



Track re-lay between Athenry and Craughwell on the Western Rail Corridor

## Welcome to the latest edition of the Transport 21 Newsletter for Summer 2009.

We are now in the fourth year of Transport 21 and real progress continues to be made, even in the difficult economic climate that we are currently experiencing.

With less funding available we have had to examine our priorities for Transport 21 over the coming years. We have identified as our priorities

- completion of the five motorways linking Dublin and our principal cities
- the completion of the upgrade of the M50
- progressing the Atlantic Road Corridor
- provision of additional capacity on the public transport network through the delivery of key projects such as Metro North and the DART Underground programme.

We will also continue to provide funding for the planning of other Transport 21 projects so that when further funding becomes available, there will be a number of projects ready to start construction.

In spite of the reduced funding for investment, these are busy and exciting times for transport development. Already this year, four national road schemes, the N8 Fermoy to Mitchelstown scheme, the N51 Navan Inner Relief Road, the N4/Leixlip M50 Junction and the N6 Athlone to Ballinasloe scheme, have been completed and opened to traffic. The NRA expects that a further seven sections of the motorway network will be completed by the end of 2009. Over 60% of the motorway programme is now completed and the remainder is under construction and on target for completion in 2010.

In public transport, we recently saw the opening of the Cork-Midleton rail line and Phase 1 of the Western Rail Corridor from Ennis to Athenry will open by year end. The Luas line to the Docklands will also be completed by the end of 2009 and the four-tracking of the Kildare route will be nearing completion. Substantial progress is also being made on the Luas lines to Cherrywood and Citywest and on the first phase of the Navan line from Clonsilla to Pace.

Planning work continues on the Metro North and DART Underground projects. For Metro North, the oral hearing has begun and two consortia have been selected to move on to the second stage of the procurement process. Iarnród Éireann expect to submit an application for a Railway Order for the DART Underground to An Bord Pleanála by the end of 2009.

Despite the economic downturn Transport 21 is making progress, delivering on its aims of increasing use and accessibility; ensuring sustainability; enhancing quality and expanding capacity in our transport system, and we will ensure that it continues to do so. We believe that Transport 21 will be a real force in getting our economy back on track in the coming years.



Noel Dempsey T.D.  
Minister for Transport

### Transport 21 Website

The Transport 21 website received 59,000 visits during the first six months of 2009. Approximately 39,000 unique visitors accessed the site during this period.

The website aims to help visitors access the information they need as quickly and easily as possible.

Find out more about Transport 21 on [www.transport21.ie](http://www.transport21.ie)

### Annual Report

The third Transport 21 Annual Report to Government was published in April this year.

The Report is available to download from [www.transport21.ie](http://www.transport21.ie)



## Some Updates since our last Newsletter

### Last quarter of 2008

Bus Éireann took delivery of 122 buses comprising commuter coaches, double deck coaches, double deck buses, midi buses and city buses.

### November 2008

The Minister for Transport turned the sod on the N18 Gort to Crusheen road scheme. The road, part of the Atlantic Road Corridor, will bypass the town of Gort and the village of Crusheen and is due for completion in 2011.

### December 2008

A contract was signed for 51 additional intercity railcars to be delivered in 2011/2012 for use on the longer distance commuter rail lines.

Work on the N7 (Red Cow) Junction and M50 Upgrade Phase 1 was substantially completed at the end of 2008.

The M8 Cullahill to Cashel road scheme was officially opened, 7 months ahead of schedule.

The RPA announced the preferred route for the proposed Luas Line D from the city centre to Broombridge.

### February 2009

The first set of new intercity railcars to be introduced on the Dublin/Rosslare rail line came into service.



### April 2009

Construction of the railway infrastructure works commenced on the new Luas line A1 which will run from the existing Red line (east of the Cookstown Roundabout) to Citywest. Construction of this Luas line is scheduled for completion by end 2010 with services operating on the new line in early 2011.

### May 2009

The Minister for Transport opened the new Hazelhatch and Celbridge Railway Station, which is part of the Kildare Route Project.

