

Appendix N: MetroLink Objective and Sub Objectives

METROLINK

MetroLink

Project Objective and Sub Objectives Paper

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Abbreviations

Abbreviation	Definition
NDP	National Development Plan 2018-2027
NPF	National Planning Framework to 2040
NSOs	National Strategic Outcomes
NTA	National Transport Authority
SDGs	Sustainable Development Goals
SMART	specific, measurable, attributable, realistic, and time-bound
TII	Transport Infrastructure Ireland

Table 1 - Abbreviations



1. Background

A metro project connecting Swords and Dublin City Centre has been proposed and suggested for many years. A detailed Metro North proposal was developed for a scheme extending from St. Stephens's Green to Swords and received planning approval from An Bord Pleanála in 2010. However, due to Ireland's subsequent and significant economic downturn, the Government decided to postpone the project in 2011.

In June 2015, the National Transport Authority (NTA) published the Fingal/North Dublin Transport Study Report, which assessed the need for a metro solution against various alternatives that had been identified. It concluded that a metro scheme was the appropriate transport solution to meet the future transport demand of the Swords – Airport – City Centre Corridor. The study recommended an optimised version of Metro North rebranded as New Metro North.

The Transport Strategy for the Greater Dublin Area 2016 – 2035 identified New Metro North as the preferred public transport project to address the transport need of the corridor.

The National Development Plan (NDP) 2018 – 2027 combined the upgrade of the Luas Green Line to a Metro level of Service and New Metro North to form MetroLink. MetroLink, BusConnects and DART expansion are three major transport infrastructure projects included in Project Ireland 2040. Together they will enable the development of reliable, sustainable, affordable, integrated public transport that will support the economy, help Ireland meet its climate change targets and make Dublin a better place to live, work, shop, or visit.

2. Purpose

The preliminary design for the scheme is substantially complete and TII are currently preparing the Preliminary Business case. At this point the overall strategic relevance, rationale and objectives of the project should be reconsidered. The MetroLink project objectives were developed by the NTA in September 2016, since then there have been developments with both internal and external policies which should be considered by MetroLink.

The purpose of this paper is to reassess the consistency of the project objectives as set out by the NTA in September 2016, with national and regional planning policy, national public investment policy, specific sectoral policy, and climate action policy. The paper will reassess the linkage between policy objectives and project objectives. The paper will also apply the SMART test to the project sub objectives to ensure the sub-objectives are SMART.

3. Approach

The approach adopted to reassess the project objectives is as follows:

1. Document the problem.
2. Review national and regional planning policy, national public investment policy, specific sectoral policy and climate action policy and reassess strategic objectives relevant to MetroLink.
3. Clearly set out the MetroLink objective and sub objectives.
4. Demonstrate a clear linkage between project objectives and the policy objectives from which the project objectives have been derived.
5. Ensure that the Project Objective and sub objectives are clear, unambiguous, expressed as simply as possible and SMART – specific, measurable, attributable, realistic, and time-bound.



4. The Problem

In 2015, the NTA's "Fingal / North Dublin Transport Study" examined options for serving travel demand in the northern parts of the Dublin Metropolitan area, extending into Fingal. The study projected that total travel demand within the study area is expected to increase by 39% from 2011 to 2033. This increase in travel demand arises directly as a result of expected population and employment growth.

The 2015 NTA "South East Corridor Study" examined the future transport needs of the South East corridor of the Dublin Metropolitan area. The aim of the study was to explore and identify public transport options that could effectively meet the growth in travel demand to the year 2035, between the South East Study Area and Dublin City Centre. The study projected that total travel demand within the study area is expected to increase by 34%, on average along the corridor, between 2011 and 2035 due to expected population and employment growth.

The studies determined that the existing road and public transport networks in the Fingal / North Dublin and South East corridors are already experiencing capacity issues. This additional trip demand will need to be absorbed by new high capacity public transport solutions.

5. Strategic Policy Context

The below section provides a snapshot of the policies; national and regional planning policy, national public investment policy, specific sectoral policy and climate action policy which have been reviewed as part of this paper and have informed and guided the development of the updated MetroLink objective and sub objectives.

