report that supported Luas in North Dublin.**
- **The surface Luas system has proven itself to be 100 percent successful. Dublin businesses are supportive, the citizens take pride in the light rail system and the Luas Bxd now called Cross City, will intergrate seamlessly with the Tallaght Red Line and the Cherrywood Green line.**
- **The Luas as a system is easily accessible, safe , visible, and enjoyable to all citizens ranging from toddlers to doddlers.**
- **The luas is an effective modular transport system whereby extension add ons are easily done.**
- **For any Luas project the cost is publicly available, construction cost is verifiable.**
- **Building the LR4 on the grounds of Dublin Airport RPA could be done by building an elevated track. The RPA plans to build a Light rail to the Airport and actually not enter the grounds of the Airport defeats the whole purpose of keeping everything connected and integrated.**
- **HR1 works in combination with LR4 Light Rail like a charm.Both transport modes will share the passenger capacity of travel journeys.**
- **Dublin Airport will finally be connected to the City and the rest of Ireland.**
- **Swords will finally be connected to Dublin City and the rest of the transport network.**

Previous Transport Studies all support Luas System

- In 1993 The DTI recommended construction of three Luas light rail systems linking Tallaght, Ballymun and Dundrum/Cabinteely to city centre, however BallyMun Luas was dropped by Government.
- In 1998 Atkins Report published recommending the surface Luas as proposed by CIÉ, April 2nd 1998.

Luas Light rail is a proven success story in Dublin

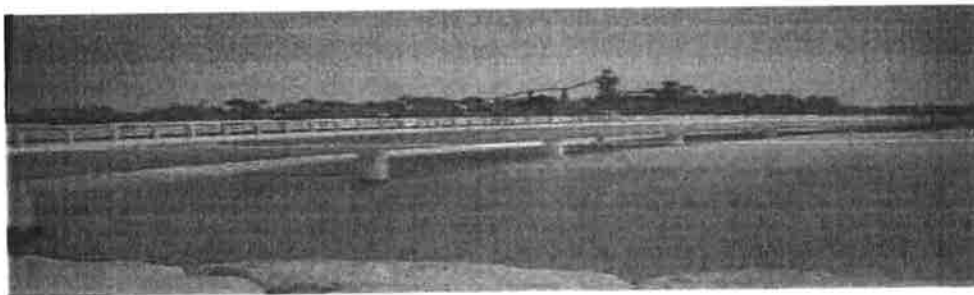
The Luas is an incredible success , loved by Dubliners and visitors alike, accessible to young and old , visible , safe, and the network is expandable and integrated with Heuston Station and Connolly Station and soon Broadstone station. One of the greatest achievements of Luas was building the Red Line all the way to Tallaght, through all kinds of obstacles , heavy traffic , crossing canals , major Highways etc.If Luas can be built to Tallaght, considering all the traffic challenges , there is no reason why Luas LR4 cannot be built to Dublin Airport.

This Fingal /North Dublin Transport Study seems to be very negative in its outlook as regard Luas. For example as regard LR4 the report states

“As it is using existing roadways the traffic impact is much more significant then LR3 and the implementation of the infrastructure on some sections may be challenging, with significant detrimental impacts on Luas journey times and traffic”

In the 1860s, Theodore Judah, a civil engineer who helped build the First Transcontinental Railroad in the United States, had to plot a route over the Sierra Nevada mountain range, now that is a challenge, not...

- The traffic in Cabra/Phibsborough, which could be mitigated by CPO options and “Cut and Cover “ construction techniques .
- The rail access to the grounds of Dublin Airport, which could be done using elevated tracking .



Elevated Track could be very effective For Luas on Grounds of Dublin Airport.

One does not have to be a rail expert to see that the Luas surface rail lines with ground level stations/platforms has been very successful. The Tallaght line to The Point near Dublin Port has connected East and West Dublin. What needs to be done now is a viable North Dublin Luas network established. Northern area now needs to be connected into the expanding Luas network.

The Sandyford line via Dundrum to Saint Stephen's Green also has proven successful.

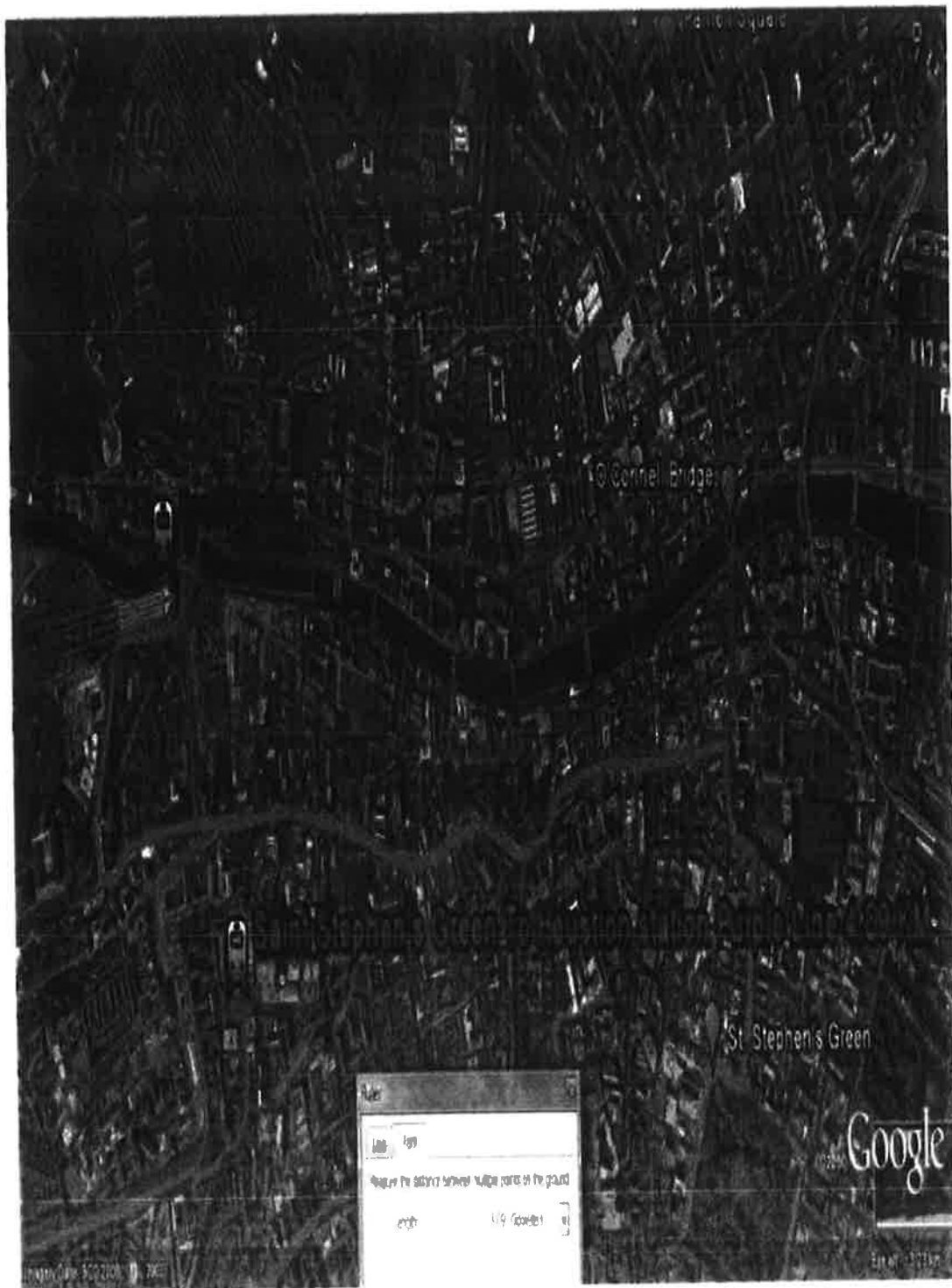
The Luas lines are run with great efficiency they are safe, clean, run on time and accessible. They have the respect of citizens, business and are a template of what works in Dublin City. To get Dubliners to agree on anything is tough but the Luas light rail has the approval of everyone in the capital.

The Luas lines are not a burden on the State's finances. Passengers are using this mode of transport. The Sandyford to Cherrywood Extension at 7.5 KM, cost 300 million euros, working out at 40 million per kilometer. The track is a mixture of surface and elevated.

The new 5.6 KM Cross City line (formerly BXD) now being built has the support of citizens and businesses alike (for example, the businesses on Dawson Street fought hard to get the RPA to put a station platform on Dawson Street.) The cost of Cross City Luas at 370 Million, or 66 Million euros per KM is well within capital expenditure budget. The RPA does not have to sign an financially ruinous PPP contract paying off multiple millions for 25 years (as is the case with the Government and the Dublin Convention Centre).

For Future Reference The Green Line (Sandyford to Saint Stephens Green Via Trinity) Luas could be extended to go to Heuston station via Dame Street

The Sandyford Green Line line via St Stephen's Green and then on to TCD College Green should have the option of travelling up Dame Street Via Christ Church then up Thomas Street Via Guinness James Gate and the Digital Hub, then via Kilmainham Hospital and onto Heuston Station. This would give the effect of an inner city loop Line which would make Dublin a most transport friendly city.



From Trinity College a new Luas Line up Dame Street to Heuston Station would create an Inner City Luas Rail loop.

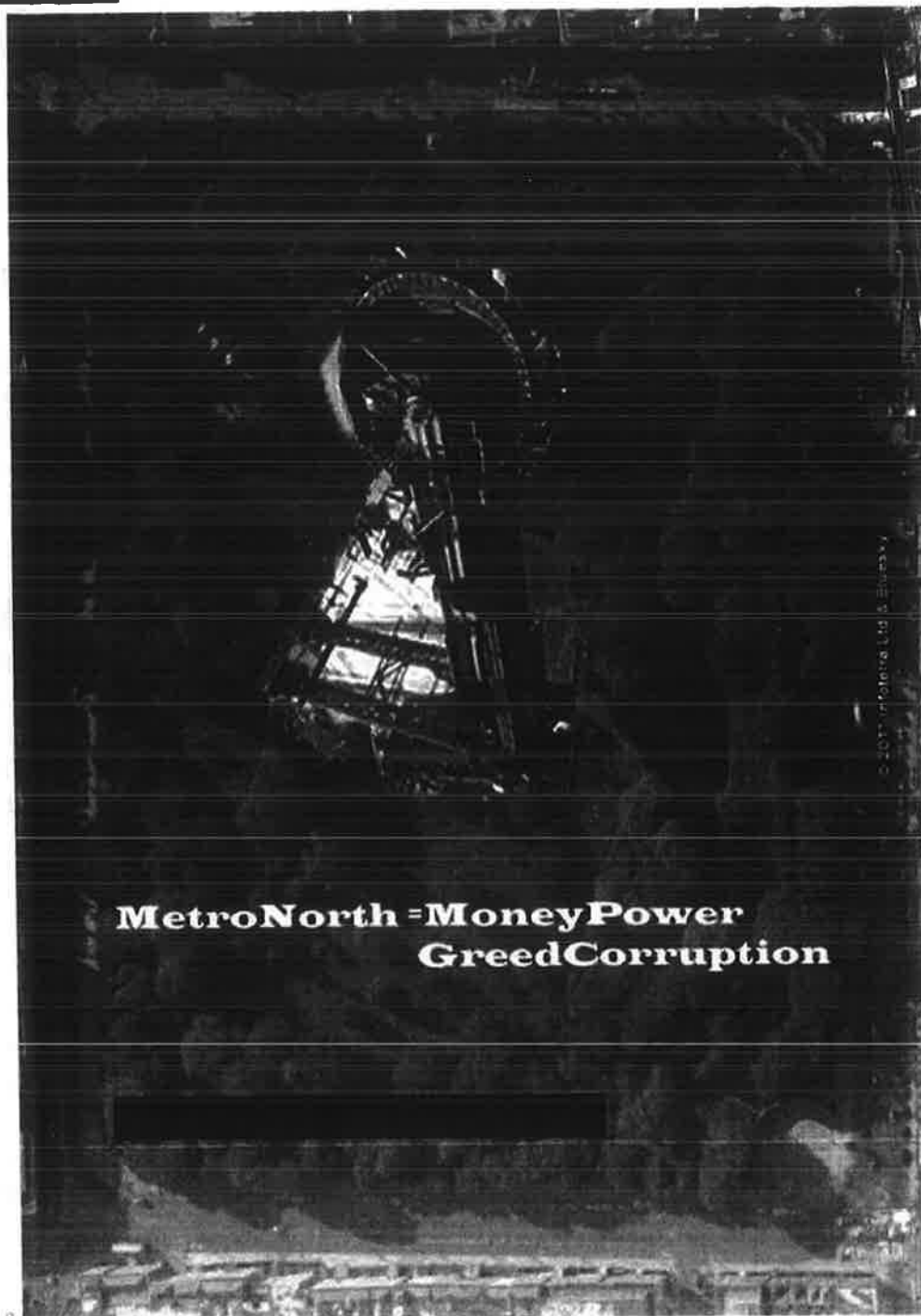
Recommendation #3 Terminate, dispose and cancel the Metro North RPA project.

- **Metro North is a non refundable expensive waste, Luas surface rail is a proven success story**
- **MetroNorth Will Cost 10 Billion Euros.**
- **Metro North does not integrate with present transport system.**
- **Metro North will destroy one of Irelands Premier Parks at Saint Stephen's Green**
- **Metro North funding is exploitive , speculative and dependent on levies**
- **Constructing 9 Underground stations will cost billions**
- **Cost of tunnelling is 6 times cost of surface Luas rail.**
- **In 1993 The DTI recommended construction of three Luas light rail systems linking Tallaght, Ballymun and Dundrum/Cabinteely to city centre, however BallyMun Luas was dropped by Government.**
- **In 1998 Atkins Report published recommending the surface Luas as proposed by CIE, April 2nd 1998**
- **Metro North was decided on by vested interests not Rail experts.**
- **Metro North debate has been going on for over 10 years now, has cost 200 million Euros already, it is failed concept, it has no future, it really should not have been considered in this Fingal/North Dublin Transportation study. The RPA are continuing to waste taxpayers money on Metro North planning.**
- **The NTA/RPA/CIE/LUAS/MOT have had a breakdown in communication over the years and have not combined their skills to develop a transport system that integrates more, and to use and improve existing railway assets.**

How the proposed rail line from the city to the Airport changed from a sensible light rail affordable idea , to the crazed Metro North rail project that costs 10 billion euros is textbook in how not to plan projects. The Metro North project was the result of major interference by politicians trying to get reelected, bankers trying to profit, developers trying exploit and the RPA who refused to come out of their ivory towers and come up with an affordable integrated and expandable transport system. The RPA are only now joining up the Luas Red lines and Green Lines.

The new Cross City Luas line is going to be a great success, finally connecting the North Side thus NTA and RPA should make expanding the excellent Luas Light Rail Network on the Dublin Northside a top priority.

*1 Metro North will destroy one of Irelands Premier Parks at Saint
Stephen's Green*



Main Works Station Construction



- Main works 48 months (excavation and concrete works) 2012 to 2016
- Equipping the Station 12 months
- Testing and commissioning the system 12 months
- Main works is carried out in 3 distinct phases to ensure pedestrian access maintained



Above is an example of the Work Schedule just for the Construction of the Underground station in Stephens Green. The Dart Underground Station at this location will have the same destructive effect .

The RPA plan to CPO vast sections of the Saint Stephens Green as they know they will need the Surface area to build further development bulidings in the Green. This Station would take 6 years to fully construct.

1877 (216) Saint Stephen's Green (Dublin). A bill [as amended by the select committee] to vest Saint Stephen's Green, Dublin, in the Commissioners of Public Works in Ireland; for maintaining and regulating the same as a public park; and for other purposes.

Saint Stephen's Green (Dublin) Bill.

[AS AMENDED BY THE SELECT COMMITTEE.]

ARRANGEMENT OF CLAUSES.

Clause.

1. Short title.
2. Discharge of debt.
3. Payment into court by Commissioners.
4. Saint Stephen's Green to be rendered suitable for a public park.
5. Order of Lord Lieutenant for opening Saint Stephen's Green.
6. Transfer of Saint Stephen's Green to the Commissioners of Public Works.
7. Transfer of property of existing Commissioners to Commissioners of Public Works.
8. Existing Commissioners to cease to act, and repeal of 54 Geo. 3. c. 208.
9. Continuance of powers of existing Commissioners until transfer.
10. Contracts prior to transfer to be binding.
11. Recovery of rates.
12. Actions, &c. not to abate.
13. Release of future rent.
14. Obligation of Corporation to provide gas and water.

Management of Saint Stephen's Green.

15. Commissioners of Public Works to maintain Saint Stephen's Green as a park or pleasure ground, and may erect lodges, lay out ground, &c.

Byelaws.

16. Commissioners of Public Works may make byelaws.
17. Byelaws to be set up in Saint Stephen's Green.
18. Evidence of byelaws.
19. Penalty for defacing boards.
20. Recovery and application of penalties.
21. Part of expenses of Commissioners to be paid out of moneys voted by Parliament.
22. Saint Stephen's Green exempt from taxes.

[Bill 216.]

A

Saint Stephens Green was vested to the people of Ireland by the 1877 Saint Stephens Green Act 1877.

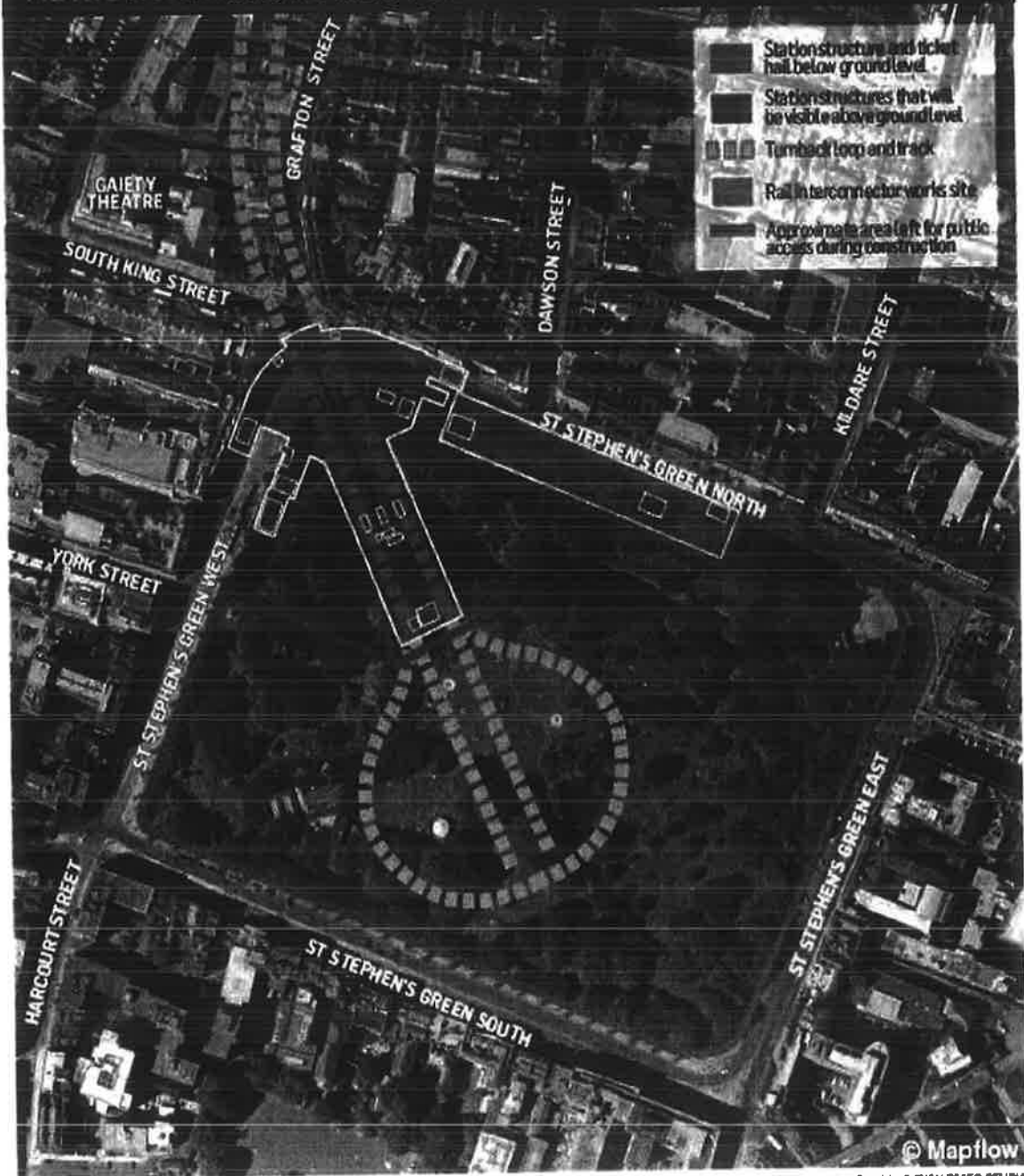
Early 2000's the RPA, CIE, the OPW, ABP and the Government decided to build the Metro North, all profit driven towards a development construction nirvana, to build an underground Grand Central Station costing 500 million euros. This is the opening salvo in a project called Metro North. First in the firing line was the legal protection of St Stephen's Green given by the 1877 St Stephen's Green Act.

The Guinness Family had helped redesign the park as we know it today. Arthur Edward Guinness, 1st Baron Ardilaun (1 November 1840 – 20 January 1915) was an Irish businessman, politician, and philanthropist, best known for giving St Stephen's Green to the people of Dublin, had spent considerable expense and time, in renovating and in protecting the green for future use as a park for all citizens, managed to legislate the St Stephen's Green Act 1877.

St Stephen's Green has been used as a park for over 400 years but in 2008 , part 8 of the Dublin Transport Authority act 2008 stated that section 15 of the Saint Stephen's Green Act did not apply.

Thus the legislative wall protecting St Stephen's Green was breached and soon the Railway Procurement Agency and the National Transport Authority got to work on laying claim to the most valuable piece of real estate any developer biased agency could hope to CPO.

METRO NORTH ST STEPHEN'S GREEN TERMINUS



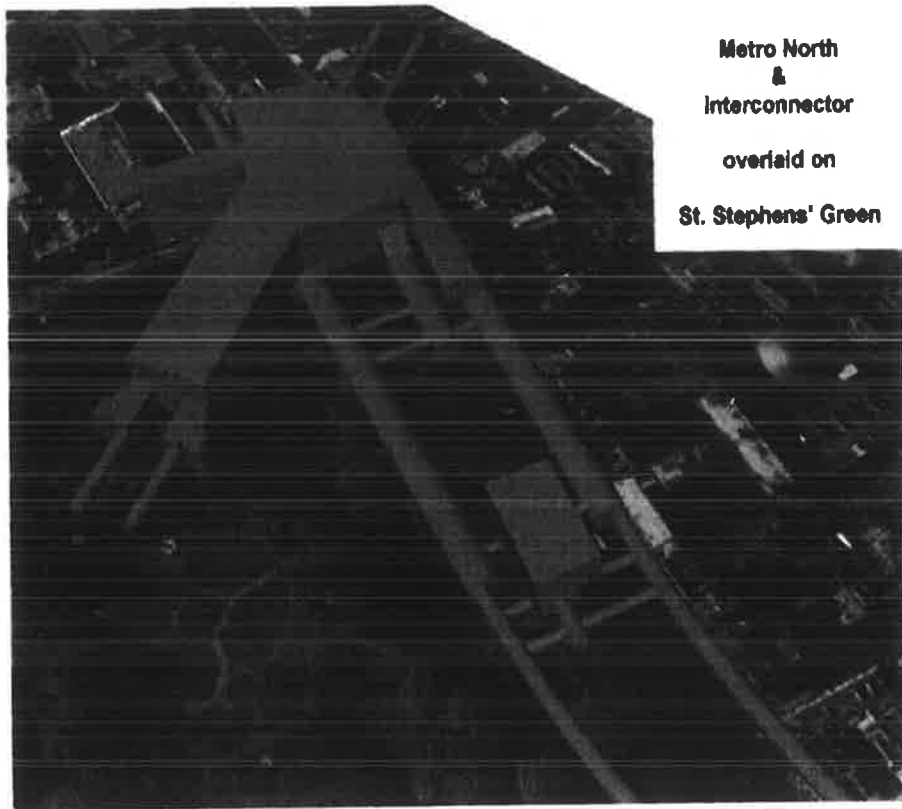
St Stephen's Green to Estuary

- **16.5km total length**
 - 11 km in tunnel (City centre to Ballymun and Airport)
 - 5.5 km in retained cut, at-grade or elevated
- **14 stops**
 - 9 underground stops from St. Stephen's Green to Ballymun and at Airport
 - 5 surface stops
- **Planning Permission Granted**
 - 20 Conditions
 - Depot relocation permission early 2011
 - Enabling Works can commence

● Estuary
 ● Swords
 ● Fosters town
 ● Airport
 ● Dardis town
 ● Northwood
 ● Ballymun
 ● DCU
 ● Griffith Avenue
 ● Drumcondra
 ● Mater
 ● Parnell Square
 ● O'Connell
 Bridge
 ● St Stephen's
 Green



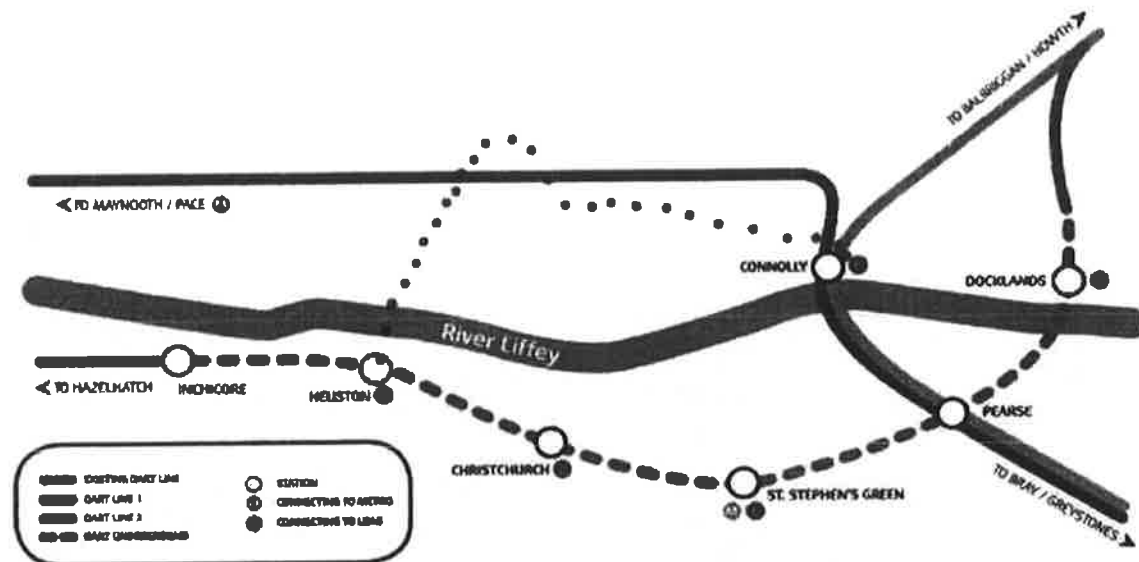
2 Metro North and Dart Underground



**Metro North
&
Interconnector
overlaid on
St. Stephens' Green**

This Saint Stephens Green Station was also going to be an interchange for the Dart UnderGround and Metro North.

