

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

Fingal Development Plan 2017-2023

Tuesday, 27 September 2016

Motion from Councillor David Healy: public transport reservation Balgriffin to Clongriffin. AI028821

Add public transport reservation Balgriffin to Clongriffin- as shown on the attached map, insofar as it lies within Fingal County Council's administrative area.

REPORT:

It is noted that the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) are primarily responsible for the funding, planning and implementation of public infrastructure in the Greater Dublin Area. Notwithstanding this, the Council has an important role to play in promoting and facilitating public transport. In particular the Council advises the NTA and TII on the locations of public transport routes and stops and reserved planned routes free from development.

The Council must ensure that the policies, objectives and requirements of the County are understood by the NTA and TII.

It should be noted that while Metro West has not been included in the Government's capital programme 2016 -2021, a significant amount of preliminary design work has already been carried out. Although the exact route has not been approved, it is prudent to maintain a corridor free from development to facilitate the delivery of a light rail transit system in the future.

The following is noted in the Draft Plan relating to Public Transport:

'For high volumes of travellers and for medium- to long-distance trips, the various modes of public transport are the most efficient modes of travel in terms of use of road-space, and the most sustainable in terms of environmental impacts. The National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), are primarily responsible for the funding, planning and implementation of public transport infrastructure in the Greater Dublin Area. However, the Council has an important role to play in promoting and facilitating public transport. In particular,

the Council advises the NTA and TII on the locations of public transport routes and stops, reserves planned routes free from development, and allows high-density development along existing and planned public transport corridors. The NTA and TII have strategic responsibilities, for the Greater Dublin Area and nationally. The Council shall ensure that the policies, objectives and requirements of the County are fully understood and appreciated by NTA and TII. The Council shall continue to promote public transport connectivity between key urban settlements within the County.

Objective MT12

Support and advise the NTA and TII on the planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements, including environmental sensitivities.'

The Draft Plan also prioritises public transport by safeguarding future rail and bus routes, promoting the provision and improvements of Quality Bus Corridors, Bus Rapid Transports and bus priority measures. It should be noted that the proposed East-West Distributor road uses the alignment referred to in the motion and includes bus lanes to cater for public transport along its corridor.

Notwithstanding this, the following should be noted in the Draft Plan in relation to Metro West (proposed to be amended to reference 'light rail corridor' at CE NTA 1.3).

'This 25km route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the proposed new Metro North at Dardistown, south of Dublin Airport. Although the exact route has not been approved, it is prudent to maintain a corridor free from development to allow Metro West to be built in the future'.

Objective MT15

Support TII in progressing the design of ~~Metro West~~ 'a light rail corridor' that addresses the needs of Fingal, in particular the Blanchardstown area, with a view to securing permission from An Bord Pleanála. A commitment has been included in the Draft Plan to 'facilitate measures and schemes to ensure ease when interchanging through the promotion and development of several initiatives such as the building of infrastructure ...' In this regard Objective MT16 seeks to 'facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County'.

The intention included in the motion is considered to be a positive proposal, however, it is considered that the specification of an exact location and alignment is inappropriate at this time until sufficient analysis has been

completed on the most efficient / optimum route. Furthermore, it is noted City Council and the NTA propose to provide a BRT along the corridor from Clongriffin to Clarehall and accordingly no further change is necessary

RECOMMENDATION:

It is recommended that no change is made.