1. Project Ireland 2040 - Building Ireland's Future
2. Project Ireland 2040 - The National Planning Framework
3. Project Ireland 2040 - The National Development Plan 2018 – 2027 (NDP)
4. Smarter Travel, A Sustainable Transport Future - A New Transport Policy for Ireland 2009 – 2020
5. Sustainable Development - Climate action and Sustainable Development Goals (SDGs)
6. Strategic Investment Framework for Land Transport, DTTAS 2014
7. People, Place and Policy, National Tourism Policy, DTTAS 2015
8. Transport Strategy for the GDA 2016 - 2035
9. NTA Statement of Strategy 2018 - 2022
10. Dublin City Development Plan 2016 - 2022
11. Fingal Development Plan 2017 - 2023
12. South Fingal Transport Study - January 2019

5.1. Project Ireland 2040 – Building Ireland's Future

"Project Ireland 2040 is the Government's overarching policy initiative to make Ireland a better country for all of us, a country that reflects the best of who we are and what we aspire to be. Project Ireland 2040 is informed by the Programme for a Partnership Government 2016, which recognises that economic and social progress go hand in hand and is made up of the National Planning Framework to 2040 and the National Development Plan 2018-2027."

5.2. Project Ireland 2040 – The National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to 2040. The population of Ireland is expected to grow by

approximately one million people in this period, requiring hundreds of thousands of new jobs and new homes. The population of Dublin is projected to increase by between 20% and 25% to 1.4 million.

To plan for this growth and for the demands it will place on the built and natural environment, the NPF sets out the processes to be followed in spatial planning, infrastructure planning, social and economic planning. It also outlines the principles that these plans have to follow, for example around sustainability.

The NPF defines the National Strategic Outcomes (NSOs) to be achieved which help set national strategic investment priorities. Project Ireland 2040 seeks to achieve ten strategic outcomes, building around the overarching themes of wellbeing, equality, and opportunity. These ten shared priorities will ensure a consistent approach between planning objectives under the National Planning Framework and investment commitments under the National Development Plan.



Figure 1 - National Strategic Outcomes and Priorities of the National Development Plan

Source of image: National Planning Framework p13

5.3. Project Ireland 2040 – The National Development Plan 2018 – 2027 (NDP)

The NDP sets out the investment priorities that will underpin the successful implementation of the NPF. It has been devised so as to ensure that public investment is targeted towards projects that will fulfil the objectives of the NPF. It therefore focuses on planned investment in public infrastructure that strengthens Ireland's human capital and fosters important growth areas in order to attract new investment.

Since work places, housing and transport are inextricably linked, the NDP directs investment towards large scale, integrated public transport infrastructure. For Dublin, the NPF identifies the need to improve strategic infrastructure as part of the Metropolitan Area Strategic Plan (MASP), to include enhanced airport and port access and capacity, expansion and improvement of the bus, DART, Luas networks and MetroLink.



Figure 2 - National Strategic Outcomes and Priorities of the National Development Plan

Source of image: National Planning Framework p13

The key rail projects as set out in the Transport Strategy for the Greater Dublin Area that include MetroLink (and the Luas green line link to MetroLink) are considered by the NPF as key enablers of future growth in the city. This makes MetroLink a strategic investment priority within the NDP.

5.4. Smarter Travel, A Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020

Smarter Travel sets out five key goals and five key targets to ensure sustainable travel and transport by 2020. In particular it established a modal share target of 45% for work-related commuting by car. In order to facilitate this shift, and to cater for additional trips by walking, cycling and public transport, the Strategy will require to propose a comprehensive public transport network and service structure, as well as copper-fastening the role of cycling and walking as feasible alternatives for many trips.

5.5. Sustainable Development - Climate action and Sustainable Development Goals (SDGs)

The transport sector has been the fastest growing source of Ireland's greenhouse gas emissions. Nearly 20 per cent of Ireland's greenhouse gas emissions come from transport and it accounts for the largest share of energy use. Transport demand and use in Ireland is strongly linked with the economy and - in the case of passenger transport - population and employment.