CIE in trying to match the RPA for boondoggle ideas, came up with Dart Underground, and for good measure, they too would build an underground station in St Stephen's Green, (other new underground station was Christchurch). This new route will cost 5 Billion Euros and virtually duplicates another rail line that connects Heuston Station to Connolly via a tunnel under the Phoenix Park.



The dotted Green Line in the map above is the proposed Irish Rail Dart Interconnector, yet there is a perfect railway, a Northside Circle line which leaves Heuston Station, goes under the Phoenix Park via a tunnel, arcs at Glasnevin Junction, goes past Drumcondra and the canal side of Croke Park and continues to Connolly station (See Dotted RED Line)

Known as the “Ghost line”, this North side Circle line (dotted Red line) has great potential if the RPA and Irish Rail can co-operate more. This North side Circle line could well be modified and improved like the Irish Rail Kildare Route project, (which increased track capacity) to help serve future RPA projects such as LR4 Cabra Airport.

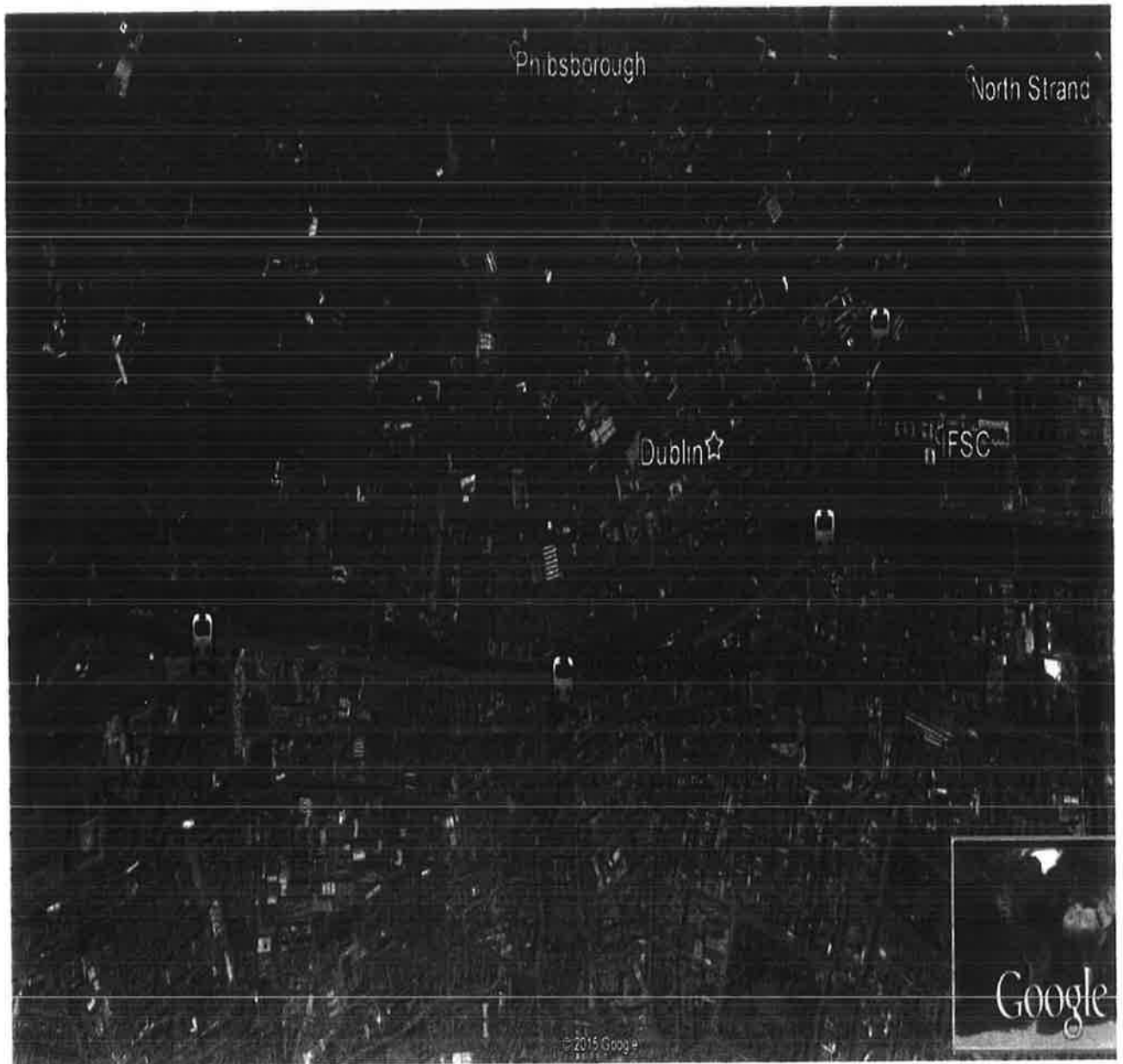
Dart Underground Plan should be redesigned.

If CIE wish to pursue the Dart UnderGround, I believe the present Dart Underground plan is flawed and too expensive and should be redesigned to traverse Heuston Station –DublinCityStation (WoodQuay)-Tara Street station –Connolly Station.

The only new Station needed to be built would be DublinCity Station at Wood Quay next to Dublin City Council Headquarters.

The NTA/Irish rail should pump money into Connolly Station and Tara Station and upgrading those stations facilitate the new rail line.

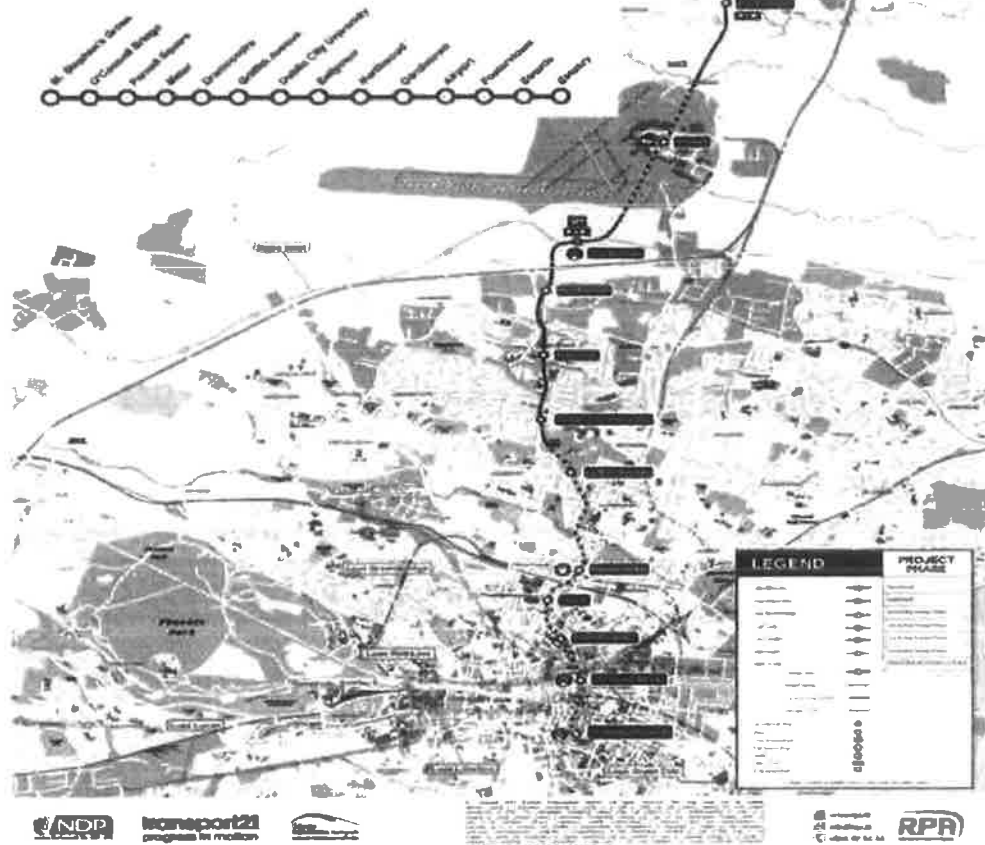
All passengers on the Kildare rail line into Heuston would have then have rail access to Dublin Airport.



Dart Underground New 2015 Design with new DublinCity Station at Wood Quay beside Dublin City Council Headquarters.

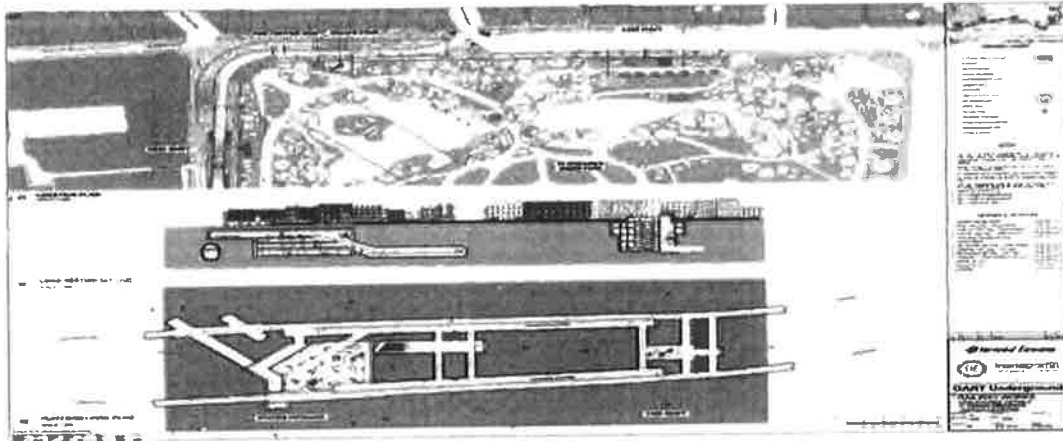


Metro North St. Stephen's Green - Estuary Updated February 2011

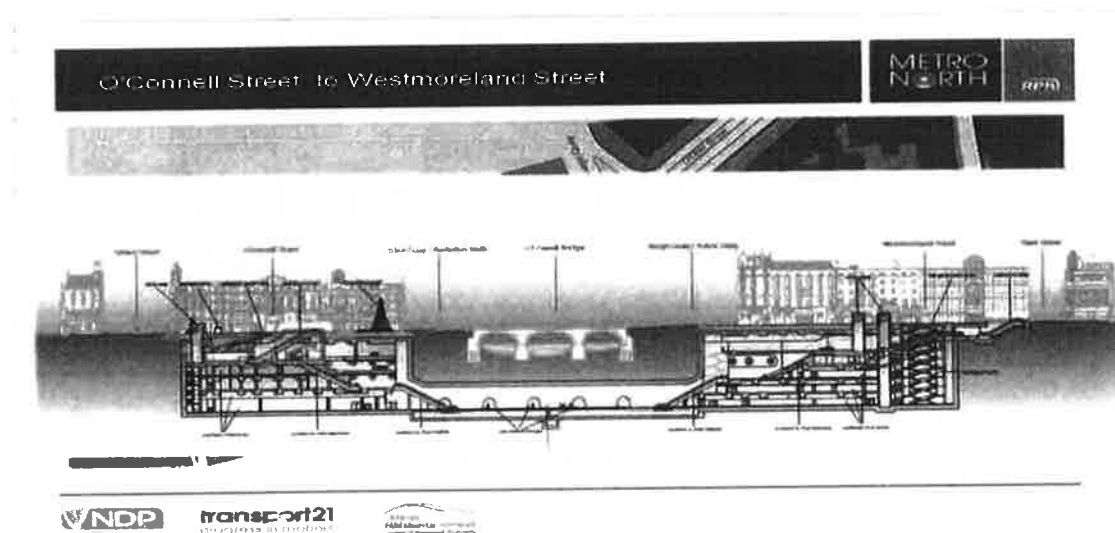


3 MetroNorth Stations Will Cost almost 3 Billion Euros

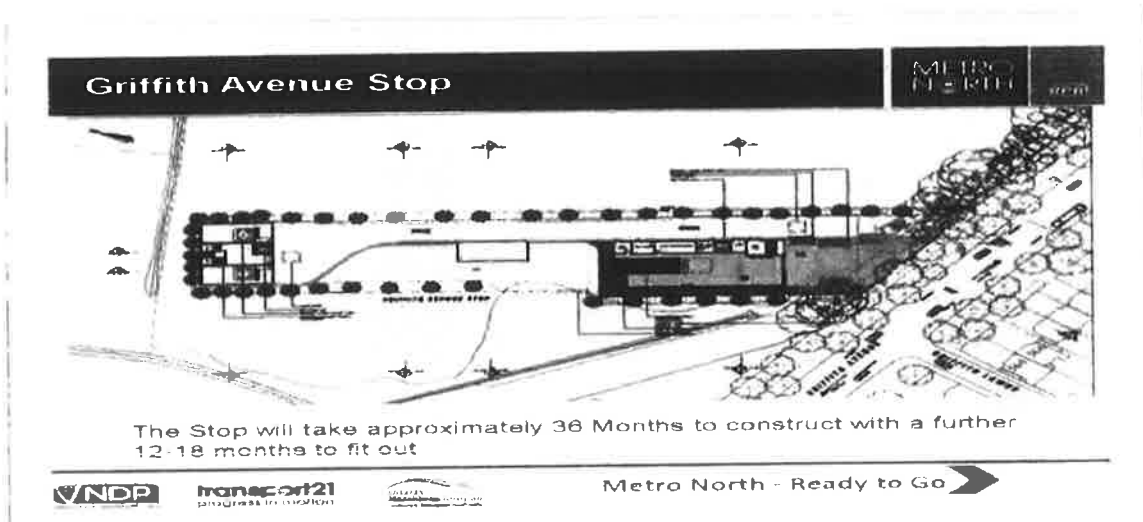
Saint StephensGreen Station #1 Cost 400 Million euros



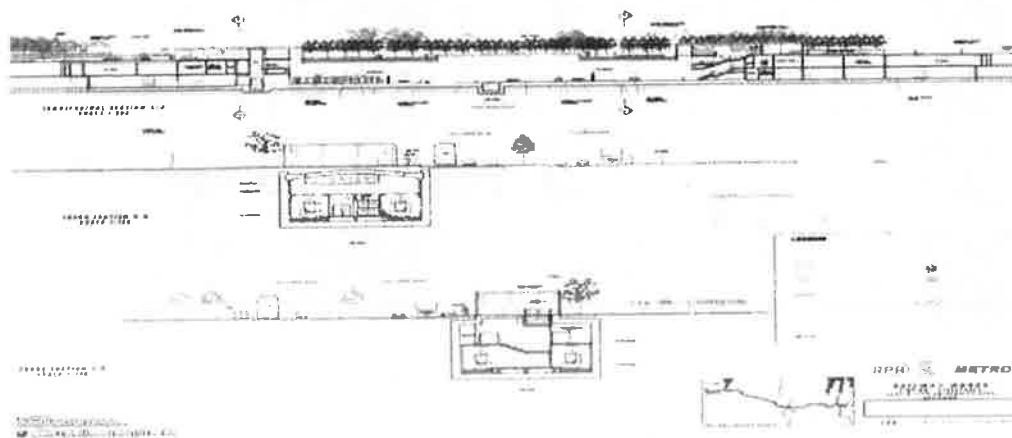
O'Connell Street Station #2 Cost 300 million Euros



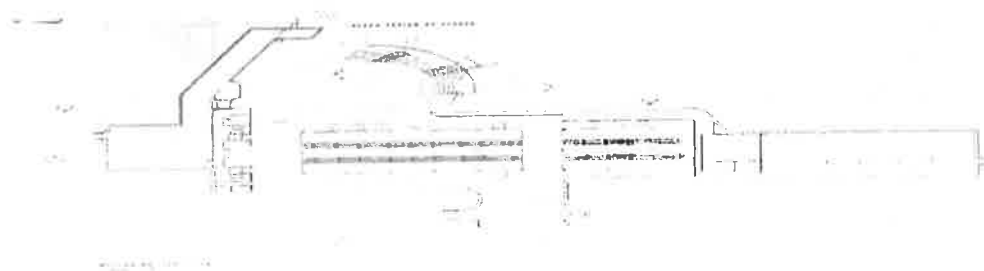
Parnell Square station #3 400 Million euros



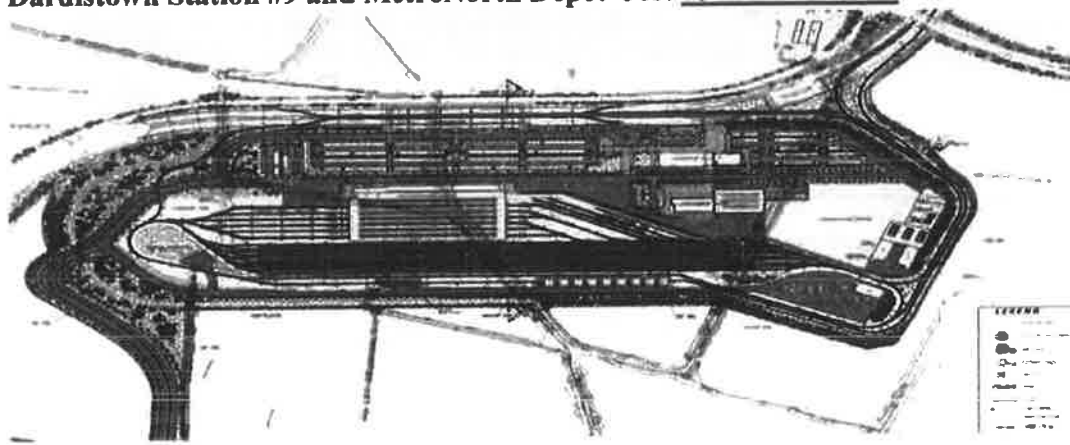
DCU Station # 7 cost 100 million Euros



BallyMun Station #8 cost 150 million Euros



Dardistown Station #9 and MetroNorth Depot Cost 75 million Euros



Dublin Airport Station #9 Cost 250 million Euros



Other Stations Include

Northwood Station (Surface) cost 10 million Euros

Fostertown Station (surface) cost 10 million Euros

Swords Station (surface) cost 25 million Euros

Estuary station (surface) cost 10 million Euros

Total Construction Cost of 14 stations 2.28 Billion Euros

4 Metro North Tunnelling and Surface rail will cost 2.8 billion

Comparing Cost of Underground Rail , Surface Rail or Elevated track by Slobodan Mitric

*Transport Division
Approaching Metros as
Potential Development Projects*

Discussion Paper

March 1997

Excerpt from page 10

*9. Investment cost and implications. Construction and equipment costs of metros per km of line are high, in absolute terms, and vary widely depending on local conditions, design features, procurement procedures, and financial arrangements. The key factor is the vertical alignment of the travelway. **The all-inclusive investment costs (financial costs included) of rail-based MRT projects built in the 1980s varied roughly in the ratio of 1:2:6 according to whether the travelway was at grade, elevated, or underground** [Fouracre et al (TRL), 19901: at-grade(1987) US\$8 million to US\$27 million per km of line elevated(1987) US\$22 million to US\$60 million per km of line underground(1987) US\$50 million to US\$165 million per km of line*

Comparing Cost of Underground Rail Surface or elevated track

- **The all-inclusive investment costs (financial costs included) of rail-based MRT projects varied roughly in the ratio of 1:2:6 according to whether the railway was at grade, elevated, or underground. That is if a surface rail line per KM costs = 40 million : elevated = 80 million, underground = 240 million per KM**

Thus a very basic and simplified and not comprehensive guide pricing cost strategy is that for example, a surface rail line costs 40 million per KM, then that ratio would be 6 times that amount for an underground Line

Thus we have Metro North total Track Length Statistics:

16.5 KM total length consisting of 11 KM tunnel plus 5.5 KM ground, elevated or cut/covered .

The recent Luas Cherrywood extension cost 300 million Euros for 7.5 Km of track.

All of Cherrywood track is above the ground and elevated except for a small tunnel section. Thus the cost per KM is about 40 Million Euros per KM.

Applying the Fouracre Ratio of 1:6 (Surface line costs versus underground) , then the cost of the Metro North tunnelling section is six multiplied by 40 million euros , that is a baseline 240 Million Euros Per KM.

11 km x 240 Million of Metro North tunnel Total = 2,640 Million euros

5Km x 40 million of Metro North surface Total = 220 Million euros

Total Metro North Rail Track Cost baseline (not Final Cost) =
2860 Million euros.

Thus the tunnelling and surface track construction of Metro North before all other considerable costings are added is 2.8 billion euros.

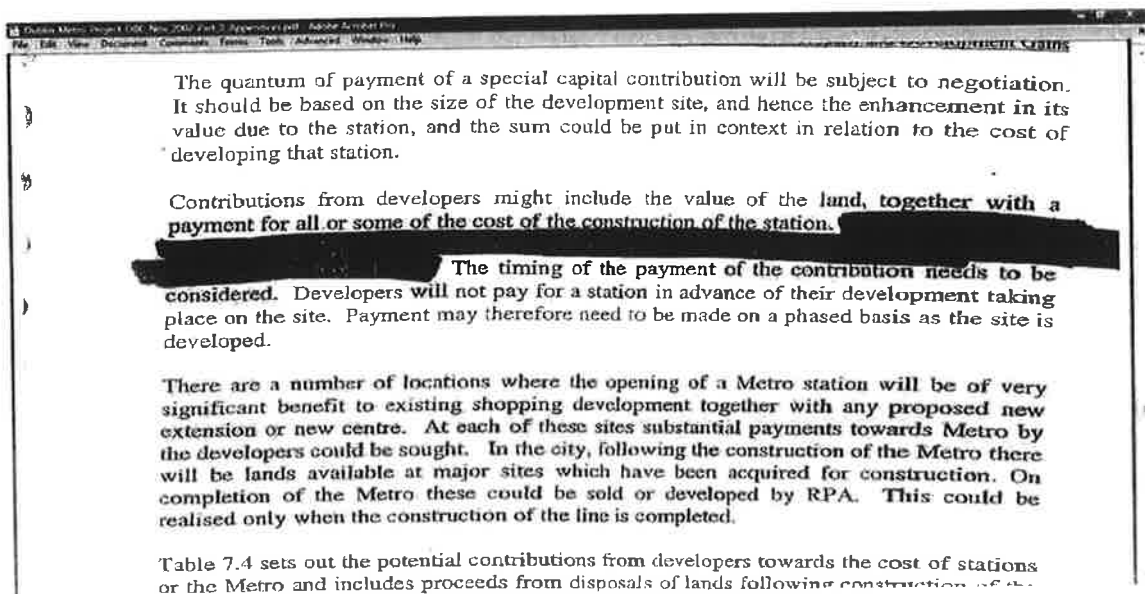
5 The Total True cost of Metro North : 10 billion euros

Tunnelling Costs	2.8 billion
Property Costs	1 billion
Station Costs	2.28 billion
Project Costs	4 billion
Total Metro North Cost	10.08 Billion euros

6 Metro North funding is exploitive , speculative and dependent on levies

Metro North funding is heavily was dependent both on Property Development , deals with speculative developers who are now bankrupt, and levies on Dublin Start up businesses.(The RPA for example charged all new developments within 1 Km of the Luas Cherrywood line).These levies are still going on. Dublin City Council and Fingal Council should return these levies to the businesses.It seems that the RPA really, in persuit of this Metro North project, is acting more like a economic hedge fund , concentrating on squeezing money from all and sunder rather than building an efficient , affordable and accessible rail connection to the Airport.

Below are substantiating this .



Excerpts from a MetroNorth Report

100

1

1

1

EX

E.

[REDACTED]

From: [REDACTED]
Sent: 14 January 2015 16:46
To: northdublinstudy
Subject: [REDACTED] or Fingal/North Dublin Transport Study
Attachments: [REDACTED]

Hello NTA,

please find attached Word Doc which is my submission for the Fingal/North Dublin Transport Study.

please acknowledge by email that you have received my attached Word Doc

Thanks

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 14 January 2015 13:28
To: northdublinstudy
Subject: [REDACTED]

Submission on behalf of : [REDACTED]

We believe that North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. The economic regeneration of the town of **Swords** as the "**Capital of Fingal**" depends on this project going ahead. Plans such as those for the 3rd phase of the Pavilions Shopping Centre, The DAA's planned Business Park at Dublin Airport fronting T2, the location of new Education and Medical facilities in Swords and the attraction of industry for much needed employment become more viable once this missing piece of Infrastructure is put in place. In addition we believe that Swords has the potential to develop as a short term stop over location or hospitality centre for Tourists visiting Dublin and the rest of the country.

North County Dublin commuters, business people and tourists arriving into Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes or newly constructed ones that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 /Clongriffin) are not in our opinion a proper solution and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail are good enough for the south-side but those of us in Swords and on the north-side have to make do with long extended-bendy buses instead. Whatever about "BRT / Swiftway" being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin's O'Connell Street, via Dublin Airport and Dublin City University (DCU) following much the same route as the planned Metro North Project that was suspended by the government in 2011. The detailed "**Metro North Plan**" is already in place and can easily be modified to take account of new circumstances and transport plans for the future. **None of the other five solutions presented are viable in the long term and are only at the idea stage.** No route selections or costings have been made were as the "**Metro North Plan**" has.

It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Regards

[REDACTED]
Sent from my iPhone

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 13 January 2015 19:49
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 13 January 2015 19:48
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 13 January 2015 17:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

National Transport Authority

Dun Sceine, Iveagh Court

Harcourt Lane

Dublin 2

13/01/2015

Public Consultation on the North Dublin Transport Study

Submission on behalf of the Swords Tidy Towns Committee

“Swords Tidy Towns Volunteers care for the town of Swords. They generate enthusiasm and co-operation in order to enhance the natural and built environment”

We believe that North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. The economic regeneration of the town of Swords as the “**Capital of Fingal**” depends on this project going ahead. Plans such as those for the 3rd phase of the Pavilions Shopping Centre, The DAA’s planned Business Park at Dublin Airport fronting T2, the location of new Education and Medical facilities in Swords and the attraction of industry for much needed employment become more viable once this missing piece of Infrastructure is put in place. In addition we believe that Swords has the potential to develop as a short term stop over location or hospitality centre for Tourists visiting Dublin and the rest of the country.