The N51 Navan Inner Relief Road project was opened.

An Taoiseach announced the preferred route option for Phase 2 of the Navan Rail Line. The route chosen is the original alignment (with minor variations) to the west of Dunshaughlin.

The M8 Fermoy to Mitchelstown road project opened, 9 months ahead of schedule.

### June 2009

Two of the four consortia tendering for the Metro North PPP were shortlisted by the RPA to proceed to the second stage of the procurement competition. The two consortia are Metro Express and Celtic Metro Group.

### July 2009

The N4 Leixlip/M50 junction (Lucan Bypass) opened on 6 July.

The N6 Athlone to Ballinasloe road scheme opened on 24 July.

The new College Green Bus Corridor was introduced on 27 July.

The new Cork-Midleton rail line was opened on 30 July.

## Our National Road Network

Great progress is being made by the NRA in upgrading our national road network, particularly the five motorways which connect Dublin with Cork, Limerick, Galway, Waterford and the Border with Northern Ireland. The benefits of this huge investment in our national roads will only be fully appreciated when the entire network is complete. However, with more and more sections of new motorway or high quality dual carriageway opening (over 60% of the network is now open to traffic) the immediate safety benefits and time savings are already evident.

Route	Route Length (kms)	Open to Traffic (kms)	% Complete
<b>N1 Dublin to N.I.</b>	91	91	100
<b>N4/N6 Dublin to Galway</b>	194	130	67
<b>N7 Dublin to Limerick</b>	197	87	44.1
<b>N8 Dublin to Cork</b>	142	128	90.1
<b>N9 Dublin to Waterford</b>	116	25	21.5
<b>Totals</b>	<b>(740kms)</b>	<b>463</b>	<b>62.6</b>

The first motorway, the M1 from Dublin to the Border with Northern Ireland, was completed in 2007. With the opening of several sections on the other routes over the past two years all of the remaining motorways are on target for completion by the end of next year.

The M8 Cullahill to Cashel road was officially opened in December 2008, 7 months ahead of schedule. The 40 kilometre motorway runs between Cullahill in County Laois and Cashel in County Tipperary. It bypasses Johnstown and Urlingford in County Kilkenny and Littleton and Horse and Jockey in County Tipperary, removing approximately 16,000 vehicles per day from these towns and villages and cutting 20 minutes off the average journey time between Cork and Dublin.

The N51 Navan Inner Relief Road project was opened in May this year. It runs west of Navan Town and connects the N3 Kells Road to the N51 Athboy Road. The 1 kilometre project includes two railway bridges, one T-type junction and two roundabouts.

The M8 Fermoy to Mitchelstown project also opened in May, 9 months ahead of schedule. The new motorway runs for 16 kilometres between Carrigane, north of Mitchelstown, and Moorepark, north of Fermoy, in County Cork. It cuts at least 10 minutes off the average journey time from Cork to Dublin and will be used by approximately 16,000 vehicles per day. There is now only one section of the Dublin to Cork major inter-urban route to be completed – the N8 Portlaoise to Cullahill/Castletown scheme. This is due for completion in 2010.

The N6 Athlone to Ballinasloe was opened in July 2009. The scheme is approximately 20 kilometres in length and extends southwest from the western end of Athlone Relief Road to the Galway to East Ballinasloe scheme, east of Ballinasloe. The project was delivered ahead of schedule and below budget and it is estimated that it will lead to a reduction of 15 minutes in journey times.

Over the next few months the motorway programme will continue to deliver new modern roadway across the entire country. By the end of 2009 Kilcullen to Carlow on the N9 will open as well as the Waterford bypass on the N25, N7 Nenagh to Limerick, N9 Waterford to Knocktopher and N6 Galway to Ballinasloe.



Work on the upgrade of the M50 in Dublin is also on target for completion in 2010. The N4 Leixlip/M50 Junction opened in early July 2009. This upgraded the Lucan Bypass, provided road widening from two to three lanes and allowed for free flow interchange at Newcastle.