The Environmental Protection Agency (EPA) projects that without intervention, emissions from transport will increase by 11.3 per cent over the period 2020 to 2035. Investment in environmentally sustainable public transport system (NSO 4; Sustainable mobility) is a primary intervention to move Ireland onto a low carbon pathway and to secure its climate action goals, with MetroLink being one of the specific measures proposed.

The NSO's are also aligned with the UN Sustainable Development Goals (SDGs) not just in areas such as climate action and clean energy but also in sustainable cities and communities, economic growth, reduced inequalities and innovation and infrastructure, as well as education and health.



Figure 3 - Sustainability Development Goals

Source of image: United Nations Website - <https://sustainabledevelopment.un.org/?menu=1300>

As a key project outlined in the Project Ireland 2040 strategy, MetroLink is a key enabler of sustainable transport for Dublin and the wider region. MetroLink Sustainability Vision has aligned with emerging global agreements, national sustainable development policies and with TII's own corporate sustainability objectives. By sustainable, we mean that MetroLink considers the wider benefits it can deliver under the three established 'pillars' of sustainability: environment, social and economic.

Forming MetroLink Sustainability Vision

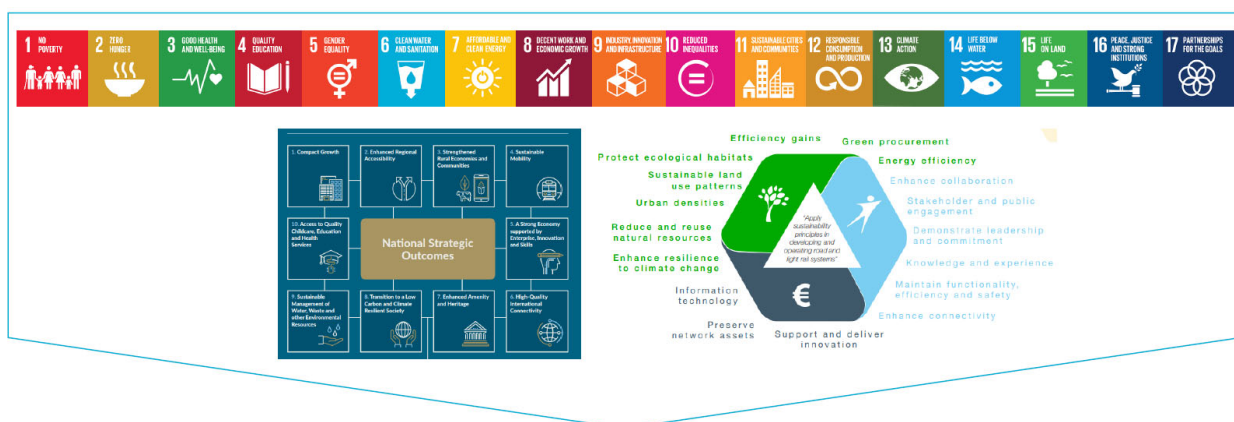


Figure 4 - Forming MetroLink Sustainability Vision

5.6. Strategic Investment Framework for Land Transport, DTTAS 2014

A priority of the Framework is to address urban congestion and improve the efficiency and sustainability of the urban transport system in the Greater Dublin Area. The response will focus on improved and expanded public transport capacity, improved, and expanded walking and cycling infrastructure, the use of an Integrated Ticketing Scheme (ITS) to improve efficiency and sustainability and to increase capacity and on demand management measures. Major new roads are generally not seen as part of the solution to congestion, though capacity enhancements to existing roads coupled with demand management may be justified in limited circumstances.

5.7. People, Place and Policy, National Tourism Policy, DTTAS 2015

The Strategy will include proposals which allow interchange between modes as a means of meeting the National Tourism Policy's objective to facilitate inter-modal connectivity for international visitors.



This is likely to take the form of an enhanced public transport network which will increase the number of trips that can be made by each mode or a combination of modes within the GDA. A policy on the continued roll-out of Leap card, public transport information portals, and their development will be included.

5.8. Transport Strategy for the GDA 2016 -2035

The Strategy purpose is “To contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for efficient, effective and sustainable movement of people and goods”. The strategy outlines its intent to further develop the light rail network in the GDA through the implementation of a number of Projects including New Metro North – light rail link from the South city Centre to Swords and serving Dublin Airport, operating in tunnel under the Dublin City Centre, and providing high frequency, high capacity service.