North County Dublin commuters, business people and tourists arriving into Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes or newly constructed ones that take them further away from the City Centre. They want to go to O’Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 /Clongriffin) are not in our opinion a proper solution and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail are good enough for the south-side but those of us in Swords and on the north-side have to make do with long extended-bendy buses instead. Whatever about “BRT / Swiftway” being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin’s O’Connell Street, via Dublin Airport and Dublin City University (DCU) following much the same route as the planned Metro North Project that was suspended by the government in 2011. The detailed “Metro North Plan” is already in place and can easily be modified to take account of new circumstances and transport plans for the future. None of the other five solutions presented are viable in the long term and are only at the idea stage. No route selections or costings have been made were as the “Metro North Plan” has.

It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 13 January 2015 16:43
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: North_Dublin_Transport_Study_STT_1.pdf

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Tidy Towns

Address:
[REDACTED]

Comment:
Please find attached the Swords Tidy Towns submission for the North Dublin Transport Study.

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

NTA FINGAL/NORTH DUBLIN TRANSPORT STUDY

SUBMISSION FROM [REDACTED]

SUMMARY:

- Journey time is critical, and seems to narrow the options to three.
- ~~BRT comes out best on~~ criteria. It is also much more affordable. It gives benefit to a greater range of transport users. Port Tunnel BRT should be different from others, with focus on road priority, less so on vehicles, stop infrastructure etc.
- The old argument that Dublin Airport must have a rail connection is gone.
- The best options need a full cost/benefit analysis, taking into account demand forecast and more detailed costings. The results of cost/benefit study must be made available for public scrutiny and comment well in advance of any investment decision (unlike what happened with Luas CrossCity).

THE PROCESS

This is a stage in a process, and it focuses on narrowing down the range of options for further analysis. It is done without demand analysis, but in the general expectation that population in the region, especially Swords, will continue to rise significantly. It comes against the background of

- Metro North postponed, even considered to be cancelled, but now included as one of the options
- Swords BRT proposals being progressed towards planning stage, and assumed as in place for the purpose of evaluating the longer term needs.

Demand - largely led by population and employment. Airport is also a critical factor. Report states that Dublin population will increase by 23% to 2035. A report by Dublin Housing Task Force reported in Irish Times of 30 December 2014 suggests housing development in short/medium term (subject to provision of infrastructure) of 7,500 in Swords, 4,000 in Donabate, 2,350 in Rush/Lusk and 1,900 in Malahide/Portmarnock/Kinsealy.

THE OPTIONS

Options - the NTA Fingal report looks at 25 options for transport development in Swords and/or Airport, using heavy rail (HR), light rail (LR), which could be Luas or Metro, and bus rapid transit (BRT), also combinations (C) of these. These 25 options were evaluated on 11 criteria, including

- Economy (catchment population and employment, journey times, capital costs)
- integration (land use, public transport, service to Airport)
- environmental (historical, natural heritage, zoning, nature development areas).

They were ranked within each mode relative to each other. The best options from each mode were then recommended for further study.

The 6 for further study are:

HR2 - heavy rail from Clongriffin to Airport and Swords

HR8 - heavy rail from Drumcondra/Glasnevin under Glasnevin cemetery to Airport and Swords. This is 12.6km, of which 6.6km is in tunnel.

LR3 - Luas extended from Cabra under Glasnevin cemetery to Airport and Swords

LR8 - "Optimised" Metro, a scaled back version of Metro plan. At grade alignment in Swords, and in Ballymun, also shorter trains and stops, and one city centre stop excluded. Patronage forecast "not more than 12,000 ppdp".

BRT5 - A combination of three additional BRT routes to supplement the planned route via Whitehall (via Port Tunnel; via Ballymun and Phibsboro; link from Airport to Clongriffin as connection to heavy rail and continuation of Clongriffin - Tallaght BRT)

C1 - a combination of heavy rail Clongriffin to Airport and Luas as in LR3.

A key factor in determining the viability of any of these as an investment is the journey time between central Swords and Dublin city centre. Of the 6 for further study, 3 have good journey times (27/28 mins), while 3 have a journey time of 45 mins. The difficulty for these is their "dogleg" nature, with the extra distance more than offsetting the benefit of rail mode. Clearly also a longer distance means greater operating costs, as well as greater capital costs.

For this reason, it would be my view that Options HR2, LR3 and C1 are not serious contenders. They would not give journey times competitive with car, existing bus or planned BRT. It is interesting, therefore, to note that the three remaining options include the two most direct between Swords/Airport and city, i.e. Metro and BRT. This is not unexpected, but it does highlight the disadvantages of indirect routes, even if the infrastructure for the route allows high speeds and reliability. The third remaining option is HR8.

When the 6 options are ranked by the 11 assessment criteria, it is interesting to note as follows:

HEADLINE FIGURES FINGAL PREFERRED OPTIONS

						time		
		G	O	R	G-R	Cost €M min	Cost €M max	Swords -CC
HR2	DART Clongriffin - Airport - Swords	2	8	1	1	600	790	44
HR8	Rail Drumcondra - Airport - Swords	3	7	1	2	1760	2130	28
LR3	Luas Cabra - Airport - Swords	3	7	1	2	630	1050	45
LR7	Metro North optimised	5	4	2	3	1430	2860	27
BRT5	Three separate BRT routes	8	3	0	8	250	330	27
C1	LR3 plus DART to Airport	2	8	1	1	810	1310	45

G is for Green, which means better than other options

O is for Orange, which means average relative to other options

R is for Red, which means worse than other options.

A few points are clear from this table:

- on a ranking of number of Greens less number of Reds (G-R), BRT5 is way above the others
- on a cost basis, the two rail options that give good journey times are far more expensive than the other options.

On the face of it, this would point towards the BRT5 proposal as being preferable to any others. Other options would need to justify themselves on a cost/benefit basis.

BRT capacity has been increased from 3,600 ppdp to 4,500. This is a positive move, but still ignores the potential of BRT to carry far greater numbers.

POLICY ISSUE - RAIL ACCESS TO DUBLIN AIRPORT

Metro North was designed to fulfil three different purposes:

1. giving a rapid high capacity north/south link across Dublin city centre
2. providing a rail service to Dublin Airport
3. catering for the public transport needs of Swords and intermediate points.

In terms of assessing benefit, we may need to consider each of these separately.

1. Do we need this north/south link through city centre? Can we afford it? What difference does Luas CrossCity make to this consideration? Has the city centre environment changed since this was first mooted in 1998?
2. Do we need a rail connection to Dublin Airport? Is the Airport now managing adequately with the range of high quality bus services to/from all parts of the country? Has that offset the need for rail service, given easy access to M50, M1 and Port Tunnel? The answer would seem to be that the need for a rail service to Dublin Airport has declined due to the success of bus services using the much improved motorway access.
3. Does the population and employment needs of Swords and intermediate points require transport of the capacity, quality and cost of Metro North?

PROPOSED SWORDS BRT AND PORT TUNNEL

Given that this consultation follows so quickly on the recent Swords BRT consultation, it is worth recapping on one issue that overlaps the two.

The Swords BRT proposal was for high standee capacity articulated single deck buses from Swords to city via Whitehall, catering for primarily traffic between Swords and city centre. The boardings in city suburbs were quite small. Given the length of journey, it is not realistic to expect Swords commuters at peak times to use buses with high standee capacity. It is more likely that existing express services through Port Tunnel will continue; that there will be fewer passengers on BRT to/from Swords at peak; that BRT loads to/from Whitehall/Santry will be higher.

Port Tunnel is also used by a large volume of buses to/from Airport, some serving Dublin city and suburbs, but most are combining Airport and city services from all parts of the country. It is also used by express buses to/from Drogheda/Dundalk, Balbriggan, Rush/Lusk/Skerries and Ashbourne.

There is clearly merit in giving high speed and reliability on this corridor for all bus services. There is virtually no constraint in Port Tunnel or north of it. Key to this is a quality bus corridor with priority through tolls and from tolls to city centre (including Busaras). Given the nature of these bus services, BRT type stops are not appropriate,

and most of the vehicles using this corridor will be seated only specification, with limited doors, designed for long distance comfort rather than speed of access/egress.

The Port Tunnel BRT as proposed in Option BRT5 should be of this type, catering for this market.

There are concerns about a BRT through the Port Tunnel. There is a claim that "BRT buses" are limited to 60 kph and wonder about this being consistent with use of Port Tunnel, which is 80 kph. In fact:

- Any type of bus can be used on BRT services. As stated above, the optimal bus for any BRT depends of journey length and other factors. Swords/Airport to city via Port Tunnel would be express type with end-to-end traffic, rather than short trip with many boardings and alightings at each stop. So a seated only, fewer doors type of vehicle is best for this corridor
- Speed limit is 65kph, not 60kph, and it applies to buses which are designed for standee passengers (whether single or double deck). Buses designed for seated passengers only can operate to the Port Tunnel and M1/M50 speed limit of 80kph as far as Airport. Dublin Bus routes 33x, 142 and 747 currently use Port Tunnel with standee double deckers .
- The benefit of a Port Tunnel "BRT" corridor to Swords is likely to be mainly peak, as offpeak end-to-end demand may not be enough to justify high frequency service. It would be a useful complement to the direct BRT via Whitehall, and would offset any concerns about peak capacity limitations on the Whitehall route.

[REDACTED]

From:

Sent:

[REDACTED]
13 January 2015 15:04

To:

northdublinstudy

Subject:

submission

Attachments:

NTA FINGAL.doc

Please see attached.



--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 12 January 2015 18:30
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

The Metro North option will help with the much needed re-development of Ballymun and also open the city centre to the Airport. It will also provide excellent access to the public for DCU and the Mater hospital. You must be careful if the optimised Metro North option is chosen. The savings you make may prevent expansion of the service in the future.

Consideration should also be given to re-routing local bus routes to "feed" the new Metro North stations, especially in densely populated areas such as Glasnevin. For instance, a bus route could run from the Finglas Road via Griffith Avenue to the Griffith Avenue train station.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

BRT

While a BRT route needs to be looked at in the future, it doesn't have the capacity or frequency that is needed. What is proposed is not a proper BRT but simply a glorified bus lane worth hundreds of millions. A proper BRT line could complement a rail solution in the future. I fear that spending any amount of money on BRT would do nothing to change the current situation and hinder a long term solution being built.

Luas

An over-ground Luas line wouldn't have the capacity, frequency or journey times. I shall discard the idea.

HR9

The winding route adds unnecessary journey time to a city centre to North Dublin or airport journey. AND all of North Dublin will have to make an interchange to arrive in the city centre. People travelling from South Dublin to the airport will also have their journey times reduced due to the unnecessarily indirect route. It also has zero penetration in the north inner city, leaving O'Connell Street, its surrounding areas and Parnell Square untouched.

It is plain silliness that a journey from Drumcondra to the airport will require an interchange at Glasnevin so that people from outside Dublin can travel there easier. Surely any investment should serve the mass of the people in Dublin, as well as the few travelling to Dublin?

The only way to solve these problems would be to continue with the bored tunnel to SSG..which is the Metro North alignment, the product of years of public consultation and planning.

Metro North

"[Optimised Metro North] Progress to Detailed Appraisal on the basis of adjusted demand requirements and lower costs" This quote is very worrying. Elements of this supposedly 'optimised' Metro North is nothing but short sighted, such as building 60m underground platforms. The platforms WILL have to be extended 10 years down the line and it will cost 10 times as much as any savings made now.

Ballymun Road is a busy and expanding corridor into the city centre, building Metro North through it would increase journey times for those driving through it AND Metro passengers. It will eventually have to be put underground but I ask you this, in the future, how would you build a cut and cover tunnel under the line without closing down the Glasnevin to Airport section of Metro for a few years and rendering the line useless? While I agree with running the line at-grade through Swords, I strongly believe it should remain underground over Ballymun Road.

I believe the original Metro North proposal is excellent and should be built without senselessly butchering it for small savings and calling it optimising. The fewer stops element might be a step in the right direction.

The original Metro North plan would facilitate the north inner city, Glasnevin, Ballymun, Airport and Swords with a fast, high frequency connection to the city centre as well as interchanges with DART, DART Underground and both Luas lines in the city centre allowing residents from other parts of the city to easily make connections to the Metro line. Assuming InterCity lines will use the DU tunnel, it also allows integration with the main line.

I do believe that, **after** Dart Underground, Metro North and quad tracking of the Northern line to Clongriffin, a DART spur needs to be built from Clongriffin to the airport to allow InterCity and Enterprise trains to travel directly to the airport but this should not be the priority. If a spur is to be built **AFTER** these two projects, I would be in favour of the HR5 proposal for the purpose to allow DART and Intercity trains to serve the airport and Swords (DART) and continue on to Malahide. HR2 is also a decent proposal, assuming there's a turn back for InterCity trains at the airport and that the intersection at Clongriffin allows Enterprise to turn into the airport without reversing. Of course, with Metro North already in place, the alignment through Swords would have to be looked at.

Thank you for your time. Just to reiterate, I believe the original Metro North plan should go ahead with fewer stops in the city centre and at grade through Swords. Keep the 60m platforms and tunnel through Ballymun.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 18:07
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: With_regards_to_the_North_Dublin_Transport_Study.docx

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:
With regards to the North Dublin Transport Study.

Firstly, I wish you wouldn't waste more time and money with things like this. Public consultation was done almost a decade ago and a project was chosen.

I have attached a Word document outlining my comments.

Regards
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 17:10
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Householder

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 12 January 2015 15:51
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:

I would like to see proposal Number 4 carried out. ~~That~~ is that metro north from St Stephen's green to the airport and Swords.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 15:04
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
DIT

Address:
[REDACTED]

Comment:
To Whom it May Concern,

It is my view that the optimised metro north option, despite being one of the mostly costly options, represents the best value. It creates a brand new high capacity link along the Swords corridor, where as every other option depends on spurs and using existing, scarce, capacity on the Irish Rail or luas network. In the long term the other options will further compound the lack of railway capacity in Dublin owing to a lack of through track in central areas.

One element of the optimised metro north option that is cause for concern is the plan to shorten platform lengths to save a relatively small amount of capital. Extending the length of an underground platform in the future will be extremely expensive and perhaps impractical from an engineering perspective.

In short, it is my view that the optimised metro north option with 90m platforms should be advanced.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 14:33
To: northdublinstudy; Elaine.brick@aeacom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home owner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to the centre of Dublin, where they can then link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses and congested roads. BRT / Swiftway should NOT be considered as a solution.

I believe plans must be put in place to construct a proper rail link – whether Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 14:06
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Individual

Address:
[REDACTED]

Comment:

Based on the information provided, it would appear that a combination of the options would be most appropriate.

A line running from Clongriffin, where there are already unused platforms in place would be ideal, particularly as this should require less time to implement so it could be up and running in a shorter time frame. The additional advantage would be connecting the Belfast line and the Drogheda commuter trains to the airport, thus opening up new markets for the airport.

In the longer term, Metro North should also be developed to serve the communities in North Dublin as well as to provide an additional link to the airport.

Connecting the Belfast line to the airport has the added advantage that other options may become available in the long run, such as running a line west of the airport to connect to the Maynooth line as was proposed as part of the consultation.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 12 January 2015 12:03
To: northdublinstudy; Elaine.brick@ae com.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Householder

Address:
[REDACTED]

Comment:
Dear Sir/Madam,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Yours Sincerely

[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 12 January 2015 09:55
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Fianna Fail

Address:
Swords

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 January 2015 19:53
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 11 January 2015 19:28
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Living in Swords

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 11 January 2015 19:27
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home Owner in Swords

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 January 2015 19:25
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 January 2015 15:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address:
[REDACTED]

Comment:

Rail service from Swords to city centre is the only viable option.
Promised by successive governments
Lot of public money already spent on project

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 January 2015 14:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Joe public

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

The swift way alone has a proposed terminus in front of 2 primary schools and a community centre and in development housing estate. Would you put a terminus in the middle of O'Connell st...? Each school has in excess of 460 students and then teaching staff along with the crèche and Montessori facility within the community centre and also the after-school care program's. The proposal for the swift way would leave approx 1,000 children unable to be dropped off safely at their school, taking into consideration that the traffic at these two schools at drop off and collection times has already been impacted by the removal of parking by the Liffey development group building the housing estate opposite, he proposal is to now remove the remaining parking away and run a bloody bus service through a school campus...? Because of this I think it only suitable that a rail solution with parking facilities as in all other areas be solutioned.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails click [here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 11 January 2015 13:41
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Business User

Address:
[REDACTED]

Comment:

To Whom it may concern,
North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and South Dublin must be constructed as there are many people from Swords working on the south side but have to bring their cars as there is no suitable transport system for them, we already have a great bus service from Swords express to city centre so there is no point in setting up the same service which will do nothing to improve the service from swords. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre and south city quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Kind regards,
[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 January 2015 12:44
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. This route should also serve DCU given the ammount of students from the area that attend the university.

Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 10 January 2015 18:55
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:
Darragh Butler logo

Public Consultation on the North Dublin Transport Study

WE NEED YOU TO MAKE A SUBMISSION

The National Transport Authority (NTA) recently announced that they were carrying out a Public Consultation on the North Dublin Transport Study and have invited submission up until 5pm on Monday January 19th 2015. You will see that they have shortlisted 6 schemes that include Heavy Rail, Light Rail and bus solutions.

We need as many people as possible to make a submission to confirm that the only acceptable solution for Swords and North County Dublin is to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It will take you less than two minutes to make an on-line submission at the below web-link and we have included below a ready made submission that you can simply copy and paste, or amend as you so wish. The more submission the better as we need to stand up and fight to get Metro North back on track.

Full details and how to make a submission:

<http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>

Newspaper report on the Six short-listed Proposals:
Dear Sir/Madam,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 10 January 2015 18:47
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

Dear Sir/Madam,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. We don't want to be diverted onto existing over-congested routes that take us further away from the City Centre. We want to go to O'Connell Street, the centre of Dublin from where we can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are inefficient cost cutting non-solutions and must be immediately ruled out.

LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with an inefficient long-extended-bendy bus proposed solutions. I love living in Swords, but lose over 12hrs of my life per week trying to get in and out of the city centre for work in a typical 5 day week. When my family and I moved to Swords we did so because of the promise of Metro North being a swift transport reality by the latest 2014, however this was shelved by the present government back in 2011-2012. However it seems that the money was available to develop further infrastructure on the south side to the north side's detriment.

Whatever about BRT/Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link to/from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

It's time that the government listened to its people and businesses on the North-Side and seriously addressed the fact that we are about the only EU country that has no proper efficient fast transport link to and from its major airport and surrounding area of Swords in its capital, which is situated on the North-Side.

Yours sincerely

[REDACTED]

This email was sent to [REDACTED]
Update Profile/Email Address | Rapid removal with SafeUnsubscribe™ | Privacy Policy.

Councillor Darragh BUTLER (Fianna Fáil) | 17 Highfield Close | Swords | County Dublin | DUBLIN
FINGAL | Ireland

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 10 January 2015 17:35
To: northdublinstudy
Subject: Metro north submission

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out. We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Regards

[REDACTED]
Sent from Yahoo Mail on Android

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 10 January 2015 08:02
To: northdublinstudy; Elaine.brick@aeacom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

If the ambition is for Dublin to become a major business hub, an underground or rail link to the city from the airport is absolutely vital. Just visit any major business centre & see how many depend only on busses and taxis. If we could find 60 billion for the banks, surely 2 billion can be found for infrastructure to benefit the citizens.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 22:56
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
General public

Address:
[REDACTED]

Comment:

Why are trolley buses not being considered instead of trams or buses
Savings
No need to lay tracks and all work involved
Use electricity therefore saving on fossil fuels (buses) diesel cancerous
Environmentally better
Can cheaply have different destinations
Can be of similar single deck design as luas
Or double decker as buses

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 20:03
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as IIR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

150

From: WordPress <forms@ntawebsite.ie>
Sent: 09 January 2015 20:52
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

It is so easy to set up a study & propose a light rail system etc for Swords / North county – but who is expected to pay for it when the country is broke and cannot pay for the current schemes running at present. This proposal if it got the go ahead will only put our country into more debt which the taxpayer & all households will have to pay more for when in reality when you look at it – half of the population does not even use the current transport. By adding more you may say it gives people a choice, yes it may do, but at the current cost of it all it is not worth it at all.

We at present have a good transport system, but it needs to be branched out to more areas at at present it does not & the people are suffering & does the NTA / Dublin Bus / Luas etc care at all – NO. So why can you explain to me & other taxpayers that we should have another transport when these companies / government departments will not utilise what we have at present for the good of everyone & not the few. The present Luas project is a joke having to put rail tracks on the ground, when in fact this is not really needed when it other European cities they have "Trolley buses / trains" just like the Luas that does not need tracks on the ground, yet still powers from electricity – resulting in that the roads have to be taken up, disrupting the current traffic flow for weeks on end, business's suffering & all because of what? And after the Luas been put their, business's suffer because last of people passing by their establishments where they have done before, & now if you look at Middle Abbey Street all the way to Collins Barracks – the road is like a ghost road, business have gone, less people walk down their & the locality suffers & thus the people too. This will happen also now if this proposal goes ahead for the swords area. Now I like in swords & have done so all my life so I know what I am talking about. People will sit up & take notice if proper proposals of utilising the current transport we have of rail tracks, bus lanes etc for all. Example: there is no bus link from Swords to Blanchardstown / Damastown via the back of the Airport for those who need to get to work / shopping. At present we have to get a bus to the city, bus to Blanchardstown & another to Damastown – 3 buses & the length it takes also.

If buses were put on routes like this far more people would use them & people will give support, but at present you are working against the people & therefore you do not have my support and a lot of people I have spoken to also about this.

It seems that you are just looking after your own image & pocket & therefore you lose support.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails click [here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 09 January 2015 12:46
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Skerries Tourism

Address:
[REDACTED]

Comment:

The Swords Donabate area is growing rapidly as the introduction to this survey indicated & its difficult to see how a Bus/Road transport system could efficiently service this area now or into the future. The roads at peek time are already clogged & your briefing message notes confirming this fact.

Light Rail System

Much effort was expended on the proposal for Metro North so it makes sense to use the banked planning work asset & use it for any future system. The cost of Metro North put it into a questionable folder.

Still a light rail system would assist the rapid movement of the public from Swords Area to the City Centre and with a strategic stop at Dublin Airport. It of course works in reverse from Dublin City Centre to Airport & Swords.

The way for the rail system is already by & large procured. The existing bus service connects Swords to the outer areas such as Rush, Lusk, Skerries & Balbriggan. So residents can access Swords by public transport. The previous Metro System had planned a large car park at the terminus in Swords. This would mean a 15-minute car trip to Swords & a 15 Min Rapid Rail trip to city centre from Skerries or Balbriggan.

Resident of Skerries/ Balbriggan/ Donabate

As a resident of Skerries Swords we can get to the City by train & bus but getting to the airport is difficult necessitating changing busses or busses & trains. The problem of handling baggage on and off busses push airport users towards Taxis but they cost €35.00 now & clog the roads especially from 7.30 AM to 9.00 AM.

Tourists/ Visitors

I have an 18 room Guesthouse in Skerries & it's a constant difficulty for tourists getting to & from the airport. Bus / Rail is less expensive than taxi but takes a fair bit of planning & is not always practical. Again visitors have holiday luggage & the loading & unloading to & from busses & trains on route to the airport from Skerries is not easy & more difficult if one is of mature years.

The M1 makes it a 20-minute road trip to the airport. This makes it the most favoured method. At peek time 7.15 – 9 AM 15 minutes can be added making it 35 minutes. A shorter road time 10 Mins. to Rapid Rail Terminus at Swords & 8 mins to Airport is a time saving plus the additional benefits of transferring visitors to public transport.

Many visitors to our guesthouse are from urban areas, which have more developed integrated public transport systems and so do not have to be persuaded to adapt to a public transport. Many visitors comment that they have to go to the additional cost of a visit to Ireland of hiring a car because its so difficulty to access the airport even though Skerries/Rush/Lusk is 10 miles from the airport.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 09 January 2015 12:19
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: LR7_advantages.docx

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
individual/Dubliners

Address:
[REDACTED]

Comment:

I believe that the preferred route for any new public transport initiative in the Fingal/North Dublin area should be the optimised metro north (LR7) for the reasons I have detailed below:

Faster travel time. The optimised metro north will be faster than the bus options, since there will be less stopping at traffic lights and delays caused by street congestion in city centre does not affect travel times of the metro. The heavy rail options are also longer due to the circuitous route via Clongriffin. The faster travel times makes public transport a more attractive option for both visitors and Dubliners over car use, thus reducing pollution and congestion in the city. It also increases the attractiveness of Dublin and its airport for tourists, business travellers, conference attendees etc. which helps boost the Irish economy.

The optimised metro north option connects with DCU unlike the other options. It also connects with the Mater hospital, the Sligo rail line at Drumchondra (on which has a Dart route to Maynooth is planned), the green luas line at St. Stephens Green (where it could also connect with the planned Dart underground) and the red luas line at O'Connell Street. Most major Dublin bus routes have a stop or terminus in the O'Connell Street area and bus routes are also close by.

The heavy rail options do not provide an alternative to road transport for Dubliners living in the area between the airport and the city (Ballymun, Glasnevin, Whitehall, Santry, north Drumchondra) as these areas are bypassed. Instead, the route of the heavy rail options between the airport and city centre has stops that are already well served by two existing Dart lines.

Less road congestion – the underground section of the LR7 proposal would reduce the number of buses and cars on the roads, freeing up space (especially in Dublin city centre) for buses on other routes, pedestrians, cyclists, commercial vehicles, cars etc.

The heavy rail options put further pressure on the congested rail lines between Connolly and Howth junction which is currently used by: two Dart lines (to Malahide and Howth), commuter rail services to Dundalk and intercity services to Belfast. Any delays on this rail line would further affect passengers from the airport and Swords (in addition to existing passengers).

Although the LR7 option is more expensive than other options I believe that it is worth the extra expense of getting it right and it is not worth compromising on a cut-price solution that has a false economy. The optimised metro option will provide a new quality public transport route that has a minimal level of

interference with existing public or private transport modes (unlike the other options). This will greatly improve the quality of life for many Dubliners which will make it a more attractive place to live and work, encouraging investment and increasing tax revenue streams. The longer travel times of the other proposals reduces the efficiency of the city and productivity of commuters.

Making travel to and from the airport and the rest of the country more efficient and hassle-free for both visitors and citizens will increase airport passenger numbers and also makes Dublin and Ireland more attractive to tourists, workers, investors, conferences etc. The economic benefits of an investment in the LR7 should not be overlooked.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

Why the optimised metro north (LR7) proposal is preferable

I believe that the preferred route for any new public transport initiative in the Fingal/North Dublin area should be the optimised metro north (LR7) for the reasons I have detailed below:

Faster travel time. The optimised metro north will be faster than the bus options, since there will be less stopping at traffic lights and delays caused by street congestion in city centre does not affect travel times of the metro. The heavy rail options are also longer due to the circuitous route via Clongriffin. The faster travel times makes public transport a more attractive option for both visitors and Dubliners over car use, thus reducing pollution and congestion in the city. It also increases the attractiveness of Dublin and its airport for tourists, business travellers, conference attendees etc. which helps boost the Irish economy.