Work on the N7 (Red Cow) Junction and M50 Upgrade Phase 1 was substantially completed at the end of 2008 and this upgraded section of the M50 is now fully operational. Phase 3 is also open to traffic and work is continuing on Phase 2, between the M1 and M3 junctions and between the N7 and Scholarstown junctions.

## Rail Projects

### Cork-Midleton Railway

The re-opening of the **Glounthaune to Midleton line** in Cork took place on 30 July. It was a day of celebration involving local community and businesses. The new service was free to the public for the day. The full commuter service began on 4 August with trains operating every 30 minutes during peak times and every hour off-peak. Two rail stations are provided at Midleton and Carrigtwohill with Park and Ride facilities (340 and 180 spaces respectively), lifts and footbridges. The project implements part of the Cork Area Strategic Plan which recommended that the eastern part of Cork city and county become viable for residential and commercial development. Rail offered the best solution and the project will have a positive impact on future land use development. Cork has also benefited from the provision of 67 Intercity rail carriages, giving passengers on the Cork-Dublin route hourly services in each direction.



Tracklaying outside Hazelhatch April 09

Works at site of Hansfield Rail Station March 2009



### Navan Rail Line

The contract for civil works was signed in November 2008 and construction is now well underway on Phase 1 - 7.5 kilometres of railway from Clonsilla to Dunboyne. Stations will be provided at Hansfield, Dunboyne and Pace with features allowing for greater accessibility. Services will run at 30 minute intervals during peak hours with this being increased to every 15 minutes once demand exists. Off peak services will be hourly. Park and Ride facilities will cater for 300 at Dunboyne and 1200 spaces at Pace. The project is set for completion in Quarter 4 of 2010.

In May this year the preferred route for the second phase of Navan rail line from Pace to Navan was selected. Irish Rail had carried out a feasibility study on phase two of the line which examined two possible routes in great detail - an option A which runs along the original railway alignment and an option B which is a new route to the east of Dunshaughlin. Public consultation indicated an 80% preference for Option A, the route west of Dunshaughlin, and this route was selected.

### DART Underground Project

The DART Underground project is an underground rail interconnector between Docklands and Heuston Station which creates two separate DART lines in the Greater Dublin Area – one from Maynooth to Bray/Greystones and another from the Northern line to Hazelhatch. It addresses capacity constraints on the existing loop line between Pearse and Connolly Stations. Stations on the line will include Docklands, Pearse, Stephen's Green, Christchurch and Heuston.

In April 2009, it was announced that the underground tunnel was to be extended to Inchicore to reduce the impact of the tunnel's development on existing rail services. A number of public consultation meetings were also held by Iamród Éireann in April. A railway order application is currently being prepared for submission to An Bord Pleanála. The design and planning of the project is being part-funded by the European Commission's Trans European Transport Network (TEN-T) Executive Agency.

### Western Rail Corridor

Track renewal on Phase 1 of the Western Rail Corridor (Ennis to Athenry) is nearing completion. Construction continues on stations at Sixmilebridge, Gort, Ardahan and Craughwell. The opening of this project is scheduled for late 2009.

### Kildare Route Project

Work on this project is well advanced and on schedule for completion in early 2010. The quadrupling of track from Cherry Orchard to Hazelhatch will allow for a separation of commuter services and regional and intercity services. Overall, the project will permit a trebling of capacity on commuter lines to Heuston Station.

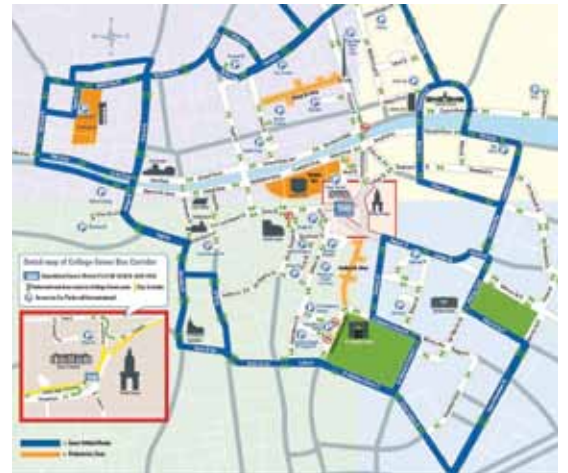
A new station was opened at Hazelhatch and Celbridge on 8 May 2009. Journey time to Dublin city centre from the station is now 23 minutes on commuter services. Services are state-of-the-art and allow for easier access for commuters with sensory and mobility impairments. A new 397-space Park and Ride facility is also located at the station. Kishogue Station, a new development between Adamstown and Clondalkin Fonthill, is set to open in 2010.

