



**Luas Broombridge  
(Line D)**

**Public Consultation  
on Route Options**

**Report on Submissions Received  
November 2008**



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## **Part A    Consultation Initiatives**

### **1 Introduction**

**In September 2008 RPA commenced public consultation on the proposed Luas Line D, City Centre to Broombridge, with the distribution of a notice together with a map showing possible route options (Appendix A – Issued Notice) to all letterboxes within the catchment area of the project.**

**An Post was commissioned by RPA to distribute copies of this notice to approximately 35,000 letterboxes, residential, business and institutional, within the broad catchment area of Line D in an area roughly bounded by Amiens Street on the east, the Liffey on the south, Aughrim Street on the west and the Royal Canal on the north.**

**Recipients were informed that public ‘open days’ would be held at which plans outlining the route options and so on would be on public display and that date and venue details would be published in newspapers and on the RPA website [www.rpa.ie](http://www.rpa.ie)**

**On 1<sup>st</sup> October 2008, RPA published a notice in the Irish Independent advising of the planned dates and venues for ‘open days’ for Luas Line D. This notice was also published in the ‘Northside People’, a free newspaper which is distributed to homes within the catchment area, and details were also published on the RPA website. (Appendix B – Newspaper Notices).**

**Public ‘open days’ at which RPA representatives were in attendance to discuss matters and respond to queries were held between 4.00 pm and 8.00 pm on:**

- Tuesday 7<sup>th</sup> October 2008 in Jury’s Hotel, Parnell Street**
- Wednesday 8<sup>th</sup> October 2008 at the Bogies GAA Club, Ratoath Road, Cabra**
- Thursday 9<sup>th</sup> October 2008 at Christ the King Girls School, Annaly Road, Cabra**

**An unmanned display was erected in the Civic Offices, Wood Quay, from Monday 12<sup>th</sup> October 2008 to Friday 24<sup>th</sup> October 2008 inclusive. Comment sheets and a comment box for receipt of submissions were left in place during the display period at the Civic Offices.**

**Attendance at the ‘open day’ venues in Parnell Street and Cabra was low and RPA decided to convene a further series of ‘open days’ in Cabra and Phibsborough. These ‘open days’ which were attended by RPA representatives were held between 4.00 pm and 8.00 pm on:**

- Wednesday 29<sup>th</sup> October 2008 at Christ the King Girls School, Annaly Road, Cabra**
- Tuesday 4<sup>th</sup> November 2008 at the Bogies GAA Club, Ratoath Road,**

## **Cabra**

- Wednesday 5<sup>th</sup> November 2008 at Panama Scout Hall, Royal Canal Bank, Phibsborough

In addition to the publication of details relating to this second series of 'open days' on the RPA website, a total of 74 Dublin City Councillors and T.D.s, Dublin Chamber of Commerce, Dublin City Business Association (DCBA) and Pobal were also notified by e-mail prior to the events.

Public notices of the events were also placed in local shops, schools, GAA clubs and libraries. 19 key locations in Phibsborough and Cabra were chosen and posters were displayed prominently promoting the events (Appendix C – Public Notices of Open Days, Series 2). In addition 16 Residents Associations and local representative groups were identified and notified of the events (Appendix D – Residents' Association Notified). These groups were also supplied with posters to publicise the Open days.

Attendance at this second series of 'open days' was better than what had been experienced at the first series and this is particularly so in the case of the Phibsborough event where staff from RPA were occupied responding to queries from the public throughout the course of the evening.

## **2 Submissions Received**

A total of 194 submissions were received by way of response to these public consultation initiatives by the closing date of 10 November 2008.

28 of the submissions were received on comment sheets which were placed in the comment box provided at all display venues.

30 comments were received by email addressed to [info@rpa.ie](mailto:info@rpa.ie)

3 submissions were received under cover of letter addressed to RPA.

133 were received on comment cards which were distributed via An Post.

## **3 Consideration of Submissions**

The written submissions have been analysed by the Luas Line D Project Team. The individual submissions are grouped into common themes and recommendations (if any) of the Project Team are given in Part C of this report. All submissions have been considered in the context of evaluating the Luas Line D route options.