The optimised metro north option connects with DCU unlike the other options. It also connects with the Mater hospital, the Sligo rail line at Drumchondra (on which has a Dart route to Maynooth is planned) , the green luas line at St. Stephens Green (where it could also connect with the planned Dart underground) and the red luas line at O'Connell Street. Most major Dublin bus routes have a stop or terminus in the O'Connell Street area and busarús is also close by.

The heavy rail options do not provide an alternative to road transport for Dubliners living in the area between the airport and the city (Ballymun, Glasnevin, Whitehall, Santry, north Drumchondra) as these areas are bypassed. Instead, the route of the heavy rail options between the airport and city centre has stops that are already well served by two existing Dart lines.

Less road congestion - the underground section of the LR7 proposal would reduce the number of buses and cars on the roads, freeing up space (especially in Dublin city centre) for buses on other routes, pedestrians, cyclists, commercial vehicles, cars etc.

The heavy rail options put further pressure on the congested rail lines between Connolly and Howth junction which is currently used by: two Dart lines (to Malahide and Howth), commuter rail services to Dundalk and intercity services to Belfast. Any delays on this rail line would further affect passengers from the airport and Swords (in addition to existing passengers).

Although the LR7 option is more expensive than other options I believe that it is worth the extra expense of getting it right and it is not worth compromising on a cut-price solution that has a false economy. The optimised metro option will provide a new quality public transport route that has a minimal level of interference with existing public or private transport modes

(unlike the other options). This will greatly improve the quality of life for many Dubliners which will make it a more attractive place to live and work, encouraging investment and increasing tax revenue streams. The longer travel times of the other proposals reduces the efficiency of the city and productivity of commuters.

Making travel to and from the airport and the rest of the country more efficient and hassle-free for both visitors and citizens will increase airport passenger numbers and also makes Dublin and Ireland more attractive to tourists, workers, investors, conferences etc. The economic benefits of an investment in the LR7 should not be overlooked.

(153)

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 11:27
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
retired

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 10:23
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

The only useful solution for Swords and North County Dublin is to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street/Stephens Green/Merrion Square, via Dublin Airport and Dublin City University (DCU).

The BRT system proposed seems completely useless as it will just follow the already in place bus lanes which are not policed beyond the M1/Swords road inbound. Even if they were kept clear of regular traffic, they are full of other buses and taxis.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 09 January 2015 10:16
To: northdublinstudy
Subject: A big NO to BRT in Swords!

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out. We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to /from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU)"

Dear Sir or Madam,

I strongly oppose to the proposed **Bus Rapid Transit Scheme from Applewood in Swords to the City Centre**. The reasons for my objection is based on the following:

Jeopardizing safe route to school for our children:

Road widening will jeopardize hundreds of children who make their way on foot or on bicycle to surrounding schools in Swords (SETNS, Gael School, Thornleigh, St Finnian's Secondary School etc.).

Noise impact:

Road noises will reduce the quality of life for Swords inhabitants. Living in Sandford Wood, we can already hear the traffic noise from the M1, which is 1.5km away.

Removal of Skateboard Park, Balheary Road:

It is a disgrace to even think about removing the skateboard park, which is used by dozens of children and teens, which took many years of work to get built in the first place and which will have a devastating impact on the younger members of our community.

Removal of Green space:

In these modern estates, there is not much green space to start with. Trees and bushes are consistently trimmed and drive bird life away. The proposed removal of green space in Glen Ellan is yet another offense against residents and takes away valuable green space for children at play! Swords has an active soccer community of under 10s. Where are they going to play? On the new junctions?

Jeopardizing existing Swords Express:

Swords Express is an excellent service to the Community. It is a well established bus service to the City Centre. The introduction of BRT would jeopardize the enterprise.

Removal of parking facilities outside primary schools:

Ever walked in heavy rain for 1.5km? Ever had your four year old child walking in heavy rain for 1.5km to school? Sending your child to school drenched? Having 800 parents changing your child's outfit, because it is soaking? Didn't think so! The removal of the existing parking facilities outside the SETNS and the Gaelscoil Bhrian Boroimhe would result in exactly the same scenario as laid out. The removal of the parking facilities outside primary schools will result in heavy traffic and block up roads at peak times.

I am opposed to the construction of the BRT system as outlined in the current proposal unless all of the above issues, that will seriously affect our area are adequately dealt with. There are alternatives, which do not result in

DESTROYING local existing communities or PLACING OUR CHILDREN AT RISK along with causing significant disruption and ongoing problems for our local community.

Kind regards,



--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 09 January 2015 10:13
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Sandford Wood Glen Ellan Residents Association

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out. We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to /from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU)"

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 09:56
To: northdublinstudy; Elaine.brick@ae com.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NA

Address:
[REDACTED]

Comment:
We are the only country in Europe that doesn't have a rail link to their main airport!!!

It is high time North County Dublin got some Transport infrastructure!!

Thank you
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

157

From: WordPress <forms@ntaweb site.ie>
Sent: 09 January 2015 08:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 09 January 2015 01:06
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Commuter

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out. We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to /from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU)

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 21:35
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 21:27
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 19:52
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
home owner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 19:51
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 19:17
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
na

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 17:40
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
,householder

Address:
[REDACTED]

Comment:

I wish to make a submission on the north dublin transport study. It is my opinion that the most viable proposal is the metro north system. It has all the study's already carried out and all submissions submitted. The coatings have been done and it should be more cost effective now. It should be also noted that FIngal co have in place a significant level imposed on all planning applications for the past number of years with the proviso that metro north would be installed. This money lies somewhere in the government coffers and must be used for its intended purpose.

Metro north represents the best solution to the linkage of the capital, the airport and surrounds the major north county town.

Sincerely yours,
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 08 January 2015 17:19
To: northdublinstudy
Subject: Submission on the North Dublin Transport Study

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogi Technologies.

GLASNEVIN AVENUE RESIDENTS ASSOCIATION**REPLY TO: [REDACTED] DUBLIN 11****National Transport Authority****3rd February 2015****Dun Sceine****Harcourt Lane****Dublin 2****Re: North Dublin Transport Study****Dear Sir/Madam**

We understand that a public consultation, regarding the above, was held between the 8th December 2014 and 19th January 2015. Our attention was only drawn to this fact in the past few days. Our association never received any notification of any of the meetings held as stated above.

It is our understanding that this study directly affects Glasnevin Avenue and surrounding areas. From what we can gather any of the new proposals are all to run above ground and is of particular concern to us. The original plan of Metro North, for which planning permission had been obtained, was to be 'Cut and Cover' as it passed through Ballymun Road and underground at the already congested crossing of Glasnevin Avenue/Ballymun Road/Collins Avenue Extension. The idea of any form of transport at ground level being added to this junction is, in our opinion, based on a 'Cost Only' plan.

It is on this premise that we register our objections to the plan and demand that the original Metro North Plan be adhered to.

Please also ensure that that prior notice is issued to our Association and other involved areas regarding details of all future consultation arrangements in relation to this project.

Yours faithfully**Seamus Dignam****Chairman**

From: WordPress <forms@ntawebiste.ie>
Sent: 08 January 2015 17:16
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
PERSONAL

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 17:04
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen.

Address:
[REDACTED]

Comment:

The re-instatement of Metro North is the only real long term solution to the public transport requirements of North Dublin. Any other proposal such as Swiftway is purely a temporary measure. Swords is now a large town with a growing population and Dublin Airport is probably the only Airport in the EU serving a capital city which does not have a rail link to the city centre. Metro North would solve the situation way into the future.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 08 January 2015 16:19
To: northdublinstudy
Subject: Metro North

Dear Sirs

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. We do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. We want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to overcrowded existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Regards

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebbsite.ie>
Sent: 08 January 2015 15:53
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Archplant Services Ltd.

Address:
[REDACTED]

Comment:

Swords and North County Dublin needs a proper rail based solution for its public transport needs. Commuting to and from Dublin City, particularly from the airport and Swords is unbelievably inefficient taking sometimes over 1.5hr to get to the south side of the city centre. This makes commuting both expensive and destructive to family life. It also puts a lot of employment opportunities out of reach. In relation to connectivity to/ from the Airport, it is embarrassing to have to explain to family and friends coming from abroad that they must sit on a bus in traffic for at least an hour to reach the North side of the city when you can drive it in peak traffic in 30mins.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. While BRT / Swiftway is being considered as a short to medium term solution it is not acceptable as it is simple another bus service. We believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(171)

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 15:37
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Homeowner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 14:03
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Homeowner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We must not allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It is now time to look at the bigger picture and not waste any further money on half-baked solutions, that will need upgrading or replacing in a short few years. Kind regards, Joan Deane

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 12:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home owner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 12:16
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 11:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Homeowner.

Address: [REDACTED]

Comment:

FIANNA FÁIL DUBLIN FINGAL – READY-MADE SUBMISSION YOU CAN COPY AND PASTE

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 11:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
private

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. Imagine arriving in Dublin on a wet and windy day and having to trek into town from any of the non-O'Connell Street solutions. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. In any event we already have Swords Express providing an excellent service on the Swords route and there are a plethora of good direct bus services from the aircraft, albeit expensive options for the arriving passenger. It is hard to see what long-extended-bendy buses offer the consumer except to hurt the existing private sector offerings. None of these options provides the seamless transport we need to show off our city and country to its best effect in the manner a train service would. Plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: jrafter@rccl.com
Sent: 08 January 2015 11:13
To: northdublinstudy
Subject: Metro North

Dear Sirs

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

Kind Regards

Jenny Rafter
National Account Manager- Ireland
Royal Caribbean International
Mobile- [REDACTED]
E-Mail- jrafter@rccl.com
Head Office- 0044 (0) 1932 834 200
Sales Support - 0044 (0) 1932 834 379
salesupport.uk@rccl.com

Irish Travel Agency Awards 2014- Best General Cruise Company - Royal Caribbean International
Irish Travel Trade News Awards 2014- Best Cruise line 3/4 Star- Royal Caribbean International
RCL Cruises Ltd, Royal Caribbean International, Building 3 , The Heights, Brooklands, Weybridge, Surrey, KT13 0NY

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 10:43
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 08 January 2015 10:39
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail-based solution for its public transport needs. If our community is to prosper and grow into the future, a rail-based connection from Swords to the Airport and the City Centre must be constructed. Anyone who has experienced the peak time traffic congestion and oftentimes near gridlock on the M1 motorway and M1-M50 interchange will realise that a viable alternative to road transport in North Dublin is essential.

In this day and age, an airport rail link is considered a given for a contemporary, commercial and cosmopolitan city such as Dublin. Business travellers and tourists alike arriving in Dublin Airport expect to be able to get to Dublin City Centre where they can link up quickly and easily with other transport hubs. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half-baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the southside but those of us in Swords and on the northside have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to/from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

The exchequer had already invested around €165 million in the original plan for Metro North before it was shelved in 2011, money that could be lost if the scheme is not put back on track. Let us not lose sight and walk away from the original vision for our future; let us show a modicum of foresight and invest properly now for our future development and prosperity. It will pay dividends in the end.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 10:29
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Concerned Citizen

Address:
[REDACTED]

Comment:

Swords and the whole of North Dublin needs a proper rail based solution for its public transport needs. If our community and Dublin is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed.

Visitors to Ireland, North County Dublin commuters and business people arriving in Dublin Airport need to get to Dublin City Centre quickly, cheaply and easily. It is not feasible for them to be diverted onto existing over-congested routes further away from the City Centre. They want to go to the centre of Dublin where they can transfer to other transport alternatives.

The DART is already over-congested to the extent that trains have to be diverted to docklands, extra trains can not be crammed into the schedule and extra people can not be crammed onto the existing trains. Proposing to add extra traffic to DART is not a solution and ranks with the mistakes of the past like not constructing free flow road junctions to save a few euro.

Swiftway is not a solution either. Spending hundreds of millions of euro adding extra long buses to an already congested road network makes no sense in that it will cause even more congestion at current traffic levels.

Dublin Airport is the first view of Ireland that business people see. They must see a modern progressive Ireland with proper metro rail links like every other capital city in Europe. There is only one solution and Government already knows what it is. They need to "bite the bullet" meet their promises and implement a proper system that Ireland can be proud of. A proper metro link that brings passengers straight to the centre of Dublin from North Swords to Dublin via Dublin Airport and Dublin City University (DCU).

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 09:54
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

Swords is like a small city now and needs investment in public transport to link it with Dublin airport and the city. The scrapping of metro north was a disaster for the thousands of commuters who have to rely only on haphazard bus services and ever increasing congestion to get to work.

The Airport needs to improve its transport link options too if Ireland is to capitalise on its foreign direct investment potential as currently it's not fit for purpose

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 08 January 2015 08:35
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
HOME OWNER

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 08 January 2015 07:11
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 07 January 2015 22:06
To: northdublinstudy
Subject: We need a train system for Swords

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

[REDACTED]

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

183

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 22:06
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 21:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
Swords

Comment:
construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU)

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

187

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 20:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Residents Association

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 20:57
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

189

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 20:39
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
COMMUTER

Address:
[REDACTED]

Comment:

Swords has a huge population, this commuter town badly need rail transport. People from Swords commute to the city by bus, early buses are packed and sometimes unable to meet the commuters needs. Our national airport in 2015 still have no rail service, which cause great inconvenience to visitors. If one was in place from a tourist point of view would be a great asset.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

1903

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 20:30
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
private citizen

Address:
[REDACTED]

Comment:

Swords and North County Dublin should construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

it is very important for the continues growth of our area and to allow the citizens of swords have access to fast access to the city centre. currently if you live in swords and have to be at your place of work in the city by 7am it is not possible to do so using the bus. a car has to be used instead. the introduction of a rail solution will reduce the need for the use of cars and greatly reduce the traffic on the M1 and access to the city center will be much better for everyone.

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 20:18
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NONE

Address:
[REDACTED]

Comment:
To whom it may concern,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(192)

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 19:43
To: northdublinstudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

"A new Metro North plan was one of six projects on a shortlist of options for the transport link, which was revealed by Minister for Transport Paschal Donohoe on Monday. About €165 million was invested in the original plan for Metro North before it was shelved in 2011 during the economic downturn, money that could be lost if the scheme is not chosen.

The other options include Dart links from Clongriffin, Maynooth railway line, a Luas line from Cabra through a tunnel under Glasnevin, a number of Bus Rapid Transit services and a combination of different transport services."

Of your six suggestions above, the only that would be any use to anybody in Swords would be the new Metro North. As there are already so many millions invested in this, WHY divert to anything else which would be backwards investment instead of a futuristic one.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 19:30
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

Address:

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 19:26
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
na

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

195

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 18:49
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
family household

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

196

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 18:41
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Ridgewood Residents Association

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(197)

From: [REDACTED]
Sent: 07 January 2015 18:20
To: northdublinstudy
Subject: North Dublin Transport Study

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Yours Faithfully,

[REDACTED]

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 18:01
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
Swords, Co. Dublin

Comment:

I have live in Swords for just over 12 years and in that time it has grown enormously. However, the transport links have hardly grown at all, with the main innovation being the use of the port tunnel for the Swords Express. For a town the size of Swords there are insufficient transport options available. A rail link would improve the situation enormously.

Additionally, as the DART and mainline trains only serve a narrow corridor along the coast, a rail line through the western part of north Dublin is long overdue and can be used to revitalise certain areas (in much the same way that the Luas has done), provide links to major public centres such as the Airport and DCU, take cars off the road and increase the numbers who can make use of efficient public transport (again, much the same as what the Luas has achieved).

Finally, in a modern, growing city like Dublin, a rail link that connects the main tourist and business centre (i.e. the city centre) to the airport and some industrial areas, is a vital piece of infrastructure that other major European cities take for granted.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 17:47
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
1 commons east drynam rd swords

Comment:
North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

TO WHOM IT MAY CONCERN:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

Like other European capital cities, Dublin requires a transport system that is consistent, dependable and efficient throughout.

Yours faithfully,



[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 17:37
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: North_Dublin_Transport_Study.docx

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

201

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 17:36
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Household

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are incomplete solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with buses instead or indeed lengthy car commutes where people in north dublin work in locations in the south city centre. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin Busaras, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 07 January 2015 17:26
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study. submission

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

203

From: [REDACTED]
Sent: 07 January 2015 17:21
To: northdublinstudy
Subject: Submission

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Regards,

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

204

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 17:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident of North County dublin

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

205

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 16:44
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

206

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 16:40
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

207

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 16:36
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

258

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 16:30
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:
This is way over due. One combination and it need to be done asap.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

209

From: [REDACTED]
Sent: 07 January 2015 16:29
To: northdublinstudy
Subject: North Dublin Rail Based Solution

To whom it may concern,

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Yours faithfully
[REDACTED]

Sent from Samsung Mobile

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

210

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 16:25
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident Of Swords

Address:
[REDACTED]

Comment:

I would like to submit the following submission;

The only acceptable solution for Swords and North County Dublin is to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU)

Kind Regards
[REDACTED]

7/1/2015

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

211

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 16:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home owner

Address:
[REDACTED]

Comment:

Metro North, in my opinion, is the only viable solution to the traffic problems experienced by commuters from Swords and the airport. It is unbelievable to think that in this day and age, there is no metro link from a huge hub such as the airport to the city centre. The number of cars busses etc would be greatly reduced and thus pollution etc The population of Swords and it's environs demand and expect a better service from its Government.... Metro North for us please. Maria Murphy

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 16:16
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Skerries Tourism

Address:
[REDACTED]

Comment:

The Swords Donabate area is growing rapidly & its difficult to see how a Bus/Road transport system could efficiently service this area now or into the future. The roads at peak time are already clogged & your briefing message notes confirming this fact.

Light Rail System

Much effort was expended on Metro North so it makes sense to use this banked asset & bring it to fruition. The cost of Metro North puts it into a questionable folder. Still a light rail system would assist the rapid movement of the public from Swords Area to the City Centre and with a stop at Dublin Airport. It of course works in reverse from Dublin City Centre to Airport & Swords. The way for the rail system is already by & large procured. The existing bus service connects Swords to the outer areas such as Rush, Lusk, and Skerries & Balbriggan. So residents can access Swords by public transport. The previous Metro System had planned a large car park at the terminus in Swords. This would mean a 15-minute car trip to Swords & a 15 Min Rapid Rail trip to city centre from Skerries or Balbriggan.

Resident of Skerries/ Balbriggan

As a resident of Skerries Swords we can get to the City by train but getting to the airport is difficult, changing busses or busses & trains. Taxis cost €35.00 now & clog the roads especially from 7.30 AM to 9.00 AM.

Tourists/ Visitors

I have an 18 room Guesthouse in Skerries & it's a constant difficulty for tourists getting to & from the airport. Bus / Rail is less expensive than taxi but takes a fair bit of planning & is not always practical.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

213

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 16:07
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Worker

Address:
[REDACTED]

Comment:

Regarding the updating of the transport system in the swords area to the city.

Firstly I would like to point out that there is a good bus service, this includes a fast bus service provided by Swords Express through the port tunnel. There should be no need to provide another type of this service unless you want to put Swords Express out of business.

The people of swords want some form of a rail link; let it be a heavy rail system or luas.

Buses can be of no further benifit.

[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

214

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 16:07
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

215

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 15:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:48
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

217

From: Dowling, Jonathan <Jonathan.Dowling@aegon.ie>
Sent: 07 January 2015 15:54
To: northdublinstudy
Cc: Dowling, Jonathan
Subject: LR6 - Preferred option

Hi,

For the Northside Dublin Transport Consultation, I recommend choosing LR6 – Metro North.

The arguments in favour of it are still as valid now as they were years ago. It serves a large number of key northside areas:

Swords, soon to be a major satellite city of Dublin

Dublin Airport, with 2,600 employees, many of whom live in Swords

Ballymun, repeatedly denied transport infrastructure since its inception in the 1960s and a highly public-transport-dependent area

DCU, a car-dependent and rapidly-growing university

Drumcondra, a densely populated inner suburb with a connection to the Maynooth railway line

A north-south axis for the inner city, including Luas connections – the DART currently does not adequately provide this.

LR7, Optimised Metro North, does not adequately plan for the future. In particular, it proposes building an at-grade section through Ballymun. This was originally proposed and rejected after local consultation.

The LR7 plan goes on to suggest that this at-grade section could be grade-separated in future. However, this part was to have been built as a cut-and-cover tunnel, meaning that the surface level section would have to be decommissioned while the segment was put underground. This would sever the line for many years.

Therefore I do not back LR7.

Please consider LR6, and build it.

Jonathan

www.aegon.ie

Aegon is a brand name of Aegon Ireland plc. Aegon Ireland plc, registered office, 2nd Floor, IFSC House, Custom House Quay, Dublin 1, Ireland. Registered in Ireland (No 346275). Authorised by the Central Bank of Ireland and subject to limited regulation by the Financial Conduct Authority. Details about the extent of our regulation by the Financial Conduct Authority are available from us on request. An Aegon company

DISCLAIMER

If this email isn't addressed to you, please don't read, print, resend, store or rely on it or any attachments. Instead, please send it back to us then delete it and any copies of it, straightaway. We may monitor emails to check they meet legal, regulatory and professional standards and to keep our network secure. If you email us, we may keep a record of your name and email address. We protect our system from malicious software and viruses and recommend you do the same.

Help us to help the environment – please don't print this email unless you have to

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

218

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:48
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
Swords, Co. Dublin

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

219

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 15:44
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:41
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address:
Swords, County Dublin (sorry, will not put my address online as no "security" indicated, but I am a bona fide Swords resident

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

221

[REDACTED]

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 15:41
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

22

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:14
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

Address:

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

223

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 15:14
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident Swords

Address:
[REDACTED]

Comment:
Hi

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

224

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:12
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

225

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:06
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private

Address:
[REDACTED]

Comment:

I submit that it would be better to have a Rail Service from Dublin City to Swords, whether this is Luas or a heavy train it does not matter, but Rail would be best.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

226

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:11
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

227

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:07
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
Swords

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

228

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 15:07
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
Swords/Malahide

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

229

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:57
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
House owner

Address:
[REDACTED]

Comment:

A Chara

The only feasible solution is a rail system taking cars and buses off the road not blocking roads with extra large buses when our infrastructure is not there to take the larger buses hence the only solution is rail

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

230

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

I believe the only realistic solution is a rail link
from Swords, passing through Dublin Airport, Ballymun,
DCU to the City Centre.

A large car park at the start of the system to facilitate residents of North County
Dublin and Meath will eliminate the possibility of turning housing estates in Swords
into day long car parks.

The proposed Swiftway Bus System is economic lunacy – a short term option which will
only create chaos on the road system – total waste of money.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

23

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Ellsec Ltd

Address:
[REDACTED]

Comment:

Please incorporate The Airport and DCU as they are neglected and we are the only capital city with no link to the city can you not use the Rail station between Portmarnock and Howth Junction as an express route ??

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

232

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:53
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
individual

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard. And should Fianna Fail form the next government, that they don't renege on their promise of a rail solution for the people of Swords and surrounding areas.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

233

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:54
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
nil

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

234

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:48
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are insufficient solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

235

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:50
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If the North Dublin area is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre is essential. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out. Having read through the North Dublin Transport Study – Stage 1 Appraisal Report I am amazed that some of the other options detailed would actually be considered.

I believe that even considering BRT / Swiftway as a short to medium term solution is a folly and a waste of taxpayers money. Plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport. Anything else is just a political stunt put in place to try and appease voters and will lead to further problems down the line.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 07 January 2015 14:46
To: northdublinstudy
Subject: Submission re metro north

Dear Sir/Madam.

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Kind regards,

Ph - [REDACTED] Direct)

View our Disclaimer<<http://www.itb.ie/disclaimer/disclaimer.html>>

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

239

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:43
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
No applicable

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs.

Our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:41
To: northdubl instudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

239

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:
Swords village needs a direct link to the Airport and city centre by way of metro system.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

240

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

241

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Resident

Address:
[REDACTED]

Comment:

My preference would be for A metro proposal from St Stephen's Green to the Airport and Swords (LR7);
€2.86 billion.

I would have a strong believe that there should be a direct journey to city centre from swords with no stops
at the Airport.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

242

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:34
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

243

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:32
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private citizen

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

244

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:32
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None – resident of Swords

Address:
[REDACTED]

Comment:

I have lived in North Swords since 2003 and I find it unbelievable that Swords and Dublin airport are so badly served by rail = every other modern city has a modern proper fast rail link – this must be the only option for Swords. Swords and north Swords which is heavily populated must be linked to Dublin Airport, DCU and right into O'Connell Street directly so people can travel onwards from the city centre if need be – bus links are totally inappropriate and a waste of tax payers money – I speak from experience.

I have lived abroad and non Irish people are amazed that no proper fast rail service serves Dublin Airport. In fact it puts people off visiting Dublin.

I appeal to you to treat this as urgent and would urge you to keep your pre election promises.

Thank you
[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



An Taisce – The National Trust for Ireland

Response to National Transport Authority's Public Consultation on the North Dublin Transport Study with a deadline of 9th January 2015 as advertised at:

<http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>

Prepared by: James Leahy, secretary@antaisce.org

Date: 19th January 2015



An Taisce

The National Trust for Ireland

19 January 2015

North Dublin Transport Study,
National Transport Authority,
Dun Sceine, Iveagh Court,
Harcourt Lane,
Dublin 2

Submitted online at <http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>

Re: North Dublin Transport Study Public Consultation

Dear Sir or Madam,

Attached is a submission on the North Dublin Transport Study Public Consultation

Yours Sincerely,
James Leahy
Honorary Secretary
An Taisce – The National Trust for Ireland
secretary@antaisce.org

The Tailors' Hall, Back Lane, Dublin 8, Ireland | Telephone: 01 454 1786 | Fax: 01 453 3255
www.antaisce.org

Company Registration No: 12469 | Charity Reference No: CHY 4741

Directors: J Hammett | J Leahy | M Menigan | D Murphy | B Rickwood (British) | P Howley | B McMullin | C Stanley Smith (British) | A Uí Bhriain

Working for a Better Quality of Life – For Now and For Future Generations

Table of Contents

1 INTRODUCTION	3
1.1 The Consultation.....	3
1.2 Background	3
2 COMMENTS ON METHODOLOGY	4
3 CONCLUSIONS	5
3.1 Dart Underground in Do Minimum Welcomed	5
3.2 Concussions broadly supported by An Taisce.....	5
3.3 Congestion at Dolye's Corner, Phibsborough	5
3.4 Comments on Metro North.....	6
3.5 Technical comment on Ballymun tunnel.....	6
3.6 Heavy Rail should be used for tunnels.....	6
3.7 Reconsider Heuston – Swords Rail Tunnel.....	6
4 REFERENCES	7

1 Introduction

1.1 The Consultation

This submission is a response to the National Transport Authority's Public Consultation on the North Dublin Transport Study with a deadline of 19th January 2015 as advertised at:

<http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>

An Taisce welcomes the study and the opportunity to submit a submission.