## College Green Bus Corridor

The College Green Bus Corridor is a natural progression in traffic management in Dublin City, operating in the immediate vicinity of College Green during peak traffic periods from Monday to Friday. It will greatly improve bus flows through the city centre for the benefit of commuters, shoppers, visitors and members of the public.

This scheme was introduced from Monday 27 July and operates from 7am to 10am each morning and from 4pm to 7pm each evening. During these periods, only public transport vehicles and bicycles are able to travel through College Green. Other vehicles need to take alternative routes to access and cross through the city centre. Dublin City Council will review the scheme after six months. Full access to Dame Street from Parliament St and Christchurch will be maintained for all businesses and shops.

Please log-on to [www.transportfordublin.ie](http://www.transportfordublin.ie) for more information.



## The Samuel Beckett Bridge



Samuel Beckett Bridge

The Samuel Beckett Bridge, measuring 120 metres long and 48 metres high was commissioned by Dublin City Council and is due to open in early 2010 following finishing and commissioning works. It will link Guild Street on the northside of the City with Sir John Rogerson's Quay on the southside - west of Cardiff Lane / Macken Street.

Dr. Santiago Calatrava Valls, one of the world's great architects and engineers, designed the bridge. Dublin is now a member of an exclusive list of cities that are home to two Calatrava-designed bridges, the first being the James Joyce Bridge which opened in 2003.

When the Samuel Beckett Bridge opens early next year it will reduce the number of cars needing to pass through the City Centre, facilitating easier flow for public transport, cycles and pedestrians. The bridge will have four traffic lanes, cycle tracks and footpaths, and is designed to allow for bus and light rail in the future.

## Luas and Metro

### Luas

Three Luas lines are currently under construction in Dublin. Work on **Line A1 to Citywest** began in April this year and good progress is being made, with construction expected to be completed at end 2010.

**Line C1 in the Docklands** is really taking shape as works move to the final stages. RPA has targeted this winter for the opening of this line and great efforts are now being made to have passengers on board in early 2010.

Bloomsday (16 June) saw the opening to traffic of the new **Luas Spencer Dock Bridge**. Well-known Joyce scholar Senator David Norris was joined by a number of fellow cyclists in period costumes to cycle over the bridge and to declare it open.

On **Line B1 to Cherrywood**, tracks have now been laid on two junctions on the Ballyogan Road and the Ballyogan Road realignment has been completed. Considerable progress is reported from works right along the line and RPA expects to open this new line in the Autumn of 2010.



Senator David Norris at opening of Spencer Dock Bridge



Luas Line B1 works at Ballyogan Road, Sandyford



Proposed Metro North - Dublin Airport stop.

### Metro

An Oral Hearing into the application for a Railway Order for Metro North commenced on April 1 and was adjourned on 22 April to allow the Board to consider additional information from the RPA. Meanwhile good progress has been made in the parallel procurement process. Two of the four consortia tendering for the Metro North PPP have been shortlisted by the RPA to proceed to the final stage of the procurement competition. The two consortia are Metro Express and Celtic Metro Group.



Luas Line C1 development - Mayor Street Upper 2007 and 2009



## One Small Step Programme

One Small Step is the Dublin Transportation Office's mobility management programme. The programme seeks to reduce single occupancy car use for trips in the Greater Dublin Area.