5.9. NTA Statement of Strategy 2018 - 2022

The vision is “To provide high quality, accessible, sustainable transport connecting people across Ireland.” To deliver on this vision the Strategy sets out five key missions: Secure the provision of an efficient accessible and integrated transport system in rural and urban Ireland, Transform, and elevate customers’ transport experience, regulate privately operated transport services for the benefit of customers, Contribute to the effective integration of transport and land use policies and advance Ireland’s transition to a low emissions transport system. Metro, BusConnects and DART Expansion programme have been identified as key projects to deliver on the vision.

5.10. Dublin City Development Plan 2016 - 2022

The city development plan provides an integrated, coherent spatial framework to ensure the city is developed in an inclusive way which improves the quality of life for its citizens, while also being a more attractive place to visit and work. “...In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.” p18

5.11. Fingal Development Plan 2017-2023

*“The Fingal Development Plan 2017-2023 sets out the Council’s proposed policies and objectives for the development of the County over the Plan period. The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County”*p3. New Metro North is identified 45 times within the Plan with many of the objectives within the plan actively promoting and supporting the indicative route for new Metro North linking Swords with Dublin Airport and the City Centre. An example of this is set out in the Movement and Infrastructure objective MT01 - *“Support National and Regional transport policies as they apply to Fingal. In particular, the Council supports the Government’s commitment to the proposed new Metro North and DART expansion included in Building on Recovery: Infrastructure and Capital Investment 2016-2021. The Council also supports the implementation of sustainable transport solutions.”*

5.12. South Fingal Transport Study

*“In September 2017, Fingal County Council (FCC) commissioned SYSTRA Ltd. to undertake the South Fingal Transport Study (SFTS). The SFTS is a study of the transport network in South Fingal recommending key transport infrastructure and outline levels of land use development that will enable its sustainable growth leading up to the delivery of MetroLink and beyond.”*p6.

“The South Fingal Transport Study (SFTS) builds on the broad transport related objectives contained within the Fingal Development Plan (FDP). These objectives are linked to national and regional



policy such as those outlined in the NTA Transport Strategy for the Greater Dublin Area 2016-2035.”p73

5.13. Strategic Policy Summary

On reviewing the above documents, it is evident that policies have been in place for many years across many sectors, which aim to increase accessibility and sustainable growth of compact settlements to add value and create more attractive places in which people can live and work. The policies will facilitate economic growth and employment and better integration of land use and transport planning on a national and regional basis, while reducing Ireland’s carbon emissions, as we transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050.

The strategic goals and objectives relevant to MetroLink are set out in the MetroLink objective and sub objectives section 6 below. Appendix A, B and C of this paper demonstrate a clear linkage between project objective and the policy objectives from which the project objective has been derived.

6. MetroLink Objective and Sub Objectives

Objective

To provide a sustainable, safe, efficient, integrated, and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.

Sub Objectives

- ✓ Cater for existing public transport travel demand and support long-term patronage growth along this corridor through the provision of a high frequency, high capacity public transport service which supports sustainable economic development and population growth
- ✓ Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved inter-modal connectivity and integration with other public transport services and connectivity for national and international visitors using Dublin Airport
- ✓ Enable compact growth, unlock regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of high capacity Public Transport whilst integrating into the existing public realm
- ✓ Deliver an efficient, low carbon and climate resilient public transport service, which contributes to a reduction in congestion on the road network in the Dublin Region and which supports the advancement of Ireland’s transition to a low emissions transport system and delivery of Ireland’s emission reduction targets
- ✓ Provide a high standard of customer experience including provision for clean, safe, modern vehicles and a reliable and punctual service with regulated and integrated fares.



7. SMART Objectives

The below section will apply the SMART test to the Project Sub Objectives. As set out in the Public Spending Code “A Guide to Evaluating, Planning and Managing Public Investment” October 2019 – Section 3.2.2 Objectives: “.....Objectives must be SMART – specific, measurable, attributable, realistic and time-bound.