An Taisce would like to be included as a stakeholder on further workshops or consultations on this subject.

1.2 Background

An Taisce has for many years been advocating for a review of transport plans for North Dublin and strongly welcomes the wide scope of this review. In particular:

- An Taisce strongly supports the Smarter Travel policy vision for transport to 2020 and has repeatedly referred to it in its planning submissions. It can be cited internationally as an best practice example of a national transport policy.
- An Taisce attended the Oral Hearing for the Metro North project and made a detailed submission on the project (Available on request). The submission said that the benefits of the project were being oversold, especially due to the end of the Celtic Tiger bubble. It criticised the way that the cost benefit analysis only compared a single low cost low benefit bus or Bus Rapid Transit option with the Metro North proposals. An Taisce has always stressed that the Metro North should have been compared to a combination of BRT routes including the Swords Road and the Dublin Port Tunnel.
- An Taisce advised the NCAD graphic designer Aris Venetikidis on his masters project on mapping of public transport in Dublin: http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html This was not a detailed design, rather an attempt to illustrate how Dublin could benefit from a 'network effect' if it created a dense integrated public transport network. It also illustrated the potential for lower cost Bus Rapid Transit to be more widely deployed to achieve this network effect in a low-density city like Dublin. In particular note that a number of different BRT routes are shown serving Swords and the Airport rather than a single LRT or rail line. See the Dublin network diagram in the appendices.
- In September 2013 An Taisce made a submission on the Draft Integrated Implementation Plan 2013-2018. This submission was strongly supportive of the projects included in plan to 2018 and called for them to be funded. In particular it welcomed: the rail connections between Heuston and Docklands which would complement the later Dart Underground; and the decision to try BRT on three routes on five radial corridors.
<http://www.nationaltransport.ie/wp->

[content/uploads/2011/12/Integrated Implementation 2013-2018.pdf](#) and <http://www.antaisce.org/articles/national-transport-authority-draft-integrated-implementation-plan-2013-2018>

- To show support for the Integrated Implementation Plan 2013-2018 and illustrate the potential benefits for the city An Taisce published a series of schematic maps of the proposals in the plan and what they would look like with Dart Underground completed too. It can be seen that for the first time Dublin would have an integrated transport network. The maps are included in an appendix to this document.
<http://www.antaisce.org/articles/taisce-published-schematic-map-dublin-transport-proposals>
- An Taisce made submissions to the two Swiftway public consultations. These were generally strongly supportive, while including a detailed review of the proposals.
<http://www.antaisce.org/articles/submission-swiftway-bus-rapid-transport-proposals-dublin>
<http://www.antaisce.org/articles/swiftway-bus-rapid-transit---swordsairport-city-centre-submission>

Therefore An Taisce finds itself in the happy position that it is strongly supportive of the projects in the published Integrated Implementation Plan 2013-2018 and now welcomes a fresh look at transport provision beyond 2018.

2 Comments on Methodology

- We note the decision to use a catchment of 1000 m for rail and Light Rail Transit but 600 m for Bus Rapid Transit. 1000 m makes sense for rail. However in many cases Light Rail Transit services might only warrant a 600 m catchment while high specification BRT services may warrant a 1000 m catchment in some cases. It would be better to use 1000 m for all, use 600 m for LRT and BRT, or use 1000 m where certain standards for capacity and line speed are met. O'Connor (2014) and O'Connor (2014) shows show that people in Dublin are demonstrably walking 1000-1500m to good quality QBC's, never mind BRT.
- The growth in cycling and the Dublin Bikes are a very significant change since previous transport reviews. Cycling should be integrated with public transport. It is generally considered that cyclists will cycle three times the walking distance to a stop, which is a area that is nine times greater. Martens (2004) <http://www.sciencedirect.com/science/article/pii/S1361920904000100> found that "[t]he majority of bike-and-ride users travels between 2 and 5 km to a public transport stop, with longer access distances reported for faster modes of public transport." This is relevant in serving a large low-density area such as Swords. Note also that the long term plans for Dublin Bikes published by Dublin City Council envisage extending the scheme as far north as Dublin City University. This will increase catchments at stops in North Dublin City. The more general point worth adding here is that there ought to be cycling friendly routes from all directions within a 5km radius of every public transport stop.

- Greater benefits should be given to proposals which do more to create an integrated transport network. There is a network effect where once individual services are integrated into a network the sum of the passengers on the network will be greater than the sum of the individual projects analysed in isolation (Laird et al 2005). This should be considered when comparing single routes with combination options. Increases in passengers on existing routes and stops should also be considered. By improving the transport network these proposals may make journeys involving interchange more attractive, or may facilitate people to live car-free or purchase annual transport passes. These factors can increase passengers away from the specific new stops.
- Given the changes to the rail network proposed and the significant investment in tunnelling proposed for some options the implications for the national rail network should be considered. This does not mean that the scope should go beyond the study area just that potential improvements to the national rail network should be allowed for, in particular the potential to create a direct Belfast – Dublin Airport – Dublin – Cork intercity service.

3 Conclusions

3.1 Dart Underground in Do Minimum Welcomed

An Taisce welcome the inclusion of the three Swiftway services and the Dart Underground in the Do Minimum scenario. Dart Underground must be the first priority as it integrates services across Leinster and maximises benefits of the significant existing network.

3.2 Conclusions broadly supported by An Taisce

An Taisce commends the sensible analysis of the different options and generally agrees with the one's which have been eliminated, with the exception of the Heuston-Airport Rail option which we will discuss below. The six short-listed schemes are a sensible list and An Taisce would welcome the opportunity to be involved in the next stage of the process.

3.3 Congestion at Doyle's Corner, Phibsborough

The conclusion that a LRT or BRT service running North South through Doyle's Corner in Phibsborough would not work due to the congestion caused is surely true. Alternatives to avoid this pinch point should be considered. An Taisce suggests considering a cut and cover tunnel under the Royal Canal Park from Broadstone to Phibsborough to avoid Doyle's Corner. This would have environmental impacts that would need to be mitigated sensitively. However, it would link up the four lane roads on Constitution Hill and Glasnevin. Alternatively, consider shared Bus Rapid Transit and Light Rail Transit on the Luis Cross City from Broadstone northwards to avoid Doyle's Corner. This was illustrated in the maps by Aris Venetikidis

http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP_files/DublinCityCentre-AllModes_1.jpg

http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html

And in the Appendices

3.4 Comments on Metro North

Having built Luas Cross City and the Swiftway BRT to Swords the idea of running Metro North parallel to the Luas from Stephen's Green to Parnell Square and then parallel to the Swiftway to Swords is crazy. We note that the passenger forecasts for Metro North have been reduced by the RPA to 12,000 passengers per direction per hour. In An Taisce's submission to the Metro North Oral Hearing we called for the Metro North to be compared to three BRT routes on: the Ballymun corridor, Swords corridor and the Dublin Port tunnel. This can easily deliver 12,000 passengers per direction per hour. It would also serve both the Ballymun and Swords road corridors in Dublin City and provide fast express access to the Airport and Swords. See the Aris Venetikidis maps for illustrations:

http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html. If a rail option is still to be considered it should serve areas that do not already have a high quality BRT or LRT service and not duplicate existing investment.

3.5 Technical comment on Ballymun tunnel.

Was a bored tunnel under Ballymun compared to the cut and cover options? Once the tunnel-boring machine (if one is used) is set up to go under Glasnevin, would it not make sense to continue it on?

3.6 Heavy Rail should be used for tunnels

If significant lengths of tunnel are proposed then heavy rail DART services should be used. The existing LRT lines have significant length of shared running through the city, which reduces the speed and the capacity of the services. Therefore the full benefits of a tunnel would not be realised if it were to be integrated with the Luas network. Meanwhile the DART network serves four corridors with segregated fast high capacity services. If any long tunnel is proposed it makes sense for it to be heavy rail DART standard to allow integration across the Greater Dublin Network. More on this follows in the next section.

Because of the points above the optimised Metro North option LR7 would appear to be a poor investment.

The LR3 option of continuing the Luas Cross City with a short tunnel under Glasnevin and then street running to the Airport might not be a bad option if the costs were low enough, but it would need to be complemented by a heavy rail or Port Tunnel BRT express service to Swords and the Airport.

3.7 Reconsider Heuston – Swords Rail Tunnel

An Taisce would like one of the eliminated options to be reconsidered, namely heavy rail HR9 Heuston to Swords via Phoenix Park Tunnel.

We note that this was eliminated due to the distance from Islandbridge to Heuston and the need to transfer to get to the City Centre Core. However, we believe one key factor has not been considered the potential benefits for the National Rail Network.

An Taisce suggests continuing the option to connect with the Northern Line at Donabate and with the Dublin City – Airport – Swords Port Tunnel BRT. This would open up the following opportunities:

- Passengers from Dublin Airport or Swords would have a direct express Port Tunnel BRT service to the City Centre.
- Passengers from Dublin Airport or Swords could also use the new Dart service and interchange at Donabate (Balbriggan DART), Broombridge (Maynooth and Dunboyne DART and Luas Green) or Heuston/Islandbridge (Kildare DART).
- It would also facilitate the potential to run a electrified national rail service from Belfast – Donabate - Dublin Airport – Broombridge – Islandbridge – Cork. In the context of planning to 2035 the national rail network must be considered. An electrified direct Belfast – Cork services is not an outlandish proposal.

See the map in the appendices, which illustrate this.

4 References

Laird et al (2005)

[\[http://www.sciencedirect.com/science/article/pii/S0967070X05000909\]](http://www.sciencedirect.com/science/article/pii/S0967070X05000909)

Martens (2004)

[\[http://www.sciencedirect.com/science/article/pii/S1361920904000100\]](http://www.sciencedirect.com/science/article/pii/S1361920904000100)

O'Connor David (2014) MALAHIDE QBC & ENVIRONS LEVEL OF SERVICE ANALYSIS Proceedings of the ITRN2014 4-5th September, University of Limerick

O'Connor David (2014) STILLORGAN QBC LEVEL OF SERVICE ANALYSIS Proceedings of the ITRN2014 4-5th September, University of Limerick





















5 Appendices

5.1 Appendix A: 2015 Map by An Taisce

An Taisce Cork - Dublin - Airport - Belfast Intercity Train Proposal

Drawn by James Leahy | 19th January 2015 | (c) James Leahy 2015 | www.antaisce.org

Routes

-  DART1 Bray - Maynooth
-  DART2 Hazelhatch - Balbriggan
-  DART3 Howth Shuttle
-  DART4 Navan North - Docklands
-  DART5 Hazelhatch - Balbriggan
-  Luas Red
-  Luas Green
-  BRT 1
-  BRT 2
-  BRT 3
-  Port Tunnel Express BRT
-  Arrow 1 Dundalk - Connolly or Islandbridge
-  Arrow 2 Kildare - Spencer Dock
-  Arrow 3 Gorey - Pearse or Connolly
-  Arrow 4 Longford - Grand Canal Dock
-  Intercity 1 Belfast - Dublin Airport - Dublin - Limerick - Cork
-  Intercity 2 Sligo - Spencer Dock
-  Intercity 3 Rosslare Harbour - Pearse or Connolly
-  Intercity 4 Galway / Ballina / Westport - Heuston
-  Intercity 5 Tralee / Waterford - Dublin

Projects Included on This Map by An Taisce

Existing DART, Luas, Commuter Arrow and Intercity services with some reorganisation of train services due to opportunities from new infrastructure.

Luas Cross City Green line under construction

NTA's proposed three Swiftway Bus Rapid Transit services

NTA's proposed Navan DART rail line.

Dublin Port Bus Rapid Transit option from North Dublin Transport Study

Heuston - Airport DART option from North Dublin Transport Study with assumed stop locations and An Taisce's proposal to extend this to the Balbriggan line.

An Taisce's proposal to run Intercity trains from Cork to Islandbridge, then via the existing Phoenix Park Tunnel to Liffey Junction, then via a new tunnel under Glasnevin to the Airport, then overland to the Balbriggan line and on to Belfast. This would require electrification and should be allowed for in the long-term.

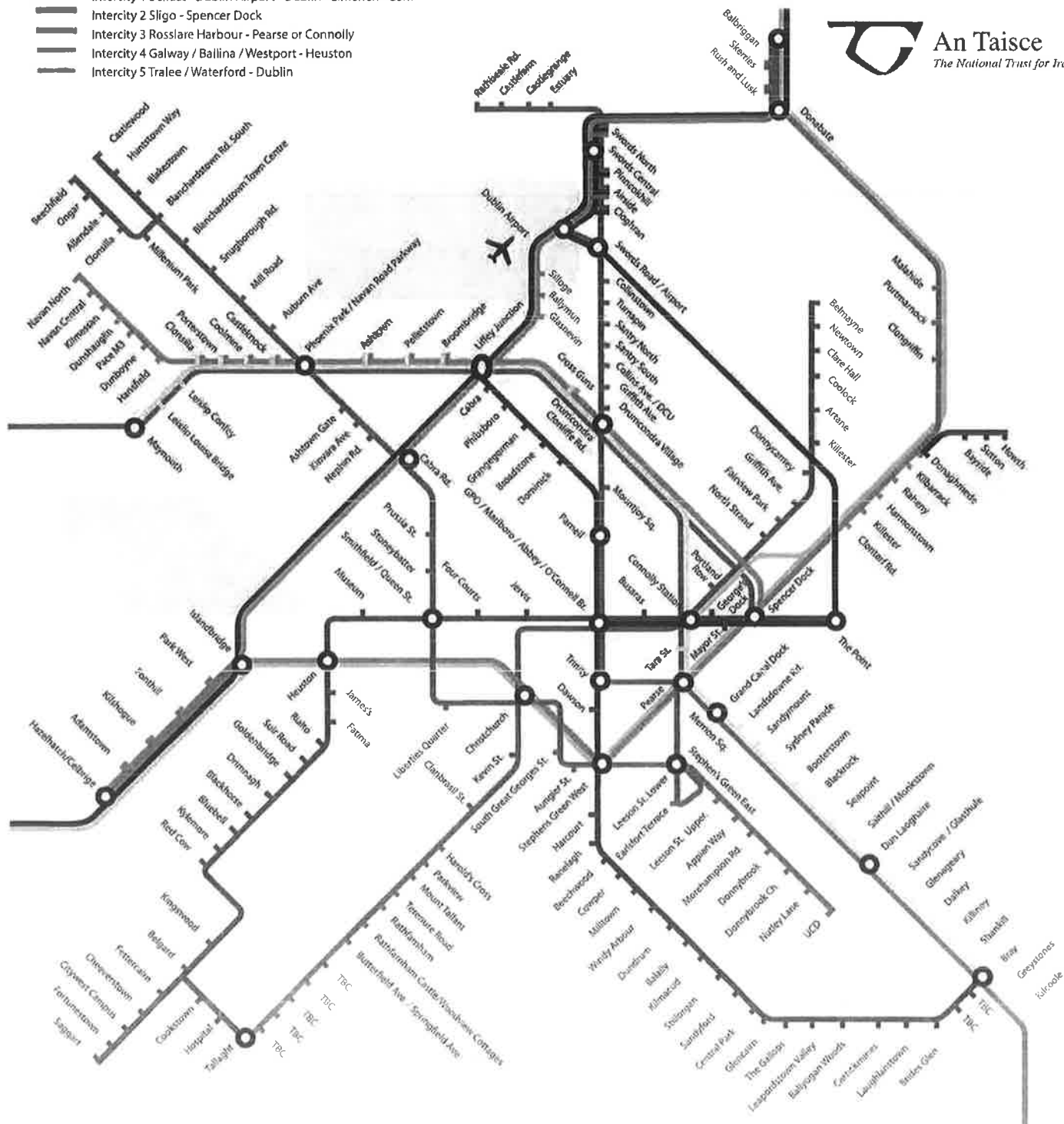
Advantages

Provides a long-term plan for Ireland's Intercity Rail Network

Provides local and national connections to Dublin Airport

Maximises exiting rail and port tunnel infrastructure

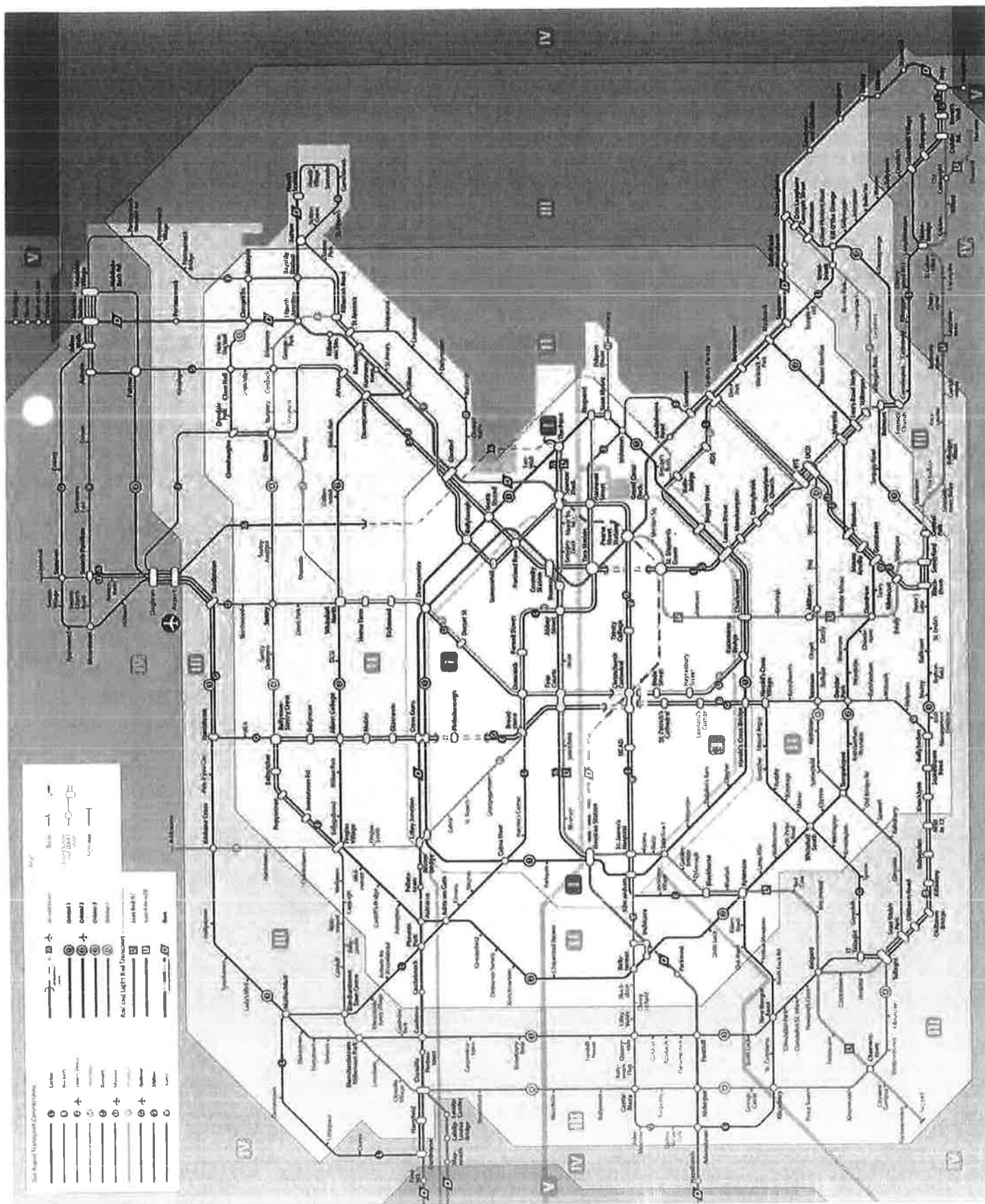
The airport and intercity line stops twice in the City Centre at Islandbridge and Liffey Junction. It includes interchanges with BRT, Luas, DART and train services at Donabate, Airport, Liffey Junction and Heuston/Islandbridge connecting the entire city and country.



5.2 2009 Map by Aris Venetikidis

See http://www.venetikidis.com/ArisV/DUBLIN_TRANSPORT_MAP.html for more.

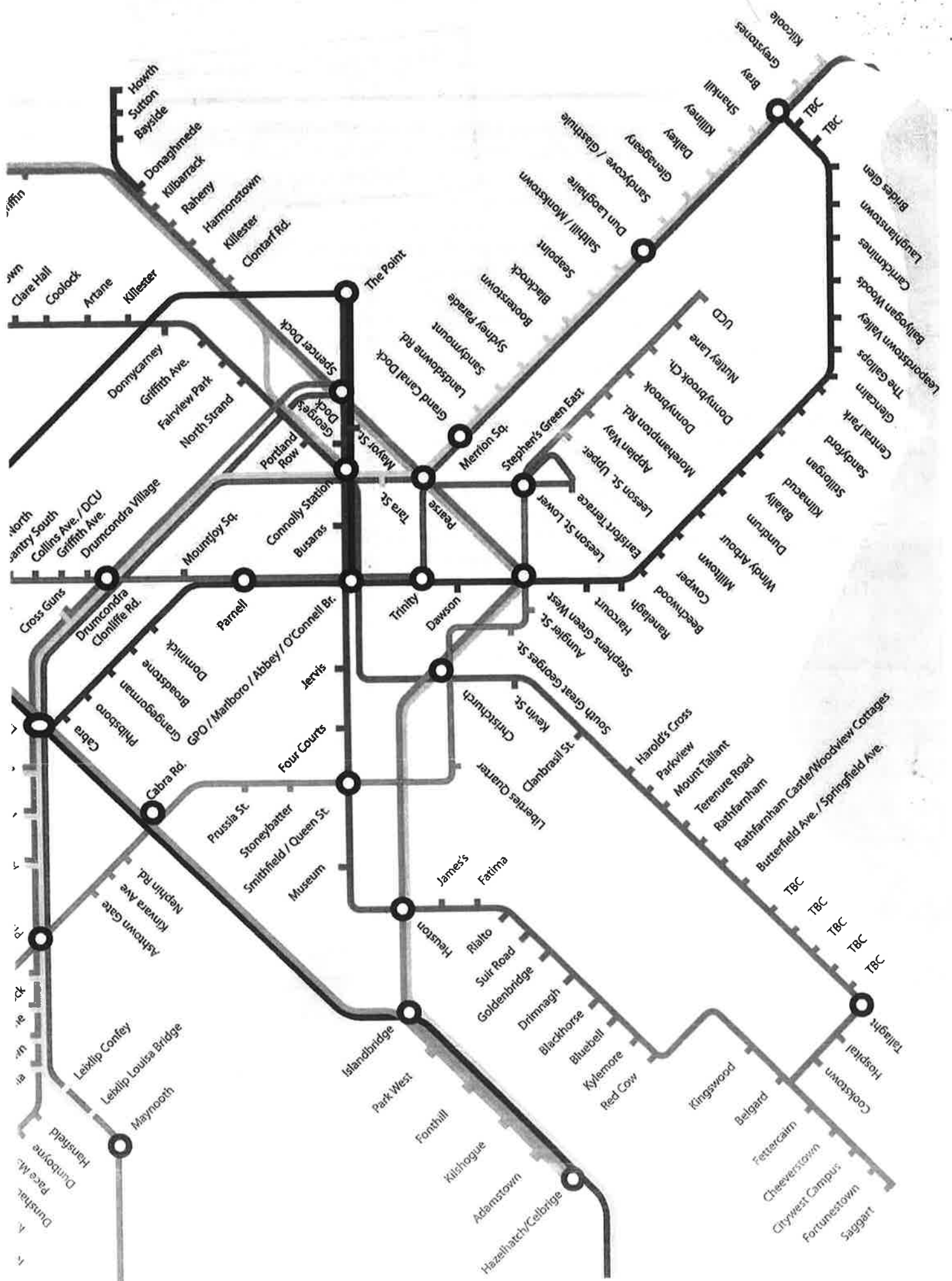
© Aris Venetikidis.



DEPARTMENT OF TRANSPORT
TOURISM AND SPORT

26 JAN 2015

MINISTERS OFFICE



RE: METRO NORTH

246

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:31
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Metro_North_submission.doc

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NONE

Address:
[REDACTED]

Comment:

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

247

From: Ryan, Stephen <stephen.ryan@sap.com>
Sent: 07 January 2015 14:31
To: northdublinstudy
Subject: Fingal /Swords

Hi

The only acceptable solution for Swords and North County Dublin is to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). every proper city has this infrastructure to ensure a timely reliable access to the city center.

thanks

Stephen Ryan
Support Manager, CoE EP/PI
SAP SSC (Ireland) Ltd | 1012-1014 Kingswood Avenue | Citywest Business Campus | Dublin 24 | Ireland
T +353 1 4677129 | M [REDACTED] <mailto:stephen.ryan@sap.com>
www.sap.com

Please consider the impact on the environment before printing this e-mail.

This communication contains information which is confidential and may also be privileged. It is for the exclusive use of the addressee. If you are not the addressee please contact us immediately and also delete the communication from your computer. Steps have been taken to ensure this e-mail is free from computer viruses but the recipient is responsible for ensuring that it is actually virus free before opening it or any attachments. Any views and/or opinions expressed in this e-mail are of the author only and do not represent the views of SAP.

SAP SSC (Ireland) Limited, Registered in Ireland No 256220 Registered Office 1012-1014 Kingswood Avenue, Citywest Business Campus, Dublin 24, Ireland

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

248

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:29
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

249

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:28
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

250

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:27
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

251

From: [REDACTED]
Sent: 07 January 2015 14:27
To: northdublinstudy
Subject: SUBMISSION FOR PROPOSAL OF TRANSPORT FROM CITY TO SWORDS OR SWORDS TO CITY CENTRE

I wish to make the submission that my preferred proposal for the attached is the one listed below and in particular those highlighted within the considered scheme options.

List of considered scheme options

HEAVY RAIL

- HR1 Clongriffin to Airport
- HR2 Extension of HR1 to Swords
- HR3 Malahide to Airport via Swords
- HR4 North Malahide Estuary to Airport via Swords West
- HR5 Combination HR1 + HR3
- HR6 Combination HR1 + Spur Malahide to Swords
- HR7 Maynooth Line (Broombridge) to Swords via Airport
- HR8 Maynooth Line (Drumcondra) to Airport-Swords, under Glasnevin
- HR9 Heuston to Swords via Phoenix Park Tunnel, under Glasnevin
- HR10 Metro Dublin (scheme as proposed from St James's Hospital to Malahide)

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

252

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:25
To: northdubl instudy; Elaine.brick@ae com.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(253)

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:27
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

254

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:26
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Paye worker

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Do something Now for the Northside!

[REDACTED]

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

255

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:23
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

256

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:24
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

25A

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:22
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
knocsedan resident

Address:
[REDACTED]

Comment:

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

258

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:21
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Fianna Fail River Valley Cumain

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for the Government Parties to keep their 2011 pre-election promises in this regard.