### Current highlights include

#### Workplace Travel Plans

Interest in the workplace travel plan programme continues to grow steadily, with some 45 of the largest employers in the country now engaged with the DTO. This represents over 50,000 employees, and is very encouraging. Initial results from six organisations surveyed have shown an impressive 18% reduction in car use.

Initiatives include

- Carsharing
- Offering annual and monthly public transport tax saver tickets
- Introducing bicycle tax-saver purchase schemes
- Incentivising sustainable staff travel for commute and business travel
- Improving showers and lockers

See [www.onesmallstep.ie](http://www.onesmallstep.ie) for more details.

#### Residential Travel Plan

South Dublin County Council has teamed up with the DTO and the Adamstown developers to develop a travel programme for Adamstown residents called Smarter Travel Adamstown.

The program was launched on 24th May 2009. Smarter Travel

Adamstown promotes a range of travel options for work, school, shopping, leisure and sporting activities by providing detailed travel information including two maps (Smarter Travel Maps) with information on Smarter Travel options including a link to public transport timetables and service information, and walking and cycling routes to key destinations.

See [www.adamstown.ie](http://www.adamstown.ie) for more details.



## 2030Vision – New Transport Strategy for the Greater Dublin Area

The DTO is making strong progress on developing a new transport strategy for the Greater Dublin Area. Due for completion mid-2010, the strategy development process is firmly based on widespread consultation with the public, and with representative groups and elected representatives in the region.

Four rounds of consultative panel meetings have been held thus far, as well as two public consultations. With this input, the DTO strategy team has finalised the vision, objectives and issues to guide the new strategy. They have also considered likely population and employment patterns for the GDA region up to 2030 and beyond, and have compiled a set of potential transport measures which could form the basis of the new strategy.

The DTO strategy team is currently working with local authorities and transport agencies to develop three **strategy alternatives**,

with the following themes:

- Economy
- Environment
- Society / community

The team will be appraising the performance of these alternatives, and their associated measures, against the agreed strategy objectives, and will be holding further consultation with stakeholders in the autumn.

Following these meetings, the strategy alternatives will be subjected to a full multi-criteria transport appraisal. In early 2010 a final public consultation will take place, on the leading alternatives, with a view to finalising a preferred strategy by mid-2010.

Full information on the consultation is available on the website [www.2030vision.ie](http://www.2030vision.ie).

## Smarter Travel National Cycle Policy Framework

Ireland's first National Cycle Policy Framework was launched on 20 April this year. The policy was drafted with the aid of consultants Colin Buchanan and Interface for Cycling Expertise, who were awarded the contract in February.

The policy framework outlines a comprehensive package of interventions to make cycling not only easier but safer too. The target is to see an increase of 10% in bike commuting by 2020.

For more info see [www.smartertravel.ie](http://www.smartertravel.ie)

smarter travel >>>

## Dublin Bus

With Transport 21 funding, Dublin Bus has introduced several new routes such as the 128, 140, 145 and 151. These routes serve the newly developing areas of Clongriffin, Hampton/Finglas, Bray and Adamstown respectively. They are all characterised by cross-city operation, high regular frequency direct alignments and low-floor accessible buses. In addition, 50 higher capacity triaxle buses have been introduced as replacement buses primarily on the Blanchardstown and Lucan corridors. With the addition of the Transport 21 buses, 80% of the Dublin Bus fleet is now low floor wheelchair accessible.

Dublin Bus has an agreed programme of bus priority measures in place with the Quality Bus Network (QBN) Office and Dublin's local authorities to improve bus speeds on all of the key corridors. Recently major QBCs have been completed at Pearse Street, South Clondalkin, Kilmacud Road Upper, the North Quays and the Rock Road. To support these service developments a direct marketing campaign, including door drops, which explain the benefit of QBCs, commenced last year and will be continued this year.



Smartcard

Thanks to the introduction of smartcard technology, Dublin Bus' new range of prepaid smartcards now offer non-consecutive days of travel to customers and include a full Rambler range (1, 5, 30 day) and a Travel 90, 10-journey option.