The SMART Objectives identified below, focus on specific measurables which are further expanded on in the Preliminary Business Case Appendix K: Monitoring and Evaluation Plan. ML1-JAI-LSI-ROUT_XX-RP-Y-00002 | P02

Specific	➤ Cater for existing public transport travel demand and support long-term patronage growth along this corridor through the provision of a high frequency, high capacity public transport service which supports sustainable economic development and population growth	
Measurable	➤ Patronage - defined as the number of people using the MetroLink.	
Attributable	➤ Pre-Operation ○ Transport modelling	➤ During Operations ○ Monitoring and Evaluation Plan to allocate responsible owners.
Realistic	➤ Transport Model provides projections at key milestones including: Opening (2030), Design (2045) and Horizon (2060). MetroLink is designed for 20,000 passengers per hour per direction which caters for key milestone projections.	
Time-Bound	➤ Transport Modelling scenarios provide key milestones as the Opening, Design and Horizon 2030, 2045 and 2060 respectively.	
Specific	➤ Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved inter-modal connectivity and integration with other public transport services and connectivity for national and international visitors using Dublin Airport	
Measurable	➤ Increased access to jobs, education centres, Dublin Airport, health, and other socio-economic development facilities	
Attributable	➤ Pre-Operation ○ Transport modelling ○ Station design connectivity and integration with other transport modes such as DART+, BusConnects, bicycle and Park & Ride.	➤ During Operations ○ Monitoring and Evaluation Plan to allocate responsible owners. ○ Ticketing Strategy ○ Census information ○ Local Authority Plans
Realistic	➤ Transport modelling - number of multi modal trips	
Time-Bound	➤ Patronage and number of multi modal trip against the transport models developed for Opening, Design and Horizon key milestones, 2030, 2045 and 2060 respectively.	



Specific	➤ Enable compact growth, unlock regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of high capacity Public Transport whilst integrating into the existing public realm	
Measurable	➤ Uplift in population and employment in area of influence of the scheme based on Census results.	
Attributable	➤ Review of population and employment statistics within varying areas of influence 1km to 3km radii	
Realistic	➤ DCC and FCC to identify and model certain areas for regeneration Pre-Operation and Post Operation	
Time-Bound	➤ National Planning Framework and RSES timeframes	
Specific	➤ Deliver an efficient, low carbon and climate resilient public transport service, which contributes to a reduction in congestion on the road network in the Dublin Region and which supports the advancement of Ireland's transition to a low emissions transport system and delivery of Ireland's emission reduction targets	
Measurable	➤ Reduction in harmful emissions – CO ₂ , NO _x , Particulate Matter (PM) and Noise levels	
Attributable	➤ During Construction <ul style="list-style-type: none"> ○ Emission reductions defined by the Project Sustainability Plan ○ Sustainable procurement 	➤ During Operations <ul style="list-style-type: none"> ○ Energy efficiency for vehicles and facilities. ○ Procurement (25-year replacement) ○ Carbon Off-setting
Realistic	➤ Set CO ₂ , NO _x , PM, and Noise levels targets in contract documents	
Time-Bound	➤ CO ₂ , NO _x , PM contract performance timelines	
Specific	➤ Provide a high standard of customer experience including provision for clean, safe, modern vehicles and a reliable and punctual service with regulated and integrated fares.	
Measurable	➤ Operator contract KPI performance monitoring and customer survey feedback	
Attributable	➤ Pre-Operation <ul style="list-style-type: none"> ○ Set appropriate performance criteria for services to be procured 	➤ During Operations <ul style="list-style-type: none"> ○ Operator contract KPI / performance matrix
Realistic	➤ Set operator KPI and performance targets in contract documents	
Time-Bound	➤ Operator contract performance timelines	

Table 2 - SMART Objective



8. Findings

The purpose of this paper is to reassess the consistency of the project objectives with relevant strategic policies and to reassess the linkage between policy objectives and project objectives.

On review of the strategic policy documents relevant to MetroLink (identified in section 5) it is evident that the MetroLink's overall strategic relevance, rationale and objective remain current. The strategic policy goals and objectives relevant to MetroLink are set out in the MetroLink objective and sub objectives. The MetroLink objective and sub objectives demonstrate a clear linkage between project objectives and the policy objectives from which the project objective has been derived.