There are few major cities across Europe who do not have a rail link to their airport. The economic benefit in terms of rapid transit access for tourists and the reduction in traffic volumes cannot be underestimated. By further extension on to the Greater Swords area, these benefits will be further enhanced.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

259

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:20
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:18
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords home owner

Address:
[REDACTED]

Comment:

I live in Holywell in Swords and commute to Dublin city center every day for work, as does my partner.

One of the reasons we purchased are over priced 2 bed starter house during the boom was that we were promised metro north. That subsequently got shelved and we were left in negative equity making the frustrating journey in traffic to work every day either by car or bus.

The only way to not lose your mind traveling at rush hour to and from Swords and the City Center is via the port tunnel.

Dublin bus have a limited service at peak times servicing Holywell that are always over-crowded. We either go by car or use the Swords Express Service. Again that service is over crowded and as Holywell is the last stop on the way to the city centre frequently the buses are full by the time they get to us. We therefore end up driving and we really don't want to take the car.

I think car drivers get unfairly criticized for not using public transport. But we really do want to use public transport. We do want to leave the car at home but there isn't an adequate alternative.

We were promised so much with the massive Holywell development and have been let down. Us and many of our neighbours thought that we would have moved by now to larger family homes and out of our overpriced starter homes, but that is not possible now following the crash. We are sick and tired of working hard, spending our personal time stuck in traffic commuting, and paying out nearly 50% of our salary in tax and other levies – for what? If we had a top class transport system – that at least would help justify the money we give to the government.

You promised metro north. Please give us metro north. It is unbelievable to think that a town like Swords does not have a light rail system. It is unimaginable and really at this stage just comical to think that our national airport has no light rail system to the city center. I am sure when terminal 2 was given the go ahead and built that all involved thought that we would have metro north.

Let's not waste time or money discussing or implementing bus or heavy rail solutions. We need metro north, Luas, or some sort of light rail system servicing swords, the airport and DCU direct to the city.

Thank you.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:18
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to the centre of Dublin, where they can link up with the Luas extension and other transport alternatives.

Neither is it acceptable that transport to the city centre is provided exclusively by busses, which currently average just 14kmh (Swords Manor – city centre: 16km, 70 minutes), less than half of the average european urban bus speed, for the trip, largely due to diversions to make up for closed routes. What is required is public transport which is direct, fast, reliable and frequent, and which cannot conveniently be scaled back on a political whim. The population density in north Dublin, while lower perhaps than that of Hamburg, should nonetheless be sufficient to sustain a permanent rail link from Swords to the city centre. A back of the envelope calculation reveals that any possible route should have a catchment population of at least 100,000.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

262

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:18
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

263

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:17
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Flemington Residents

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, including those based in Balbriggan, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions, will not serve traveller and consumer needs and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but we on the north-side have to make do with long-extended-bendy buses and worse instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU) and with appropriate parking facilities to serve commuters north of the terminus in Swords. It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

264

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:16
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
house wife

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 07 January 2015 14:14
To: northdublinstudy
Subject: North Dublin Study - Submission

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.



This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:13
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:08
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address: [REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: Suzanne Dromgoole <suzanne@davyhickey.ie>
Sent: 07 January 2015 14:11
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study - Submission

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

Suzanne Dromgoole

Davy Hickey Project Management Services Limited
27 Dawson Street
Dublin 2
Phone: 679 5222 Fax: 679 6377
Email: suzanne@davyhickey.ie

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

269

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:08
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address:
[REDACTED]

Comment:

Swords, the Airport & North Dublin in general need a proper rail based solution for its public transport needs. We are the gateway to the country and we still do not have a link from the airport by rail to the city centre. It is most inconvenient and unacceptable. I feel this rail based system should have been put in place prior to the Luas works; we are 100% overdue for the North Side considering our country's main airport is on the North side.

An alternative is not acceptable. We want a railway linking the airport to the city & the airport to Swords. Bendy buses / rail lines to Darts are unacceptable – we should (and we have to) have a fix to this problem. I have a lot of friends that visit Ireland from abroad who cannot believe such a system is not in place. Our roads are busy and getting on a bus is pre-historic.

A railway / dart / Luas are the only systems that will work and the only one that I will support – this has to link Swords-Airport-City Centre.

Fine Gael & Labour promised this in their pre-election of 2011 – please fulfil the promises and give us our overdue network.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 13:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords resident

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(271)

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:06
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Home owner in Swords

Address:
[REDACTED]

Comment:

Dublin Airport and surrounding residential area need a proper rail based solution for its public transport needs. Our communities are well behind other cities of similar population as far as rail based solutions are concerned. This lack of rail transport affects development and resulting economic growth negatively. The longer it is postponed the more a doubt the ability of leaders to make an impact on house prices in North County Dublin. A huge number of home owner investors have negative equity which can be relieved if there is a proper rail link between North County and the City Centre.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:05
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Lynch Design

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

275

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:05
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
House Owner

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. I believe that plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:04
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Coombe Womens Hospita;

Address:
[REDACTED]

Comment:

Metro North with options via the Airport is the the desired rapid transport facility from swords to dublin city centre linking with other onward routes, by all residents of swords and greater swords area with park and ride facility at atleast 2-3 locatins.

this will reduce the number of cars in to the city centre and cut down emmissions drastically.

the introduction of single card transport facility (like the Oyster card in the UK) will also be economically helpful to commuters

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

275

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:04
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Ridgewood Resident

Address:
Swords

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

276

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 14:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Personal

Address:
[REDACTED]

Comment:

The only acceptable solution for Swords and North County Dublin is to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). As a daily commuter to the city Swords is a bottleneck and requires an efficient alternative transport route.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

277

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:01
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

Any road option that goes through Drumcondra is a joke as a long term solution. I am tired of listening to friends living on the south side of the city being able to hop on a DART and Luas. Have you tried to use the DART as someone living in Swords. There is no parking for a start and the bus from Swords to Malahide is infrequent to say the least.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

278

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 14:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Resident

Address: [REDACTED]

Comment:
To whom it may concern

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

279

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Submission

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to get to the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 13:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Homeowner and Resident

Address:
[REDACTED]

Comment:

To whom it concerns

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 07 January 2015 14:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
pIONEER INVESTMENTS

Address:
[REDACTED]

Comment:
Good Afternoon,

Please accept & acknowledge once and for all that the only viable option for transport between swords & Dublin and the city in the metro North. We in North county Dublin have been ignored for too long and fobbed off with bus services. The community is now largely reliant on a private service (swords express)so I ask "are we as a nation going to sell off every resource & responsibility to private operators?"

Kind regards,
[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

282

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 13:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private resident

Address:
[REDACTED]

Comment:
To whom it may concern

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 13:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

284

From: [REDACTED]
Sent: WordPress <forms@ntaweb site.ie>
07 January 2015 13:59
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU).

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 13:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 13:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private residence

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

287

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 13:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

All transport systems must be accessible to all including people with disabilities.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 13:58
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Individual

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 07 January 2015 13:56
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Aer Lingus

Address:
[REDACTED]

Comment:

North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 07 January 2015 13:46
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: FIANNA FÁIL DUBLIN FINGAL

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
FIANNA FÁIL DUBLIN FINGAL

Address:
C/O COUNCILLOR DARRAGH BUTLER, FINGAL COUNTY COUNCIL, COUNTY HALL, MAIN STREET, SWORDS, COUNTY DUBLIN.

Comment:
North Dublin needs a proper rail based solution for its public transport needs. If our community is to prosper and grow into the future, a rail based connection from Swords to the Airport and the City Centre must be constructed. North County Dublin commuters, business people and tourists arriving in Dublin Airport want to get to Dublin City Centre quickly, cheaply and easily. They do not want to be diverted onto existing over-congested routes that take them further away from the City Centre. They want to go to O'Connell Street, the centre of Dublin, where they can link up with the Luas extension and other transport alternatives. DART spurs to existing rail lines (such as HR2 / Clongriffin) are half baked solutions and must be immediately ruled out.

We cannot allow a situation where LUAS and light-rail solutions are good enough for the south-side but those of us in Swords and on the north-side have to make do with long-extended-bendy buses instead. Whatever about BRT / Swiftway being considered as a short to medium term solution, we believe that in the long run, plans must be put in place to construct a proper rail link whether through Luas, DART or heavy rail to / from North Swords to Dublin O'Connell Street, via Dublin Airport and Dublin City University (DCU). It's time for Fine Gael and Labour to keep their 2011 pre-election promises in this regard.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

(291)

From: WordPress <forms@ntaweb site.ie>
Sent: 06 January 2015 15:40
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
None- Fingal resident

Address:
[REDACTED]

Comment:

In my view I consider Metro North to be the best option- I would not like to see any of the other proposed schemes go ahead. MN has already had extensive planning done and it is clearly the 'premier' solution for the corridor identified. If you absolutely must go with an 'optimised' version to lower the construction cost, I think it would be a mistake to include shorter platforms as part of this optimisation.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: Joe O'Brien <joefingalgreen@gmail.com>
Sent: 06 January 2015 13:50
To: northdublinstudy
Subject: Question on emissions from various North Dublin options

Hello,

I have a question on the North Dublin Transport Study - Stage 1 Appraisal Report.

Have there been any estimates done of the potential levels of emissions of greenhouse gases from the various options outlines in the report?

Best wishes

Joe

--
Joe O'Brien
Green Party Representative for Dublin Fingal
Phone: [REDACTED]
E-mail: joefingalgreen@gmail.com
www.joefingalgreen.com



--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

293

From: WordPress <forms@ntaweb site.ie>
Sent: 05 January 2015 15:25
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
personal opinion

Address: [REDACTED]

Comment:

I feel if you are to go with the option LR3 it would be a great idea for it to stop in Finglas on it's way to the airport as there isn't currently a direct public transport access to the airport from Finglas. To get to the airport you either have to get a taxi or go to the city centre and get a bus from there. With Finglas being so close to the airport and on route from the proposed Cabra-Airport metro link. It would provide a great link for Finglas and would boost the local economy greatly with the possibilities of hotels and conference centres opening,

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

294

From: [REDACTED]
Sent: 05 January 2015 13:30
To: northdublinstudy
Subject: Fwd: Public Consultation on the North Dublin Transport Plan

Dear Sir/Madam,

As a group of concerned residents in the Luttrellstown/Riverwood area of Castleknock, Dublin 15, we would like to submit our view to the public consultation on the North Dublin Transport Study.

We are very happy to note that the study does not include any details concerning the need to close any more of the existing level crossings on the Maynooth line. Last July 2014, the residents became aware of an NTA Briefing Document authored by Roughan and O'Donovan Consulting Engineers from Dec 2011 on the subject of the Maynooth Line Urban Level Crossings. This report contained an option to close the existing Coolmine level crossing and build a new tunnel or a bridge through an existing established residential area. This plan was deeply shocking to local residents who are totally opposed to such a plan.

A similar attempt to close the Porterstown Road level crossing in late 2013 – early 2014, with minimal engagement with local residents, deeply angered the community in the Clonsilla area. It has generated concerns in communities such as Coolmine and Ashtown that a similar top-down approach will be adopted towards the level crossings in these areas.

Last July, through local political contact the residents of the area received assurances from then Minister of Transport (Leo Varadkar) that

- a) no further attempts to close these level crossings will be made before late 2018 and
- b) where there are proposals to close level crossings, residents will be consulted before planning document go on public display.

The residents very much welcome the North Dublin Transport Study's vision on the need to create a sustainable and non-car based transport environment. We refer to section 1.3 Strategic Context (page 3 of the report) where the report states that "Government policy favours modal shift away from private car use and promotion of public transport, walking and cycling modes."

The resident's view is that the previous NTA Briefing Document authored by Roughan and O'Donovan Consulting Engineers on the closing of level crossing is a pro-private car policy and does not take into consideration the other impacts such as taking out green space and also transport impacts like making car trips more attractive in the area (inducing demand for private car trips rather than public transport trips).

We are very happy that the report indicates that the NTA has the same view as us with regard to sustainable transport and we would welcome this opportunity for the NTA to abandon the plan for any further closing of level crossings on the Maynooth line.

Yours Sincerely

[REDACTED]

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

295

From: WordPress <forms@ntawebsite.ie>
Sent: 05 January 2015 03:24
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study
Attachments: Merged_Routes.pdf

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

-

Address:
Dublin 13

Comment:

I would encourage the NTA to explore the option of a slightly extended HR8, one that links back up to the northern line so as to facilitate direct trains from Belfast to the Airport. I think a heavy rail option is preferable to a 'Metro' as it would allow for integration into the wider DART network so that Dublin could finally begin to have a transport network worthy of her importance and size.

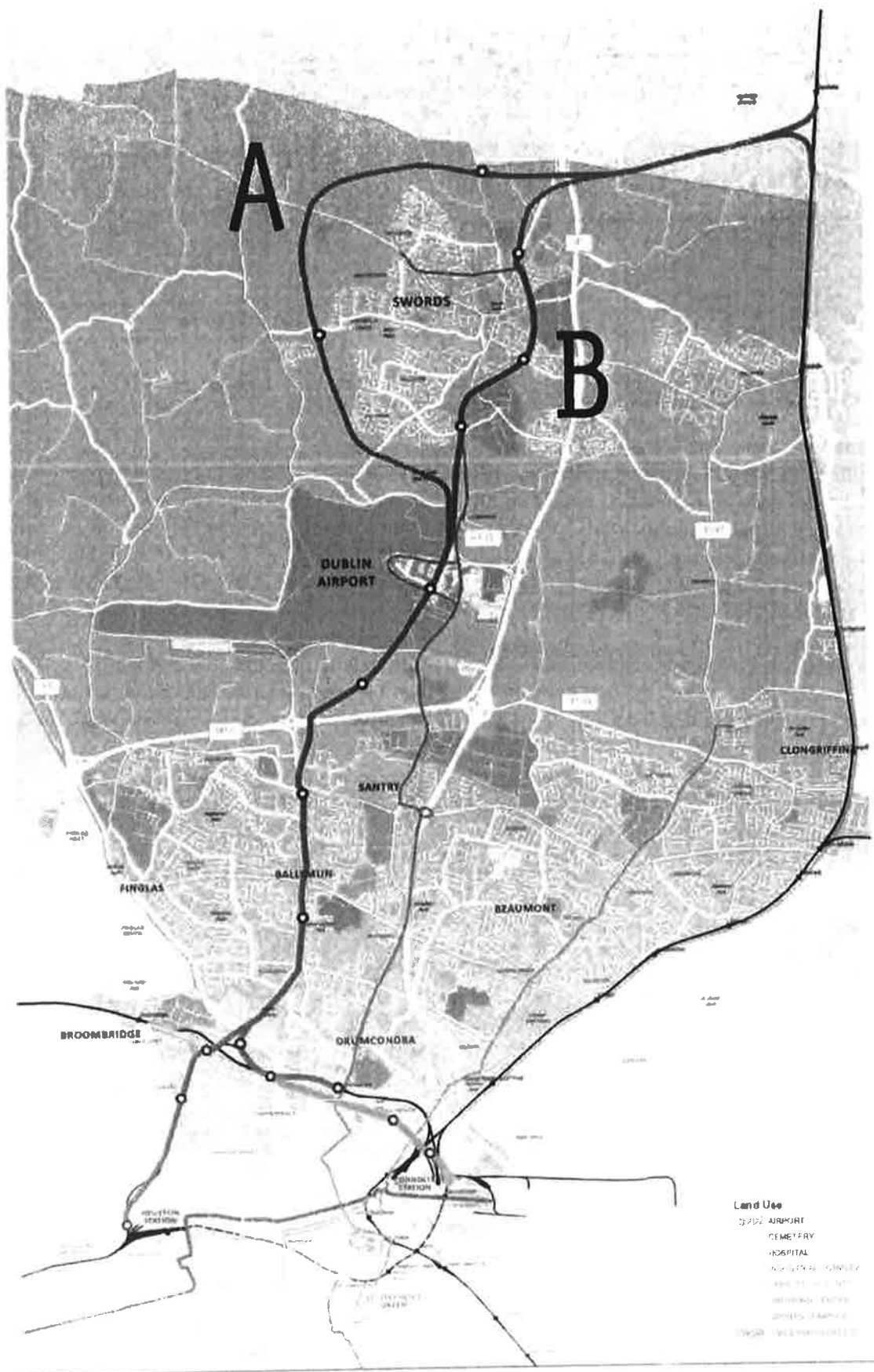
--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.



296

From: WordPress <forms@ntaweb site.ie>
Sent: 04 January 2015 18:51
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Member of the public

Address:
[REDACTED]

Comment:

Dear Minister, I am taking the opportunity presented by the invitation placed in the national newspaper before Christmas 2014. I am motivated to strongly recommend that you pursue a light rail link from Swords to the city centre that would include Dublin Aieport. I have travelled extensively in Europe and the west coast of America where light rail or heavy rail options are available to the travelling public. it is not reasonable or rational to charge members of the public expensive taxi fares to destinations in the Greater Dublin or indeed the North Dublin/Fingal area.

A light rail option is still possible while the land is still available. Even so the availability of land should not impede the development of key infrastructure as light could travel on a raised structure similar to the Seattle rail link to the airport in that location. I urge you to proactively pursue a light rail network for dublin north.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

North Dublin Transport Study
National Transport Authority
Dun Sceine, Iveagh Court
Harcourt Lane
Dublin 2



Public Consultation on the North Dublin Transport Study

6 Options presented to members of the public to comment on

Two heavy rail options:

1. A DART link from Clongriffin to the airport and Swords (Option HR2);
2. A DART link from the Maynooth Railway Line to the airport and Swords via a tunnel under Glasnevin (Option HR8);

Two Luas/metro options:

3. A Luas line from Cabra to the airport and Swords via a tunnel under Glasnevin (Option LR3);
4. A metro proposal from St. Stephen's Green to the Airport and Swords (Option LR7);

One Bus Rapid Transit (BRT) Option:

5. A combination of a number of proposed Bus Rapid Transit services (Option BRT 5);
and

One Combination Option:

6. A combination of a DART link from Clongriffin to the airport and a Luas line from Cabra to Swords (Option C1).

Having read the Fingal/North Dublin Transport Study, Stage One Appraisal Report produced by AECOM and published in November 2014 by the National Transport Authority I wish to submit the following comments:

My comments and ranking of preferred options

1. A Metro proposal from St. Stephen's Green to the Airport and Swords (Option LR7);

- Groundwork done.
- Presents a modern face of Ireland to passengers at Dublin Airport
- Quick travel times into the City Centre
- Opens up the whole of North County Dublin, Swords and Dublin Airport to growth potential and development
- Takes large volumes of One Passenger Cars off the road commuting into and out of the City thereby reducing our Transport Carbon Footprint
- Technically feasible
- Park and ride facilities included

2. A DART link from Clongriffin to the airport and Swords (Option HR2);

- Avoids tunneling costs.
- Closest public transport link to the Airport
- Slower
- Does not leave Airport passengers in the City Centre
- No route to Swords selected

3. A combination of a DART link from Clongriffin to the airport and a Luas line from Cabra to Swords (Option C1).

- Expensive
- Slower
- 2 projects
- Duplication of resources

4. A Luas line from Cabra to the airport and Swords via a tunnel under Glasnevin (Option LR3);

- Slower, longer route
- Technically challenging
- Expensive
- Long construction period
- Cabra should connect with other future cross city lines

5. A combination of a number of proposed Bus Rapid Transit services (Option BRT 5);

- Cheap
- Limited road space
- Will not attract passengers out of cars
- Traffic congestion
- Carbon Emissions for Transport not reduced

6. A DART link from the Maynooth Railway Line to the airport and Swords via a tunnel under Glasnevin (Option HR8);

- Expensive
- Technically challenging
- Long construction period
- Does not leave Airport passengers in the City Centre
- Slow journey times
- No route selected
- Not near population centers

The selected option should not be chosen based on cost only but with a vision to the future and how the new line will connect with other transport modes and future planned lines such as the DART extension to Balbriggan and the DART Underground Project. Both of these projects should also proceed asap.

If smaller cities such as Edinburgh can connect their Airport to the City with a Tram then there is no reason why we cannot do the same.

A considerable amount of time should be spent looking at the funding options. These projects are self financing over the longer term. We should be using money from the Carbon Auctions as part of the financing and looking for grants from the new stimulus package being put together by the EU.

[REDACTED]

From: [REDACTED]
Sent: 03 January 2015 12:27
To: northdublinstudy
Subject: North Dublin Transport Study - My Submission
Attachments: North Dublin Transport Study [REDACTED].pdf

Attached is my submissin for the North Dublin Transport Study.

[REDACTED]

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: [REDACTED]
Sent: 31 December 2014 15:35
To: northdublinstudy
Subject: Heuston-Glasnevin Rail Link (Public Consultation on the North Dublin Transport Study)
Attachments: Heuston-Glasnevin.docx

To whom it may concern,

Thank you for the opportunity to make a submission regarding public transportation in the North Dublin area. The proposal outlined below does not directly relate to the Airport-Swords link but will I think have an enormous bearing on its effectiveness, both in the city and wider hinterland. (I believe the HR1/HR2 option (Clongriffin-Airport-Swords) will ultimately be chosen on cost grounds, though the HR8/HR9 option (Heuston-Glasnevin-Airport) is potentially very interesting and should not be ruled out as a future link).

The proposal below would be equally effective irrespective of which option is chosen.

In short, it involves the full exploitation of the potential of the existing Heuston-Glasnevin rail link, and complete interchangeability between all heavy rail lines in the city centre (see Fig. 1, attached document below).

The principal features are:

- A new Glasnevin Station at Prospect Road
- An east-facing junction from the Maynooth main line, connecting with the existing Heuston-Glasnevin link at Bannow Road (see Fig. 2)
- A new rail depot on the site of the former cattle sidings in Cabra
- A new Cabra station at Cabra Road, immediately south of the new depot
- A new underground Phoenix Park Station
- A 2nd Phoenix Park tunnel, from a south-facing junction in the existing tunnel, under the River Liffey and connecting with the DART Underground via a junction west of Heuston (see Fig. 3)

The advantages of such a link are:

- It allows complete interchangeability and flexibility between all city centre railways for the first time
- It is principally sited on existing railway/Irish Rail property
- Trains from Maynooth can be routed directly to Heuston as the need arises
- A heavy rail 'circle line' around the city centre will be possible for the first time, with no need for using Heuston's platform ten
- The new rail depot at Cabra will free up space at Heuston, Connolly, Docklands and Inchicore.
- It allows the option of alternative DART routes, such as Maynooth-Pearse-Airport (in the case of HR1/HR2) or a western suburban service (Clonsilla-Adamstown)
- In the event of HR8/HR9 being chosen, it is the only option for a direct Heuston (as opposed to platform ten)-Airport link

There are some disadvantages – a 2nd Phoenix Park tunnel would be costly, as would the relocation/demolition of the Batchelor's factory at Bannow Road (the factory could be rebuilt on Irish Rail-owned land elsewhere). However, I believe the advantages greatly outweigh such considerations. Not only does it compliment current Underground

and Airport rail proposals in Dublin, it is a solution that will pay for itself and stand the test of time – perhaps a century or more.

Now, with the DART Underground and Airport link set to commence in the next few years, is precisely the time to consider such a scheme.

Regards,



The Property Registration Authority

This email and any files transmitted with it are private, confidential, possibly privileged and intended solely for the use of the individual or entity to whom they are addressed.

If you are not the intended recipient, or the person responsible for delivering it to the intended recipient, please note that any review, copying, dissemination, disclosure, alteration, printing, circulation, transmission or other use of this e-mail and/or any file or attachment transmitted with it, is prohibited and may be unlawful.

If you have received this e-mail or any file or attachment transmitted with it in error, please notify the sender of the e-mail immediately.

Though this e-mail has been scanned for viruses, you are advised to carry out your own virus check before opening any messages or attachments. The Property Registration Authority accepts no liability for any loss or damage which may be caused by software viruses.

For information on our organisation and the information and services we provide, visit <http://www.prai.ie>

An tÚdarás Clárúcháin Maoine

Is ábhar príobháideach agus faoi rún atá sa ríomhphost seo agus in aon chomhaid a tharchuirtear leis agus d'fhéadfadh go bhfuil sé faoi phribhléid dlí. Is don seolaí amháin é.

Murar duitse an ríomhphost agus/nó aon chomhad nó iatán a ghabhann leis, nó murar tú atá freagrach as é a sheachadadh chuig an seolaí, tabhair faoi deara le do thoil go bhfuil dianchosc ar a oscailt, a chóipeáil, a scaipeadh, a nochtadh, a athrú, a phriontáil, a dháileadh, a tharchur nó aon leas eile a bhaint as, agus d'fhéadfadh sé bheith neamhdhleathach déanamh amhlaidh.

Má fuair tú an ríomhphost seo nó aon chomhad nó iatán a tarchuireadh leis trí dhearmad, cuir an seoltóir ar an eolas láithreach le do thoil.

Cé go ndearnadh an ríomhphost seo a sheiceáil le haghaidh víreas, moltar duit do sheiceáil féin a dhéanamh le haghaidh víreas sula n-osclaíonn tú aon teachtaireachtaí nó aon iatáin. Ní ghlacann an tÚdarás Clárúcháin Maoine le haon dlíteanas ná le haon chaillteanas a tharlódh mar thoradh ar víreas bogearraí.

Fig. 1



299

From: WordPress <forms@ntaweb site.ie>
Sent: 18 December 2014 15:51
To: northdubl instudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Householder

Address:
[REDACTED]

Comment:

Having read the North Dublin Transport Study, Metro North is the ideal answer however as it was not chosen the Optimised Metro North LR7 proposal is the only one that will give the required service to the North County, Swords and the Airport in terms of frequency, journey times and availability to the largest population

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: Marie Gillick <marie.gillick@daa.ie>
Sent: 18 December 2014 13:38
To: northdublinstudy
Cc: Yvonne Dalton
Subject: North Dublin Transport Study – Stage 1 Appraisal Report.

Hi My Name is Marie Gillick from AMD, Dublin Airport. I am trying to contact your department by telephone.

I am trying to download/print or save the above Appraisal Report and it won't allow us, it keeps crashes.

Can you please contact me on 01-8141898 as our planning department needs to do a submission on this report?

Regards

Marie



Marie Gillick – Programme Administrator
 Asset Management & Development, Dublin Airport Authority,
 Tel: Ext 41898
 email: marie.gillick@daa.ie
 Web brochure: www.amd-daa.ie

Dublin & Cork Airports,
 DAA Proudly Supporting Cystic Fibrosis Ireland, Jack And Jill Foundation, and Special Olympics Ireland. The DAA Charities for 2014.

DISCLAIMER: The information contained in this email and in any attachments is confidential and is designated solely for the attention and use of the intended Recipient(s). If you are not the intended recipient(s) of this email, you must not use, disclose, copy, distribute or retain this message, the attachment(s) or any part thereof. If you believe that you have received this email in error, please notify us immediately at the contact details set out below. Please also delete all copies of this email and any attachment(s) from your computer system.

