

## **New Metro North**

### **Information Note Related to Development Planning**

During 2015 the National Transport Authority (NTA) concluded a study to determine the optimal public transport solution to serve the transport needs of the general Swords / Airport to City Centre corridor. That study, the “*Fingal / North Dublin Transport Study*” concluded that a metro solution, New Metro North, was the appropriate public transport infrastructure to serve this transport corridor over the longer term.

The *Fingal / North Dublin Transport Study* was a strategic level study covering several different transport modes and a wide study area. The New Metro North proposal evaluated within the study was a refinement of the original Metro North proposal, and represented an indicative alignment that would be subject to further development. For the purpose of that strategic level assessment, this represented the appropriate approach to evaluate the different strategic options.

However, for the purpose of developing the optimal metro proposal for implementation, it is necessary to undertake a more focussed evaluation of alternative configurations of the New Metro North project. This options analysis process involves assessing all feasible alignment and station alternatives for the metro, while still delivering the overall objective of serving the general Swords / Airport to City Centre corridor with a metro scheme.

The NTA in collaboration with Transport Infrastructure Ireland (TII) are currently undertaking this more focussed analysis of possible metro alignments and possible station locations. This involves the identification and evaluation of numerous alignment and station options, representing variants of the indicative New Metro North alignment used in the *Fingal / North Dublin Transport Study*.

Arising from this work a final route and station configuration for New Metro North will be established. This may vary significantly from the current indicative alignment shown on the following page. NTA/TII anticipate the identification of this preferred metro alignment and station arrangement at the end of 2017, after which a public consultation process will be undertaken in relation to those proposals.

In advance of the establishment of the preferred alignment and station configuration, and the conclusion of a public consultation process in early 2018, final route details for the project are not available. Accordingly, neither the NTA nor TII can, prior to the completion of the above analysis, confirm with certainty the level of interface of any proposed development in the overall project corridor, with the New Metro North project.

The attachment map shows the alignment for the New Metro North as used in the *Fingal / North Dublin Transport Study*. However, that alignment is indicative only, and may not reflect the final outcome of the alignment and station options analysis referenced above.

# new Metro North

Indicative Layout

KEY	
○	Possible Stations
—	Elevated
—	At Surface
---	Tunnel