The SMART test was applied to the five project sub objectives to ensure they are specific, measurable, attributable, realistic and time bound. TII and key project team members, facilitated by Turner & Townsend, worked together to set the high level KPI'S to measure the SMART objectives for the scheme. One to one information gathering sessions and a group workshop with key project team members including representatives from Aecom, Jacobs, Idom, SNC Lavalin, Turner & Townsend and TII were held to agree the set of required measurables and to ensure the sub objectives are SMART. The SMART test (as set out in section 7) was applied to the MetroLink sub objectives and agreement was made that the MetroLink Project Objective and Sub Objectives identified within this paper are SMART.



Appendix A - Strategic Goals and Objectives – Sustainability

National, Public Transport and Local Planning Strategic Objectives	
Sustainability	
Document	Goals and Objective relevant to MetroLink
Project Ireland 2040 NPF & NDP	<ul style="list-style-type: none"> ➤ NSO 1: Compact growth- sustainable growth of compact settlements to add value and create more attractive places in which people can live and work; achieving effective density and consolidation ➤ NSO 1: Compact growth - Increased investment in public and sustainable transport and supporting amenities, can act as crucial growth drivers. ➤ NSO 4: Sustainable mobility - An environmentally sustainable public transport system will enable economic growth and meet significant increases in travel demand while contributing to our national policy of a low-carbon economy. ➤ NSO 4: Sustainable mobility - The expansion of attractive and sustainable public transport alternatives to private based car transport will reduce congestion and emissions ➤ deliver a public transport network that will provide high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services ➤ NSO 8: Transition to a low Carbon and Climate Resilient Society - The capital investment priorities will represent a step-change in Ireland's delivery climate-action objectives, providing a significant reduction in carbon emissions over the period to 2030.
Smarter Travel A Sustainable Transport Future 2009 - 2020	<ul style="list-style-type: none"> ➤ maximise the efficiency of the transport network ➤ reduce reliance on fossil fuels ➤ reduce transport emissions
Strategic Framework for Investment in Landside Transport	<ul style="list-style-type: none"> ➤ The use of ITS to improve efficiency and sustainability and to increase the capacity of existing urban transport systems
Climate Action Plan Government's 2014 National Policy	<ul style="list-style-type: none"> ➤ National objective of achieving transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050.
Transport Strategy for the GDA 2016 -2035	<ul style="list-style-type: none"> ➤ contribute to the economic, social, and cultural progress of the Great Dublin Area by providing for the efficient, effective, and sustainable movement of people and goods



National, Public Transport and Local Planning Strategic Objectives	
Sustainability	
Document	Goals and Objective relevant to MetroLink
NTA Statement of Strategy 2018 - 2022	<ul style="list-style-type: none"> ➤ Promote a shift from the car to more sustainable modes of transport (public transport, cycling and walking) thereby reducing carbon emissions; ➤ Advance Ireland's transition to a low emissions transport system ➤ Assist in the achievement of Ireland's emission reduction targets. ➤ In line with available funding, implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost-effective manner, which is complemented by appropriate traffic and demand ➤ Deliver a low-emission public transport fleet to assist in the delivery of Ireland's emission reduction targets.