Unless expressly stated, this email is not intended to create any contractual relationship. If this email is not sent in the course of the senders employment or fulfilment of his/her duties to Dublin Airport Authority, Dublin Airport Authority accepts no liability whatsoever for the content of this message or any attachment(s).

Please refer any queries to infosec@daa.ie

Dublin Airport Authority plc (DAA), Registered office: Dublin Airport, Co. Dublin. Registered Number: 9401 Ireland.

SEÁNADH: Tá an thaisnéis sa ríomhphost seo agus i gceangaltáin ar bith faoi rún agus tá sé d'úsáid an Fhreagróra (na bhFreagróirí) dá bhfuil sé ceaptha amháin. Más rud é nach tusa an freagróir (na freagróirí) dá bhfuil an ríomhphost seo ceaptha, ní cheadaítear duit an teachtaireacht, an ceangaltá(i)n nó cuid ar bith dó a úsáid, a nochtadh, a choipeáil, a scaipeadh nó a choinneáil.

Má chreideann tú go bhfuair tú an ríomhphost seo trí earráid, bheimis buíochas dá gcuirfeá é sin in iúl dúinn láithreach ag na sonraí teagmhála atá leagtha amach thíos. Scríos gach cóip den ríomhphost seo agus ceangaltá(i)n ar bith ó chóras do ríomhaire chomh maith le do thoil.

Mura bhfuil sé luaithe go sainráite, níl sé beartaithe leis an ríomhphost seo caidreamh conarthach ar bith a chruthú. Murar seoladh an ríomhphost seo i gcúrsaí fhostaíochta nó tseoltóra nó i gcomhlíonadh a dualgas/a dualgas ní ghlacfaidh Udarás Aerfort Bhaile Átha Cliath dlíteanas ar bith as ábhar na teachtaireachta nó ceangaltá(i)n ar bith

> Seol fiosruithe ar bith chuig infosec@daa.ie

Udarás Aerfort Bhaile Átha Cliath ept (UABÁC) Oifig Chláraithe: Aerfort Bhaile Átha Cliath, Co. Bhaile Átha Cliath. Uimhir Chláraithe: 9401 Éire

This email has been scanned by the Symantec Email Security.cloud service.
 For more information please visit <http://www.symanteccloud.com>

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 18 December 2014 01:10
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords resident

Address:
[REDACTED]

Comment:
Dear sir,

I hereby make my submission in response to the call for public feedback on the Fingal/North Dublin transport study.

I have covered the stage 1 appraisal report with some interest, as being as resident of Swords this matter impacts me directly, and I've followed the Metro North story over many years. I also know only too well the traffic situation and the need for an alternative to commuting by car on environmental, quality of life, and economic grounds. North Dublin has quite a good road infrastructure, but this has reached its limits and the need for a non road based alternative is, frankly, well overdue.

The first point I want to make is that "investment" is just that; money must be deployed up-front in order to recoup benefits later. Failure to invest will surely lead to failure to reap the rewards. Indeed continued failure to address the public transport needs of Dublin Airport and Swords will only reap the undesirable outcome of more traffic, more congestion, worse pollution and quality of life, stress and lives lost due to auto accidents. This scheme must be a priority for the NTA.

I sincerely hope that this appraisal report is indeed the last such report examining broad conceptual options; and whichever scheme is chosen is actually "delivered" this time. Let there be no more studies, nor glossy consultants reports or calls for alternatives, that time has now passed I'm sure you'll agree.

The second point that I'd like to stress is that the situation at Dublin Airport is urgent, even more so than the Swords/commuter situation. Dublin Airport caters for >22 MILLION passenger trips annually and is currently a major source of trip making, making the approach roads some of the most heavily trafficked in the country from very early in the morning to late at night. Indeed Dublin Airport has equivalent traveller numbers to Manchester, the 3rd largest Airport in the UK. This is not surprising as Dublin Airport serves as the major airport for the whole country and accounts for gateway to the vast majority of business travellers and tourists. It is astonishing that this hub/gateway is not already on the rail network in some fashion, this link will be very profitable and is well worth the investment in payback for many years to come. Lets fix this gap now, it will pay for itself.

Third point, before I summarise my assessment of the "options" presented, is that the appraisal report assumes the approval and completion of the DART underground interconnector. While the Interconnector has not actually been approved to go ahead, I believe this represents a serious risk to the entire basis of the study, and should the interconnector fail to progress, the default alternative should be the Metro North scheme, which stands apart from any dependance on the interconnector.

However, for purposes of evaluating the options outlined, I too have worked on the same assumption for now, that the Interconnector project will get the go ahead next year.

Now, to the options and my ranking and views on the viability of each.....

Ø Option HR2: This option has serious merit, when considered with the interconnector & provides for the needs of the Airport and Swords; users could connect with mainline rail stations, city centre etc. I also like this option as it could allow running of through trains to the Airport in the longer term [Irish Rail Electrified Intercity Services]. I believe the Swords western alignment option mentioned in the report is very feasible, can reduce the cost (less tunnel), and would serve the part of Swords where most people actually live. Stations could be reached by cycling and walking greenways. This alignment would also allow for a longer term future possible connection to Ashbourne and could easily be integrated with the proposed Swords western ring road to cater for an M1 park and ride to the northwest of Swords. The lower cost of this option is also attractive as is the relatively short delivery time. The eastern side of Swords would be served by the BRT as planned, and taken together these two modes could be attractive to most Swords residents without duplicating each other. I believe this section of the DART network could be worked on concurrently with the interconnector and the whole network could come on line together or in phases, with priority given to the Airport to city section first. The DART brand is strong and people would use it. This option is definitely attractive as an alternative to Metro North {again, assuming the interconnector is going ahead!}

Ø Option HR 8: This option is very ambitious and would be an excellent improvement to the rail infrastructure of the whole city, but I worry that it would take too long to approve, build (fall foul of Capital spending cuts in the future?) and is very costly. In fact, if you were going to spend this much, just go ahead with Metro North which is ready to go right now. Therefore, unfortunately, this option is risky in my view.

Ø Option LR3: I would rate this option as fair, LUAS trams are not fast, this option doesn't actually link with the city centre, without a change at Cabra, and therefore does not meet the urgent needs of the airport. Again the whole thing costs too much and takes too long to deliver without the benefit of serving the airport to city direct. I doubt this option would attract most commuters or Airport users from their cars in truth.

Ø Option LR7: Needless to say that this is the best option if funding is available. Metro North has already gone through the public consultation process and delivers exactly what most users want. It also has the benefit of secured planning permission already in place and is "shovel ready"! Therefore, if this level of funding is available, LR 7 is superior to all other options surely.

Ø BRT 5 Option: This option is poor. Again, considering the importance of the Airport, the existing high demand, supporting growth and goal of displacing road usage, its incredible this option is even on the table. BRT will involve substantial disruption to already stressed road network without delivering the capacity needed. Only rail can deliver what's needed for the airport... a system to attract people actually off the roads. I agree BRT is an adequate interim or complimentary feeder service, but to suggest it as a long term main public transport solution for a facility the size of Dublin Airport is just not credible. EU policy is to link major airports to national rail systems. Dublin Airport is already quite well served by bus links, another "flavour" of Bus will not attract much improved market share to Public transport and will fail to attract car users. Yes, BRT has its place, but this is not it. Also, this option is massively opposed by many residents of Swords if it were to displace a rail solution, and I do not believe it will attract north county commuters. Existing Swords bus services already cater for the port tunnel route, dedicating a lane of the port tunnel to BRT will only further stress the M1, M50 routes. This option is "Out" in my view.

Ø Option C1: This option is interesting, providing some of the benefits of HR2, and mitigating some of the downsides of LR 3, but the cost is high. I would rate this option as Medium, but only should be looked at if HR2 cannot be achieved/ Heavy rail service thru Airport proves too complex.

In summary I'd rate the options as follows: (All assuming DART Interconnector is going ahead)

1 First (Best) option is proceed with LR-7 Metro North if funding is available. All else being equal, money issues aside, we should aim for Metro North and DART Interconnector running together as originally planned.

- | Second best option is HR2 if Metro North is genuinely just too expensive.
- | Third best option is C1 combination option only if HR2 is too technically complex

-
- | Forth best option is HR8 which is a good option but will just take too long.
 - | Fifth best option is LR3, this only really works as part of the combo option C1
 - | Last (worst) option is BRT5

Actually HR 2 is not a bad alternative to Metro North all thing considered if DART Interconnector is in place and I believe HR2 could be seen as an effective & agreeable solution that many could "buy into".

However if the interconnector is not approved & advanced; Metro North must be the default only option for the Airport and Swords as it stands alone and does not rely on the interconnector to provide additional links. If the interconnector fails, this report's conclusions are void. You need to have a contingency plan for this scenario.

Thank you, I believe my assessment to be clear, but please contact me should you require any additional clarification on my views.



--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

[REDACTED]

From: [REDACTED]
Sent: 17 December 2014 13:36
To: northdublinstudy
Subject: Comhairliúchán Poiblí ar Staidéar Iompair Fhine Gall - Bhaile Átha Cliath Thuaidh

An tÚdarás Náisiúnta Iompair
Dún Scéine
Lána Fhearchair
Baile Átha Cliath 2

A Chara,

An miste leat cóip de '**Staidéar Iompair Bhaile Átha Cliath Thuaidh - Céim 1 Tuarascáil Measúnaithe.**' a sholáthar domh le do thoil.

Ar an drochuair ní raibh mé in ann teacht ar chóip sa phríomh-theanga oifigiúil ar do shíomh idirlín ag <http://www.nationaltransport.ie/consultations/public-consultation-on-the-north-dublin-transport-study/>



--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 17 December 2014 10:11
To: northdubl instudy; Elaine.brick@aec om.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
private individual

Address:
[REDACTED]

Comment:

To whom it concerns.

I wonder if anyone has looked at the impact this will have on the schools SETNS and Gael Scoil Bhrian Boroimhe as well as the community center with creche? From what I can see the parking spaces currently used by parents is to be removed to make way for buses. Is an alternative car park planned? If so where is it? Has the safety of small school children been taken into account and if so what measures will be put in place to ensure it will remain a safe place for children coming and going on a daily basis?

I travel over 10km to this school as in my opinion it is the best school in the area. If measures aren't taken to facilitate the children I will have to remove my children from SETNS which is going to cause extreme upset to my whole family.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

304

From: WordPress <forms@ntawebsite.ie>
Sent: 16 December 2014 22:45
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
House holder swords

Address:
[REDACTED]

Comment:
I would prefer metro north

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

305

From: WordPress <forms@ntaweb site.ie>
Sent: 16 December 2014 20:25
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
homeownerp

Address:
[REDACTED]

Comment:

metro north is best, but careful where u put the stop due to unsocial behaviour in certain areas

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

306

From: WordPress <forms@ntawebiste.ie>
Sent: 16 December 2014 18:00
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:

I think the metro from Swords to St. Stephens green would be best. The problem is that transport is limited and it takes very long to get in. There is no current transport to southside Dublin apart from the swords express that travels to Merrion square once or twice a day.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

307

From: WordPress <forms@ntawebsite.ie>
Sent: 16 December 2014 12:02
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

Address:

Comment:
Hello,

We will be happy if Swords will be connected with City Centre with Dart/Luas or Metro. At this time we should spent around 1 hour to get to City Centre/to Swords at the peak times.

HR 10 (A metro proposal from St. Stephen's Green to the Airport and Swords) or A combination of a DART link from Clongriffin to the airport and a Luas line from Cabra to Swords

Thanks in advance

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

308

From: WordPress-<forms@ntawebsite.ie>
Sent: 16 December 2014 11:36
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Murphy

Address:
swords

Comment:
Dart line from clongriffan to swords and airport would be the most suitable option with less disruption to public

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

309

From: WordPress <forms@ntaweb site.ie>
Sent: 15 December 2014 16:35
To: northdublinstudy; Elaine.brick@aecom.com
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Local resident

Address:
[REDACTED]

Comment:

As a Ballymun resident and homeowner, I would particularly welcome the Metro option. Ballymun is still a vulnerable area that needs further regeneration. To link it to both city and airport would provide a new set of opportunities for improving and bettering this area, making it far less insular and cut-off from the city's infrastructure and amenities. Not to mention, it would be a fast and popular link between the airport and the city, that would greatly improve the city's image and appeal.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

30

From: WordPress <forms@ntawebsite.ie>
Sent: 14 December 2014 12:05
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Individuals living in River Valley, Swords, Co Dublin

Address:
[REDACTED]

Comment:

Dear Sir or Madam,

My husband and I wish to express our views on the proposed options on transport needs for Dublin North, including Swords and Dublin Airport. We have lived in North Dublin since 1965 and know all too well the shortcomings of the transport services.

Having the largest airport of the country in our area and no option for fast reliable transport to the city centre and onwards to the rest of the countryside, we should have Metro North to facilitate tourists and business people to drive economic growth for the whole country.

Swords and Fingal are the fastest growing region in the State and deserves Metro North which is our preferred option

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by EdgeGuard. Managed by Trilogy Technologies.

From: William Lavelle <wlavelle@cllrs.sdublincoco.ie>
Sent: 13 December 2014 17:44
To: northdublinstudy
Cc: minister@dtas.ie
Subject: Review of future transport needs in Fingal/North Dublin

Dear Sirs,

I wish to make a submission in respect of the current public consultation on the review of future transport needs in Fingal/North Dublin.

The primary purpose of this submission is to propose that the approach to providing a rail line to serve Dublin Airport/Swords and/or the North City area should be envisioned and pursued as part of a single, integrated rail project for Dublin, also including the vital DART Underground tunnel from Heuston to Docklands and electrification of the Maynooth and Kildare lines.

Provision of both DART Underground and a new Fingal/North Dublin line in a single project would allow for:

- Preparation of single multi-annual business and funding model;
- Potential cost efficiencies and value-for-money from procuring a single contractor;
- Delivery of an integrated, high capacity rail service for Dublin;
- National and All-Island benefits by potentially allowing trains to run directly to Dublin Airport from Cork, Limerick, Galway, Belfast, etc.

With respect to the shortlisted options to address future transport needs in Fingal/North Dublin, I would there recommend either of the heavy rail options:

- A DART link from Clongriffin to the airport and Swords (Option HR2); or
- A DART link from the Maynooth Railway Line to the airport and Swords via a tunnel under Glasnevin (Option HR8).

I note that option HR2 may operate as an economic and feasible element/extension of the DART Underground project and would allow for trains to run directly to Dublin Airport from Cork, Limerick, Galway, Waterford & Rosslare lines.

On the other hand, option HR8, while more expensive, would serve greater population catchment and may contribute more to the goals of encouraging a modal shift to public transport and tackling traffic connection in Dublin.

Finally, if the primary purpose of this submission, i.e. provision of both DART Underground and a new Fingal/North Dublin line in a single project was to be accepted, then logically the 'Metro Dublin' would represent a viable option. In this case, I would recommend that the non-shortlisted option HR10 (route from St James's Hospital to Malahide) should again be considered in conjunction with a route from Heuston to Docklands as part of a single project, to be operated as either Metro Dublin or as integrated DART service by Irish Rail.

Kind Regards,

William Lavelle
 Local Councillor for Lucan & Palmerstown
 Fine Gael Leader on South Dublin County Council

facebook/wlavelle
twitter: @LucanCouncillor

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

312

From: WordPress <forms@ntawebsite.ie>
Sent: 12 December 2014 16:24
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Private Citizen

Address:
[REDACTED]

Comment:

I support the Cabra – Airport -Sword proposal as :

- 1 Makes Economic Sense
- 2 Makes use of current infrastructure
- 3 Demonstrates an integrated transport plan
- 4 Is future proof – A link could also be made to blanchardstown ongar population areas at a later stage.
- 5 will be the least disruptive to city traffic business etc
- 6 is a very good idea i thought about myself a year ago also – it may not even need a "tunnel" as there are a lot of greenbelts around the finglas-cabra-glasnevin -swords route

Regards

==
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

==
This email was virus checked by Edge\Guard. Managed by Triloqy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 12 December 2014 12:09
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
private citizen

Address:
[REDACTED]

Comment:

I believe the Metro North is a good project and that Dublin needs long term projects like this that will help solving traffic problems for decades to come. Roads in Dublin are narrow, there's simply not enough space left on the surface and I would much better welcome a project for an underground mean of transport, not only to serve the airport but also to help moving people inside the city and decongestionate the surface from buses, cars and pedestrians.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

814

From: WordPress <forms@ntaweb site.ie>
Sent: 11 December 2014 22:10
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords commuter

Address:
Swords Resident

Comment:
A rail link to the airport needs to be built as priority, long overdue. Thanks

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 11 December 2014 22:09
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Commuter

Address:
Swords Resident

Comment:
No buses or Swiftway, waste of time. A rail link to the airport urgently needs to be built, thanks

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 11 December 2014 22:06
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
[REDACTED]

Address:
[REDACTED]

Comment:

To whom it may concern,

The best solution to is to Build Metro north. It has planning permission, it would be right as much money has been spent already. It is a piece or infrastructure which Ireland could be the icing on the cake of having three luas lines. A direct underground modern metro is what Dublin needs more so than anything else, it is the capital of Ireland after all and therefore we should have the best rail airport link in our captial which matches international standards. There is less need for as many stops in the city centre because of the Luas cross city, ie. O' Connell bridge or Parnell, as the general public can use Abbey st. Metro Station and connect with Cross city and the Red Line. Some non-capital cities such as Leon and Barcelona have both Luas and Metro. Leon is smaller than Dublin, so there is no reason why Dublin is too small for an underground rail. Planning costs of designing a new Luas to swords would take a long time to design and could potentially cost more than realised. The metro line is a straight line from swords, airport and city. The New Luas would take longer, there would be more stops, more bends and stops from broombridge or cabra onwards. I believe Metro is worth the money. To be honest, poorer countries have metro lines, we are still classed as a wealthy country. You need to spend the money on a good project instead of trying to save money, making cuts and having a below standard service which has to be stitched together again later. If much of metro north is underground, then there is more space for cars above, or brt lines, or future luas extension.

I would like to see the luas at Broombridge extended as far as Finglas, which should not cost too much. Metro North built, it is the best option. BRT from Clongriffin dart station to connect to airport, which would then connect with Metro North, then to go further to connect with an extended luas to finglas, then emulate the Metro West, going to Ballycoolin, Blanchardstown connect with other BRT there, then connect with a train station at Castleknock or Clonsilla, Liffey valley, Clondalkin connect with train station, at Red Cow connect with Luas, then to Tallaght, connect with Luas and BRT. It would be a connection from Clongriffin Dart to the airport at a far cheaper cost than dart spur, while continuing to do the same as Metro West and connecting up at many industrial and business parks all along the way or transport links towards them, such as Red Cow Luas to City West, and it would be a connection with all other transport links, as a car replacement to the M50, it would really help to get people out of cars. It would act as an airport link for West Dublin too. Perhaps could even go as far as Sandyford to link with the Luas there.

Regards
[REDACTED]

From: WordPress <forms@ntaweb site.ie>
Sent: 11 December 2014 22:07
To: northdubl instudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Swords Commuter

Address:
Swords Resident

Comment:

The North Dublin region and the airport are badly in need of a rail link, the Swiftway or any other bus service is not the solution. It has been proven that buses have not served the region. Dublin is one of the busiest airports in Europe with over 20Mio passengers a year. I have travelled to developing countries in Asia and Africa which have better rail infrastructure serving their main airports than Dublin. It is a disgrace and a national embarrassment that the rail link has not already been built to the airport. Metro North should be the first preference and if this is not affordable the dart or luas should be extended to the airport. I would hope this will be announced next year.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

318

From: WordPress <forms@ntaweb site.ie>
Sent: 11 December 2014 11:59
To: northdubl instudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NA

Address:
[REDACTED]

Comment:
To Whom it may concern,

I am writing about the North Dublin Study. I would like to start with stating that this study is a complete waste of time. We already have a route chosen for Metro north and this should not change. The city needs this vital piece of infrastructure and we have already had a public consultation on it. Our time would be better spent building this than doing another consultation with further delays.

Now, since we are being requested to go over this again, we should keep the route as close to the original plan as possible. Again, this was selected as the best route. I see one of the changes is running street level in Ballymun. This was suggested in the original study and there was fierce opposition from the residents. I expect we will see the exact same again.

Dublin badly needs improved public transport. Anything that is built, despite the cost, will have substantial economic benefits for the city. We should be looking to implement the original Metro North plan now. Not talking about possible alternative routes. These were all discussed in the original consultation. The chosen route was chosen as it was the best on the table.

Yours Sincerely,
[REDACTED]

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

319

From: WordPress <forms@ntawebiste.ie>
Sent: 10 December 2014 16:06
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
[REDACTED]

Address:
Dublin 8

Comment:
Dear Sir/Madam,

I would be in favour of the optimised Metro North option (LR7: Optimised Metro North). We need to build this infrastructure so our tourism industry grows – this is an important source of income for us. This would also benefit business people arriving in the city – thus making Dublin a more attractive place to grow a business.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 09 December 2014 23:44
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Myself

Address:
Dublin 9

Comment:

I grew up and have lived in the Dublin 9 area all my life (40+ years).

Each day I travel by car (not out of choice, out of necessity) to Clonree for work. I travel over the M1 in Santry and see the congestion with people travelling from North County Dublin and beyond. And that's on a good day... on a bad day, the traffic is lighter in the Santry area because they haven't made it in due to a crash further up the M1, so those poor travellers are stranded for hours, sometimes, less than 10 miles from the city centre. I then travel my journey on a small section of the M50, on which the traffic is virtually stationary. (Ballymun to Finglas which is not my route of choice, but the least congested). This is particularly the case in the last 12 months since more people are back working again – yes, unmeasured and anecdotal BUT a guaranteed experience every work day.

I am mentioning the above, because it so apparent to me that the original proposal for Metro North is the best choice (or as near as possible with some lesser expensive options) because:

1. Metro North would, in my opinion, actually be the most cost efficient proposal in the long term as it does not hook into already congested routes such as the line to either via the Dart at Clongriffin or Maynooth line. I think the costings are out of context as they do not demonstrate the long term value benefits of each of the proposals. It, actually, annoys me that the Clongriffin or Maynooth options would mean a detour (east or west) of 5+ miles, to travel 10 miles into the city centre and serve communities already currently served by rail on already very busy train lines.

2. Metro North would service a whole new rail customer base in Swords, Airport, Northwood, Ballymun, Glasnevin, DCU and parts of Drumcondra.

3. Metro North would potentially have a high revenue per journey and carry a large customer base at all times in both directions into the city centre, DCU to the Airport and Swords. The fact the route takes in a Capital city centre, a major hospital, a major university, an International airport and a very large town, at even intervals on it's route means one thing – It would always have passengers. Census data shows that 83% of rail journeys in Ireland, are taken in the Greater Dublin area. By building Metro North, you would add to this figure in areas where rail is not currently available to Dublin city and county dwellers who are hungry for good public non road transport. People in North Dublin travel short distances over long periods of time by road in private cars because buses fail them and don't service their needs. Metro North would offer them quick transport and possibly remove their need for private transport, in some cases.

4. Before even looking at the population along the entire route, Swords, on it's own, has a population of 40000+. To compare it with other rail served locations, it is double the population of Athlone and Sligo town and 4 times the population of Ballina.

5. In the city centre, Metro North would not go into any existing congested railway stations and would serve central Dublin.

6. Metro North would deliver tourists, business people and potential investors (not to mention citizens and returning emigrants!!!) into the heart of Dublin and show the world that Irish people can see the bigger

picture and have the longer vision – it could potentially attract investment in excess of the investment needed to build it.

7. Metro North would generate jobs for the workers involved, on a much larger scale than other options, such as engineers, builders and skilled tradesmen. This in turn would boost the local economy during construction and feed into the greater economy.

My late mother would often talk about how when she arrived as an 18 year old to Dublin for her Civil Service job in 1952, that they were pulling up the tram lines and how people thought it was crazy. The bus was king. Let's not make the same mistakes again, the bus is not king, it gets stuck in traffic like every other vehicle on the road, regardless of what dedicated lanes or rules are put in place. Bus lanes are areas that buses share with other vehicles which crash, get parked the night before and get abandoned. Bus lanes, like roads in general, are where drivers play chicken with pedestrians and cyclists.

Please let the people of Dublin in 60 years time, look back and thank us for building a transport system that will stand the test of time.

Thank You!

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

321

From: WordPress <forms@ntawebsite.ie>
Sent: 09 December 2014 20:48
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Planning Graduate/Coastal & Marine Management Student

Address:
[REDACTED]

Comment:

I welcome such a comprehensive study on transport links to the Airport from the city as they are badly needed.

I strongly recommend the choosing of the Metro North plan as it is the most developed option and can provide some financial reserves from development contributions already collected to date. Notwithstanding this, an optimised plan may have to be adopted in order to avoid significant disruption during construction e.g. digging up the Luas Cross City Line etc.

The Dart Underground also makes sense as it provides opportunity for inter-nodal connections which can only serve to enhance the permeability of Dublin as a whole.

Given the recent increase in passenger numbers at Dublin Airport, and taking into consideration that any proposed transport link would most likely be used at peak hour by workers accessing both the airport and the city; it would be wise to choose the transport link that provides the quickest travel times, the highest frequency of trips and the largest passenger capacity. Based on this viewpoint, Dublin Metro would be the most suitable transport link.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebsite.ie>
Sent: 09 December 2014 15:57
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Resident

Address:
[REDACTED]

Comment:

Hi I would like to submit my comments in relation to your recent public consultation announced on options for Transport for the Swords/Airport area. My comments on each option are listed below:

HR2: Linking to an already congested railway line is not a good idea. I am a commuter who uses the train from Rush everyday and cannot get a seat on the train and if there are any delays to the DART or other services it affects all trains. Adding a spur to the airport is a ridiculous idea that should be eliminated from the options. Connolly must be one of the busiest stations in the country and could not cope with any additional trains especially with the demand from the Airport and Swords area. The catchment area of this line is not good it goes through farmland and to Clongriffin which is like a ghost town with unfinished buildings. Journey time from airport to city centre of 44 mins does not take into account the huge amount of delays I endure nearly everyday with Irish Rail. You would be better off taking the Swords Express.

HR8: Linking to rail again too congested already. I can see the whole of Glasnevin up in arms if you decide to build a tunnel under their cemetery.

LR3: Same as above a tunnel under Glasnevin Cemetery will reach too much opposition.

LR7: The best option in my opinion 27 mins from Swords to Stephen's Green passing through huge catchment areas. A Metro is what Swords needs I think it was promised a few years ago but the government didn't have the money for it. I know it's the most costly option but it surely the benefits outweigh the cost of it.