## Part B Submissions and Themes

### 1 Submissions Received

A total of 194 submissions were received by the closing date of 10 November 2008. A small number of additional submissions have been received after the closing date.

### 2 Submission Themes

Prior to reviewing the submissions received, it is important to consider the objectives of the proposed Luas Line D.

The aim of the project is to extend the planned Luas Line BX north through the city centre to Broombridge via Broadstone / Grangegorman. At Broombridge the Line D should allow interchange with the Maynooth Rail Line.

Line D should achieve the objectives of providing good access to the proposed Grangegorman unified campus facility; increase accessibility to the wider community along the length of the route; achieve value for money; be a safe and efficient form of travel; and integrate with other transport proposals and land-use policy.

The submissions have been reviewed and are grouped together into common themes rather than by individual submission and these have been reviewed in the context of the objectives outlined above. A response from the Project Team is then appended to each theme.

<b>Theme 1 – Integration with Line BX/MN/Irish Rail/Dublin Bus</b>
The desirability of integration between Luas/Metro lines and other modes of transport arose in some comments.
<b>Project Team Response</b>
Line D/BX will contribute significantly to furthering the process of integration and will facilitate bus and rail interchange at several locations.
<b>Theme 2 – Termination of Line/Stop Locations and Alternative Alignments</b>
Various suggestions were made about extending to Finglas and other locations and about the possibility of serving additional communities.
<b>Project Team Response</b>
Such comments are encouraging as they indicate a desire to extend the network but will have to be seen as being outside the context of the current Transport 21 programme. Nonetheless, RPA will soon be commencing a study on possible options for extending Luas Line D further north to Finglas in line with the decision of the Minister for Transport in April 2008. The design of the planned Line D terminus stop at Broombridge will be such as to enable onward extension to Finglas at a future date.
<b>Theme 3 – Naming of Broombridge and other stops on Luas Line D.</b>
<b>Project Team Response</b>

Project Team is very interested in pursuing the connection of Broombridge with William Rowan Hamilton and linking this to the DIT Campus at Grangegorman with potential for valuable association.

The naming of other stops has been generally in keeping with the surrounding local name places.

RPA will undertake further research on local history and continue to engage with Cabra Community Council and other stakeholders with regard to the appropriate naming of stops.

**Theme 4 – Access to the proposed stops and provision of a cycling / pedestrian routes adjacent to the alignment between Broadstone and Broombridge**

**Project Team Response**

Project Team will ensure that ease of access to the stops and safety of prospective passengers is paramount in the developing the design of the Luas alignment.

However, existing constraints along the railway cutting may militate against the provision of a cycleway and/or a walkway.

These matters will be addressed in the preliminary design stage of the project.

**Theme 5 – It was suggested that the option of a Luas crossing at Constitution Hill (at grade or via a new bridge) may cause either traffic congestion or a visual intrusion**

**Project Team Response**

Project Team will ensure, after further consultation with the Road and Planning Authorities that the selected choice will be compatible with the demands of road traffic and will be visually sensitive to the local environment. The Project Team will also continue to work closely with the Grangegorman Development Agency and the CIE companies to ensure an integrated solution for this area.

**Theme 6 – It was suggested that a reduction in the number of public transport mode changes will encourage greater use of public transport in Dublin**

**Project Team Response**

One of the aims of Transport 21 is to establish an integrated public transport network which would permit easy access between public transport modes. This is facilitated and enhanced through Line D with planned further interchange between Metro North and Line D in the vicinity of Parnell Square; interchange with bus along O’Connell Street, Parnell Square East, at a possible bus interchange at Broadstone and at Broombridge; and interchange with suburban rail line services on the Maynooth railway line at Broombridge. RPA will continue to consult and liaise with all transport operators to ensure, where possible, seamless integration between modes.

**Theme 7 – It was suggested that the new alignment should where possible enhance the adjacent canal recreational amenity**

**Project Team Response**

Project Team agrees that local recreational amenities should be enhanced through the introduction of public transport infrastructure along this alignment. RPA will continue to liaise and consult with stakeholders including Waterways Ireland to integrate with development of other and adjacent projects.