Table 3 - Strategic Goals and Objectives – Sustainability



Appendix B - Strategic Goals and Objectives – Integration and accessibility

National, Public Transport and Local Planning Strategic Goals and Objectives	
Integration and accessibility	
Document	Goals and Objective relevant to MetroLink
Project Ireland 2040 NPF & NDP	<ul style="list-style-type: none"> ➤ The principle of integration and accessibility is a key driver of the MetroLink route including connections with Dublin Airport, DART, Iarnród Éireann and Luas. ➤ NSO 2: Improved regional accessibility - to enhance accessibility between key urban centres of population; ➤ provide high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services. ➤ NPF - Metropolitan Area Strategic Plan (MASP), to include enhanced airport and port access and capacity, expansion and improvement of the bus, DART, Luas networks and MetroLink.
Smarter Travel A Sustainable Transport Future 2009 - 2020	<ul style="list-style-type: none"> ➤ Land use planning and the provision of transport infrastructure and services will be better integrated ➤ Ease of access to public transport and other sustainable forms of travel will be improved for all citizens, irrespective of location and mobility needs ➤ improve accessibility to transport
Strategic Framework for Investment in Landside Transport	<ul style="list-style-type: none"> ➤ improve connections to key seaports and airports
People, Place and Policy, National Tourism Policy DTTaS 2015	<ul style="list-style-type: none"> ➤ Interchange between modes as a means of meeting the National Tourism Policy's objective to facilitate inter-modal connectivity for international visitors. ➤ continued roll-out of Leap card, public transport information portals and their development will be included
Transport Strategy for the GDA -2035	<ul style="list-style-type: none"> ➤ To contribute to the economic, social, and cultural progress of the Greater Dublin Area by providing for the efficient, effective, and sustainable movement of people and goods. ➤ Provide high quality passenger interchange points, which facilitate convenient transfer between public transport services, p91.
NTA Statement of Strategy 2018 - 2022	<ul style="list-style-type: none"> ➤ Secure the provision of an efficient, accessible, and integrated transport system in rural and urban Ireland ➤ Contribute to the effective integration of transport and land use policies ➤ Enable enhanced integration between transport provision and land use planning that reduces transport demand and promotes and facilitates travel by sustainable transport modes; ➤ Promote the convenience and attractiveness of public transport; and ➤ Provide ticketing systems that allow for easy interchange between services. ➤ Develop an efficient, effective, and safe transport system so that most people,



National, Public Transport and Local Planning Strategic Goals and Objectives	
Integration and accessibility	
Document	Goals and Objective relevant to MetroLink
	including those with a disability or mobility impairment, are within easy reach of a reliable public transport service;
Dublin City Development Plan	<ul style="list-style-type: none"> ➤ Integrated Land-use and Transportation - the integration of land-use and transportation can help reduce the need to travel and facilitate sustainable urban development and city living. ➤ Promoting Modal Change and Active -provide opportunities for people to alter their travel behaviour and increase modal shift to more sustainable modes. ➤ Promoting Active Travel: Cycling & walking... form part of sustainable journeys in conjunction with public transport use. ➤ Accessibility for All - Addressing the pertinent transport / access/egress needs of people with mobility impairment and/or disabilities, including the elderly and people with children, to create a city environment that is safe and accessible to all.

Table 4 - Strategic Goals and Objectives – Integration and accessibility



Appendix C - Strategic Goals and Objectives – Safe and efficient

National, Public Transport and Local Planning Strategic Objectives	
Safe and Efficient	
Document	Goals and Objective relevant to MetroLink
Project Ireland 2040 NPF & NDP	<ul style="list-style-type: none"> ➤ NSO 4: Sustainable mobility - All the planned investment in public transport combined will add greatly to the choice and experience of the travelling public, connecting more people with more places and ease congestion in Ireland's cities.
Smarter Travel A Sustainable Transport Future 2009 - 2020	<ul style="list-style-type: none"> ➤ The present levels of traffic congestion and travel times will be significantly reduced
People, Place and Policy, National Tourism Policy DTTaS 2015	<ul style="list-style-type: none"> ➤ continued roll-out of Leap card, public transport information portals and their development will be included
Transport Strategy for the GDA 2016 -2035	<ul style="list-style-type: none"> ➤ A simplified fare system will be introduced in the Greater Dublin Area, covering bus, rail, Luas, and Metro services, which will also facilitate multi-leg and multi-modal journeys in a cost effective manner; ➤ Provide secure and comfortable waiting facilities for passengers, with shelters and seating within a well-lit environment, and support facilities such as toilets and refreshments where deemed necessary;
NTA Statement of Strategy 2018 - 2022	<ul style="list-style-type: none"> ➤ Transform and elevate customers' transport experience ➤ Promote the convenience and attractiveness of public transport; ➤ Improve the customer experience of public transport by removing barriers to interchange between public transport services; ➤ Develop a deeper awareness of customer experiences, attitudes and needs through regular customer satisfaction surveys and research;

Table 5 - Strategic Goals and Objectives – Safe and efficient



Ionad Ghnó Gheata na Páirce,
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Baile Átha Cliath 8, Éire



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