BRT5: A bus is not the transport solution Swords needs they already have the Swords express and numerous Dublin bus options. A lot of people still drive from Swords to work as the public transport already in place is not sufficient for such a large growing population. I have friends in Borimhe who used to use the Swords Express but now say they have no chance of getting on it as it's already full by the time it makes it to them.

Combination option of Dart Link from Clongriffin: As before line is too congested already. You should not have to change lines to get to the city centre it should go directly from Swords to the Airport to the city centre without adding to the already congested rail network.

Summary: As stated above a link to the current rail network is not the solution as there are already too many trains already using it as well as the DART which must be the only service of its kind in Europe that shares with heavy rail. The spur to Clongriffin does not take in any of the catchment areas and new estates in

Swords. The bus option as discussed would be useless to the people of Swords and I can predict already that no one would use it. Metro is the best option for Swords and I hope to god it's the option selected as I will use it myself and I don't even live in Swords!

—
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 15:23
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
na

Address:
[REDACTED]

Comment:

Option C1 is the only option that will meet the needs of the country.

The Metro is a nice idea as a mode of transport but the route is not appropriate as nobody lives in St Stephens green and the links with other modes of transport , particularly Heavy Rail are inadequate.

Please proceed with option C1 but add in a stop on LR3 under Glasnevin Cemetery/Botanic Gardens as this is a major destination.

Forget the BRT, buses are and always will be the least desirable way to commute.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

324

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 14:32
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
ATAI

Address:
[REDACTED]

Comment:

Under no circumstances should the Swiftway BRT be a serious proposal. Roadways in the city centre are already congested. The City centre is not adequate to accommodate yet more busses on an already congested roads network.

An underground rail network, fulfilled via Metro Dublin (North and West) as well as the Dart underground heavy rail link would tie in with existing light rail services and dart/arrow commuter services. Orbital LUAS routes from Lucan could be considered if merged with existing lines. An underground would provide better, 21st century connection in a city which in reality has one major traffic artery, from Stephens Green South through to O'Connell street. By using Metro/Dart in combination with existing LUAS rail lines, the volume of car use would fall, as people could reasonably take reliable, timed public transport, and not be reliant on busses. An orbital metro in Metro west would connect the fringes of the city, as well as remove reliance on the M50 – akin to London's Overground/Crossrail – and with cross-county as opposed to cross-city bus routes servicing these stops, greater public transport for all, as well as over 3,000 jobs in contrsution could be realised.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

325

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 12:50
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
NA

Address:
[REDACTED]

Comment:

A metro is the best option for a 21st century capital city. It would facilitate both residents and tourists in their journeys around the city – particularly to and from the airport. With a metro, you do not have the problems of traffic that come with cars, buses and even trams on sections which share traffic. It is therefore easier to provide a timetable/electronic real time information. It also would develop the culture of the city and would also do a lot to promote the use of the Irish language as regards the announcements on board and bilingual signs etc.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

326

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 12:21
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
none

Address:
[REDACTED]

Comment:

I feel that a light rail extension from Broombridge, following on from the Luas crosscity, appears to strike the best balance. Light rail is more adaptable to requirements of planning and geography, and isn't as intrusive as heavy rail.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

327

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 12:08
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:

Address:
Lisduff Longford

Comment:

Decision time:

Having read the proposals one thing is clear – a rail system light or heavy is the requirement. This is the option that is employed in EUR – Vienna/London etc.

Options linking to the Northern line which is only 8km from the airport or Maynooth seem to be less expensive.

Avoiding the lobbies such as the car/road lobby will be difficult as they create obstruction. This strategic decision is taking too long.

Around the country – Transferring container traffic to rail is also a Eur solution – using the rail at night time when they are idle. Having an infrastructure and not using it is very wasteful.

Conclusion – less options – more decisions.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 11:16
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
n/a

Comment:
Whats the point, what ever option you choose, you will just waste our tax money. You will hire the most expensive consultants, contractors etc. deliver a over priced, late service and screw us.

good day.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

329

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 10:52
To: northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
na

Address:
Smithfield, Dublin 7

Comment:
Dublin has one of the most atrocious system in Europe, due to the complete dependency only on the bus.
BRT will not solve this, and will waste money and time.

The only project that will really solve the problems for years to come would be the Metro North, either in full or in the newly proposed "cheap" version. It is a priority to start putting PT underground and focus in segregation and speed of the system, in a integrated way.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

330

From: WordPress <forms@ntaweb site.ie>
Sent: 09 December 2014 09:33
To: [REDACTED] orthdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Dublin Dockworkers Preservation Society

Address:
[REDACTED]

Comment:

The Dart underground with a connection to the airport is the best option. This opens up the entire rail network in the greater Dublin area. It allows for a massive increase in the amount of train services . It also has the normal advantage of rail over all the other options. There would be no interaction with other traffic. The present Luas service seems to be involved in incidents on a constant basis. This leads to a regular stoppage of service, not something you want on a connection to the airport.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

From: WordPress <forms@ntawebiste.ie>
Sent: 09 December 2014 08:53
To: [REDACTED]@thdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Tourism

Address:
[REDACTED]

Comment:

The metro option has to be the preferred choice. The cost should not be the sole driver in this process as it will be spread over a 15 year period.

Providing Dublin with a metro line will future proof the city's transport needs. A LUAS extension will simply pro-long the inevitable. A LUAS option to the airport is not viable as travel times would be too long.

An underground metro option while more expensive is the best option. Dublin is becoming one of the few capital cities with no metro line and impressions for all tourists arriving at the airport would be greatly enhanced with such an option taking them into the city centre.

This is a big opportunity to get the metro line off the ground, with much money already put into this design it would be a shame to have that go to waste.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

332

From: WordPress <forms@ntaweb site.ie>
Sent: 08 December 2014 19:43
To: [REDACTED] orthdubl instudy
Subject: Public Consultation on the North Dublin Transport Study

From [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
N/A

Address:
[REDACTED]

Comment:
Hi,

I would like more details on the Dart Underground part of this project – if the plan is the same as the previous project presented in 2009, I would strongly object to this proposal. I also feel the public and residents of the area need a lot more information about this project before they would be fully equipped and informed enough to vote on this.



--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

333

From: WordPress <forms@ntaweb site.ie>
Sent: 08 December 2014 19:11
To: [REDACTED] northdubl instudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Citizenry of Ireland

Address:
[REDACTED]

Comment:
Dear Sir,

I have perused the proposals of the shortlisted transport options for Dublin North and would like to place my recommendation behind the light rail options. I think it is clear that the 2 southside light rail services in Dublin have been spectacular successes, and in my opinion the revised metro north, or indeed the extended Luas option will do the same job for the northside of the city, which apart from the DART along the coast, is appallingly serviced by public transport.

I would recommend the revised Metro North ahead of the LUAS option by view of its increased journey times and potential frequency. As a new transport system, this project should be better than any other we have done before, not worse.

Bus options, no matter how rapid, are simply not good enough. I also do not believe that our heavy rail network will be able to bear the passenger load that will be available from those areas serviced.

It is imperative that at the next stage of this process that you make sure to place the stops/stations in the right areas, not just for the population now, but for the population in 25 years time.

As an Irish citizen, I believe that we must continue to invest in large infrastructural transport projects in our capital city in order that we can reduce the number of cars coming into the city centre and allowing us to reclaim the public space that has been sacrificed to cars since the turn of the 20th century.

Yours in the hope that by the end of this century Dublin will look more like a public-transport filled Vienna than an American highway,

[REDACTED] Dubliner. Irishman.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

334

From: WordPress <forms@ntawebsite.ie>
Sent: 08 December 2014 19:04
To: [REDACTED] northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
n/a

Address:
[REDACTED]

Comment:
Dear Sir/Madam,

I'm a homeowner in the area and my preference is for LR6 – Metro North to be chosen.

Regards,

[REDACTED]

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

335

From: WordPress <forms@ntaweb site.ie>
Sent: 08 December 2014 16:36
To: [REDACTED] northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
na

Address:
[REDACTED]

Comment:

I would like to register my support for option HR2 – link from clongriffin to Airport and Swords. The area has extremely poor links to the airport, taxis being the only real option, same goes for getting to swords. This proposal would be a great solution.

--

This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails [click here](#).

--

This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

336

From: WordPress <forms@ntawebsite.ie>
Sent: 08 December 2014 16:15
To: [REDACTED]northdublinstudy
Subject: Public Consultation on the North Dublin Transport Study

From: [REDACTED]

Subject: Public Consultation on the North Dublin Transport Study

Organisation:
Public

Address:
[REDACTED]

Comment:

Looking through all those proposals, it really is a shame that there is so much low capacity stuff being proposed. The reduced Metro North really, really should not be built as this will cost a fortune to rectify in say, 50 years time.

Really the only options on that list that I can see as being any good are the original, approved Metro North and Dart Underground. The expensive options, but by far the best. Public transport demand will increase massively once these two are done.

BRT has its place as well but not as the solution to a problem... but as a part of it. The images in the document scare me as "Lana Bus and BRT" would be absolutely stupid. It cannot share space with cyclists, buses, taxis etc. Crazy.

--
This mail is sent via contact form on National Transport Authority <http://www.nationaltransport.ie>

If you'd like to unsubscribe and stop receiving these emails click [here](#).

--
This email was virus checked by Edge\Guard. Managed by Trilogy Technologies.

"DubhLinn"

(Dublin North Business & Cultural Community)

334

1 North Frederick Street, Dublin 1

T: 086 771 9332 F: 01 872 7674

E: info@dubhlinn.ie www.dubhlinn.ie

20th January, 2015

Mr. John Fitzgerald,
Chairperson,
National Transport Authority,
Dún Scéine,
Harcourt Lane,
Dublin 2.

RECEIVED

21 JAN 2015

NATIONAL TRANSPORT AUTHORITY

Re: Fingal/North Dublin Transport Study

Dear Mr. Fitzgerald,

Thank you for inviting us to comment on the Fingal/North Dublin Transport Study, published in November 2014. As a group of significant rate payers, employers and hotel bed providers in North Dublin City, we reiterate our objection to the BRT (Copy attached).

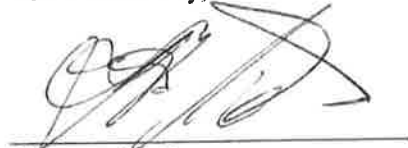
Having reviewed the above mentioned Study and consulted with the members of our association, we feel that the combination of HR1 and LR3 ("Modes Combination C1") best suits the transport needs of our area and Greater Dublin, including the area north of the airport. We would agree with a link to Swords via an extended Light Rail Scheme from Dublin Airport.

As you are aware the Light Rail element of this combination will facilitate additional and much needed access to Croke Park, The Botanic Gardens and Glasnevin Cemetery, all of which rank in the top five tourist attractions in Dublin in recent times.

We firmly believe that a more efficient and integrated system, as suggested, will greatly improve the transportation needs of commuters, existing residents and business owners and encourage much needed additional visitors to the area and Dublin Airport. This will lead to greater prosperity for everybody.

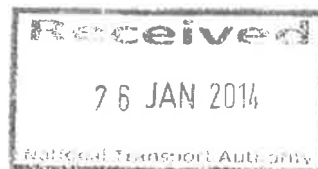
Whilst our suggestions don't recommend the cheapest alternative for the National Transport Authority, we feel they represent the best value, in the longer term and should be implemented without delay.

Yours faithfully,


Thomas McKeon
Chairman

"DubhLinn" (Dublin North Business & Cultural Community) is a not for profit company, Ltd. by guarantee, established in Rep. of Ireland under Companies Acts 1963/09. CRO number 541995. Directors: Joseph Gavin, Jonathan MacCumhaill, Thomas McKeon. Co. Sec.: Ian Ferris. Chair: Thomas McKeon. Reg. address: 1 North Frederick St., Dublin 1.

National Transport Authority,
Dun Sceine,
Harcourt Lane,
Dublin 2



RE: Submission in response to
Fingal /North Dublin Transport Study
Stage One Appraisal Report - November 2014

14th January 2015

To whom it concerns,

In support of this report, a wider study area is promoted in the accompanying proposal for a Metropolitan Plan for the city – within which the material of the report may be slightly but fundamentally altered to take account of this bigger picture.

I have attached a copy of proposal sent to the Lord Mayors' Office – Dec 2014

Any route which extends the city limit further without appropriate intensified development will further degrade the city's economy into the future. Any route which cannot produce sufficient accompanying commercial development to make viable into the future should be avoided. As swift movement can be achieved through direct links, Clongriffin and Swords should not be deciders of the fate of the City Centre from where and to where airport passengers will always expect to arrive and depart in any Capital City.

Notes

1. Bull Island is included to represent a willingness to look at the real option range but might produce an interesting alternative view to coastal, limited high-rise development in St. Anne's Park, for example, and /or at strategic points on an arc to Finglas with NTA proposed rail options in consideration
2. Intensification of Melbourne Report Nov 2014
http://msd.unimelb.edu.au/sites/default/files/docs/Intensifying%20Melbourne%202014_180dpi.pdf
 - a. This work is funded by the Australian Research Council project LP100200590 'Intensifying Places: Transit-Oriented Urban Design for Resilient Australian Cities'.
 - b. It lists nine major barriers to change
3. Major UK Government-backed housing investment announcement Dec 2014
4. Call for Review ahead of Rail Route selection - Brendan Keenan – Irish Ind Dec 2014
5. Dublin City Councils' Report *maximising the city's Potential* still stands and should be utilised. 2008
6. This proposal has been sent to Dublin City Mayor and Council (in response to Issues Paper Nov 2014) as a means of highlighting the importance of wider context. Dec 2014

I look forward to your response,

Sincerely,

Nicola Kelly

Recent Lecturer and Urban Project Module Leader at MRUP studio, UCD

Relevant Work – N Kelly

Since 2002 I have actively promoted sustainable development to counteract the growing inevitable economic crash, and since that crash, to prevent repeated mistakes

At UCD, Master of Regional and Urban Planning, MRUP, Geography, Planning and Environmental Policy, GPEP School:

2000-2007 tutored and subsequently led large, mixed, intensive Urban/Rural Development Projects – testing a variety of new + visionary scenarios in Dublin Locations and in Drogheda to solve viable long-term housing and service provision.

2004-2005 proposed many new project studies such as Re-use of existing National Primary Road Network

2006-2007 devised a successful Voluntary Proposal to Dublin City Council (by Friends of the Grand Canal) for Re-generation of the canal – evident in recent cycleways and path provision etc



Oct-Dec 2014

This personally produced plan has been overviewed in recent weeks by a small number of senior academic and practicing Planners and Economics and considered worthy of further testing

2 Dec 2014

UK Government authorizes a similar development strategy
-not undertaken since its Post-war strategy.

Dublin Lord Mayor's Office,
Mansion House,
Dawson St.,
Dublin 2.

RAIL Zipline IF
Dublin's Platform
Investment Opportunity

Re New Rail-based Plan for Dublin 2015+

To Dublin City Lord Mayor,

I propose the following Dublin plan to your office, confident that it would be

1. An immediate Market bubble regulator (Housing)
2. of significant benefit to the State and country (Economy Employment)
3. Easily amalgamated into revised National Spatial Strategy (Planning)
4. Easily altered to maximise financial returns across a broad range (Finance /Banking)

While Dublin's Regional Planning Authorities are currently being altered, I believe that opportunity should not again be lost to correct for the city's water, Luas and Housing provision, as decisions are currently being made.

Therefore,

I ask if Dublin City Council's Lord Mayor's Office can test this proposal initially on behalf of the entire Dublin Metropolitan Area and specifically request a short meeting at your earliest convenience to present /clarify the proposal? Feasibility time and personnel are outlined on final page.

I look forward to hearing from you,

My Contact: [redacted] and nicola.kelly@ucd.ie

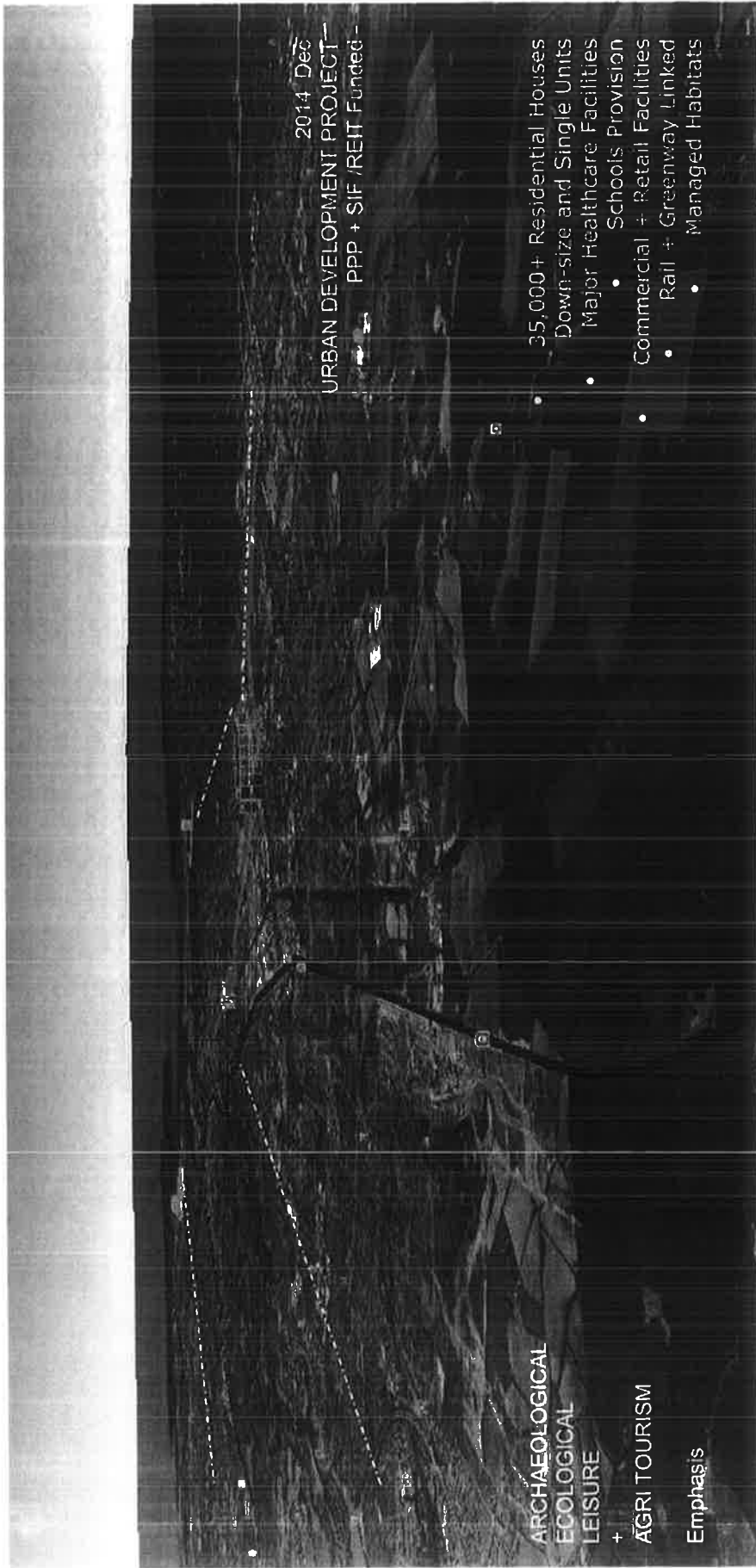
Sincerely,

Nicola Kelly.

Dublin 2015 - New Rail + Street Plan

RAIL *****

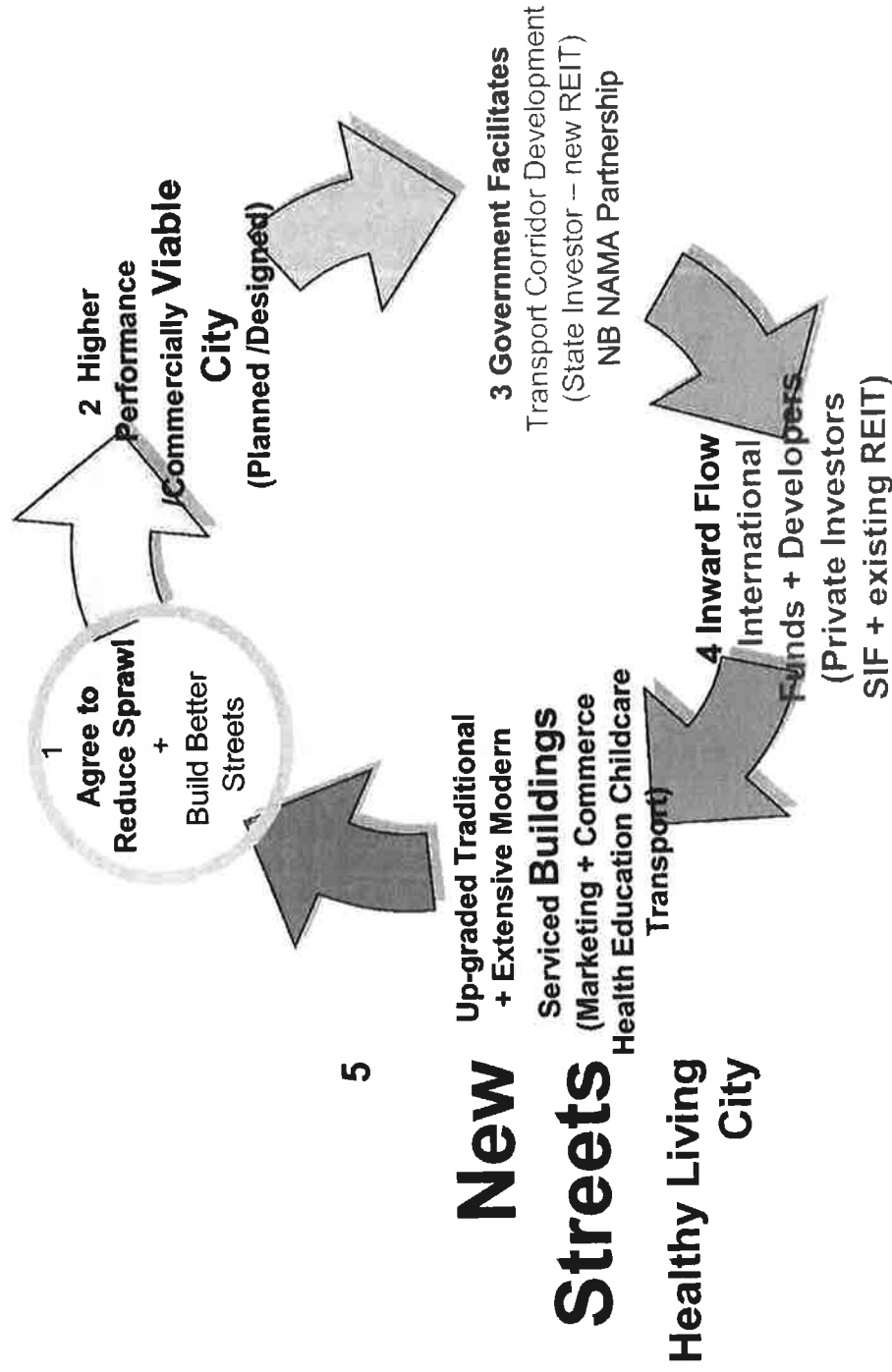
Zipline IF
Dublin's Platform
Investment Opportunity



A Proposal To Dublin City Lord Mayor – 18th Dec 2014

nicola.kelly@ucd.ie 18/12/2014

Stimulating Fund Investment 2015



Financial Details

A Special Investment Fund (SIF) would be initiated on concept agreement producing immediate resource funding

Managed, mixed development Village Superstructures
Over Public -owned lands in Dublin

Provides a sustainable solution to Dublin's housing crisis

Unlocking city centre sites previously unconsidered for development - avoiding further urban sprawl
Unlocking capital potential in land / airspace value for development local authorities
Development of state owned lands without need for compulsory purchases
Development of airspace over main transport arteries / public shorelines / university campus lands
Provides a platform for intensive development of sites for housing (social & private) / education / healthcare / community facilities
Rapid programme for delivery possible as no CPO involved
Opportunities for Public Private Partnership - mutually beneficial
Opportunities for varied / flexible funding models
Opportunities for highest building energy performance /EU-funded incentives
Attractive opportunity for investment funds

When

- 2014 - 15 Project Development *
- 2016 - 20 Building programme
- 2015 Investment Funds Initiated

NB 2014 Current Irish
Development Funds inc
Hibernia and Green REITs are
severely limited by Land Prices
and resultant Returns

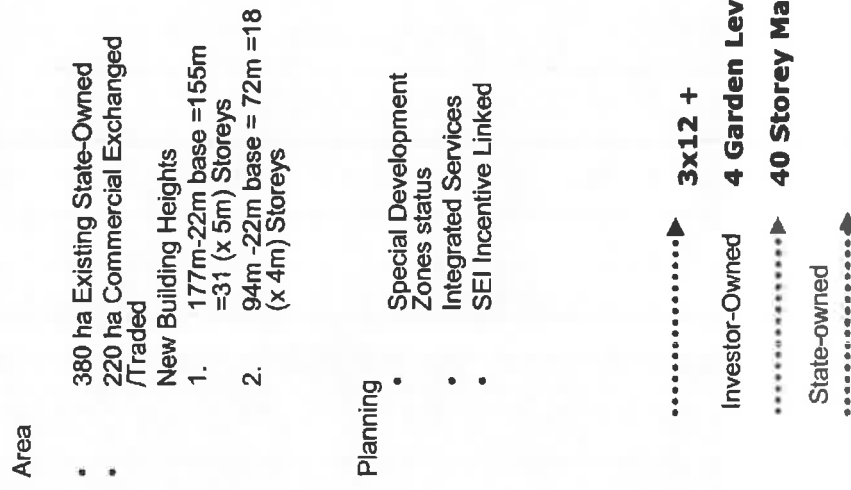
Proposed Economic Funding
/Financial Package

1. PPP –
 - Public /Private Partnership% Initial Funding
 - Transport 80/20%
 - Health 20/80%
 - Employment 15/85%
 - Environment + Local Government 30/70%
- Based on
 - State-owned Land Development + Re-Use
 - Housing Partnership Credit/Exchange Scheme
 - Building Energy Performance
 - Building Management Employment Scheme
2. Bank /Investors
 1. Special Investment Funds (SIF) /REIT
 2. Development Loan Packages



RAIL

*****	Zipline IF
*****	Dublin's Platform
****	Investment Opportunity





















Integrated Services –










Water Stores – Greenways - Agri-Retail –Elevated Streets – Internal Stations







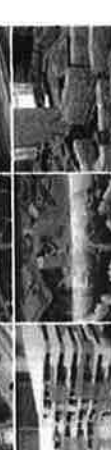


RAIL










Zipline IF
Dublin's Platform
*** Investment Opportunity






































































































































RAIL *****

*** Investment Opportunity

[illegible]

nicola.kelly@ucd.ie 18/12/2014