Over the next few months, Dublin Bus aims to target car commuters and get them to reconsider the bus as an alternative to the private car. During the week leading up to the June Bank holiday weekend Dublin Bus distributed promotional leaflets and free tickets at busy traffic junctions around Dublin city centre to remind car commuters that Dublin Bus offers a reliable travel alternative.



Bus on North Quays QBC

## Bus Éireann

Transport 21 funding has enabled Bus Éireann to expand a number of existing services and to introduce new routes.

An exciting development under Transport 21 has been the introduction by Bus Éireann of 32 double deck commuter coaches to long-distance commuting routes in Leinster in an investment of €15m.

These high quality accessible double deck coaches, which are the first of their kind in Ireland, have not only increased comfort levels for customers, but have also boosted capacity on Leinster Commuter routes by over 30 per cent.



Double Deck Commuter Coach

Transport 21 investment has also resulted in upgrades in Bus Éireann's coach fleet further improving the quality of commuter services to Dublin, Cork, Limerick, Galway and Waterford.

New double deck buses have been introduced in Cork, and new single deck city buses in Cork, Waterford and Galway.

23 midi-buses have also been introduced on town and local services in Dundalk, Sligo, Waterford and Navan.

All these new vehicles operate to the latest European emissions standards and Bus Éireann's city fleet is now 100 per cent low-floor wheelchair accessible.

Other new routes include the new 100X Dublin-Dublin Airport-Drogheda-Newry route, and there has been a significant increase in frequency of departures on the 133 Wicklow-Dublin service, which now also serves Dublin Airport.



Route Number 133

## List of Completed Projects under Transport 21

- 67 new intercity rail carriages deployed on Dublin-Cork line
- Introduction of intercity railcars on Dublin-Sligo, Dublin-Limerick, Dublin-Westport, Dublin-Galway, Dublin-Waterford, Dublin – Kerry and Dublin – Gorey lines
- Portlaoise Traincare depot
- Cork-Midleton Rail Line
- Docklands railway station
- Capacity enhancement on Luas Red Line
- Parkwest and Cherry Orchard Station
- Clondalkin Fonthill Station
- Hazelhatch & Celbridge Station
- N1 Dundalk to Border
- N2 Monaghan Town Bypass
- N2 Ashbourne Bypass
- N2 Castleblaney Bypass
- N4 Edgeworthstown Relief Road
- N4 Dromod – Rooskey
- N4 Leixlip/M50 junction (Lucan Bypass)
- N5 Charlestown Bypass
- N6 Tyrellspass to Kilbeggan
- N6 Kilbeggan to Athlone
- N6 Athlone to Ballinasloe
- N7 Naas road widening
- N8 Rathcormac – Fermoy (PPP)
- N8/N73 Mitchelstown Relief Road
- N8 Cashel to Mitchelstown
- M8 Cullahill to Cashel
- M8 Fermoy to Mitchelstown
- N9 Carlow Bypass
- N11 Arklow to Gorey Bypass
- N11 Enniskerry Junction improvements
- N11 Kilpedder-Delgany Junction
- N15 Ballyshannon-Bundoran Bypass
- N18 Ennis Bypass
- N21 Castleisland-Abbeyfeale
- N25 Kinsalebeg
- N25/27 Kinsale Road Interchange
- N30 Enniscorthy-Clonroche Realignment
- M50 Dublin Port Tunnel
- M50 Upgrade Phase 1
- M50 Upgrade Phase 3 and introduction of barrier free tolling
- N51 Navan Inner Relief Road
- N52 Mullingar Eastern Bypass
- N52 Mullingar to Belvedere
- N55 Cavan Bypass
- N56 Mountaintop to Illistrin Phase 1 and 2
- N77 Kilkenny Ring Road Extension
- N85 Western Relief Road



Clondalkin Fonthill Station

Transport 21 Division  
Transport House, Kildare Street  
Dublin 2

Email: [transport21@transport.ie](mailto:transport21@transport.ie)  
Website: [www.transport21.ie](http://www.transport21.ie)  
Phone: 01 6041081