**Theme 8 – It was suggested Luas Line D should be developed in tandem with the proposed Grangegorman site and the Ashtown residential area.**

**Project Team Response**

A core objective of the Luas Line D project is to facilitate access to the planned Grangegorman unified DIT campus. RPA will continue to work closely with the

Grangegorman Development Agency in the pursuit of this objective. The Ashtown area of Dublin has been the focus of substantial investment by Irish Rail to service the residents in this area. The Project Team will continue to liaise and consult with the Grangegorman Development Agency to assist in the planning phase for this exciting new campus facility.

**Theme 9 – It was suggested that the one way track on O’Connell St with an opposing one way track on Marlborough St will have a negative impact on service levels at Broombridge station / Liffey Junction**

**Project Team Response**

Service levels to Broombridge / Liffey Junction will be dictated by demand along the line. At peak hours of demand it is envisaged that this will not be less than 4 minutes between trams, similar to the current Green Line level of service. The single track loop arrangement on O’Connell Street / Marlborough Street offers flexibility in operations through enabling a variety of service patterns to be introduced.

**Theme 10 – It was suggested that the Line D alignment extend further west to Pelletstown / Rathborne as the existing Broombridge stop is to be removed by Irish Rail.**

**Project Team Response**

RPA has been informed by Irish Rail that it is not planned to remove the existing suburban rail stop at Broombridge. Thus Broombridge forms an ideal interchange location with Maynooth rail line services and offers a convenient starting point for a continuation north to serve Finglas as part of a future development phase.

**Theme 11 – Suggestions were advanced that Luas Line D be located closer to the Navan Road or be routed to Finglas via Phibsborough. An alignment via Capel Street / North King Street was also proposed as was a routing via the Royal Canal Park and Glasnevin.**

**Project Team Response**

A variety of route options for Luas Line D were investigated at an early stage in the process but none were found to be as suitable as a routing via the former Broadstone railway cutting between Broadstone and Broombridge.

A route option via Cabra Road would require routing through residential estates and entail significant disruption to bus services from the north-east of the city centre through the required removal of bus lanes to facilitate Luas implementation. Even then, considerable amounts of shared running with other road traffic would be required as a result of the narrow street widths.

A routing through Phibsborough would entail similar problems but importantly would not provide interchange with the Maynooth rail line services through the absence of a suburban rail stop in close proximity.

A route alignment via Parnell Street / Ryder’s Row / North King Street and Upper Church Street was found to be sub-optimal as it would entail significant property demolition at the junction of Ryder’s Row / North King Street and would be more costly than any other route options between O’Connell Street and Broadstone.

A route option via the Royal Canal Park and onwards to Glasnevin would not be in keeping with the core objectives of this project which would be to facilitate access to the planned Grangegorman DIT campus and to interchange with the Maynooth rail line services.

**Theme 12 – The prospects of a possible spur to Blanchardstown or Blanchardstown Shopping Centre was queried.**

**Project Team Response**

The emerging preferred route for the Metro West project incorporates a

<p>proposed stop location at Blanchardstown Shopping Centre. Transport 21 does not envisage a light rail line service to Blanchardstown.</p>
<p><b>Theme 13 – Relocate stops along cutting to be closer to the road bridges.</b></p>
<p><b>Project Team Response</b></p>
<p>The indicative stop locations illustrated on the route schematics will be further refined to ensure ease of pedestrian access from surrounding road bridges into the Luas corridor. RPA will, as part of the next phase in the design process, investigate the optimum location of stops within railway cutting to maximise accessibility for able bodied and mobility impaired persons.</p>
<p><b>Theme 14 – Will it be a requirement to change trams in order to get to Broombridge from St. Stephen’s Green?</b></p>
<p><b>Project Team Response</b></p>
<p>No, this will not be the case. The existing Green Line services will continue onwards from St. Stephen’s Green through the city centre and onwards to Broombridge via Broadstone / Grangegorman. Thus there will be no requirement to change trams.</p>
<p><b>Theme 15 – It was suggested that a bus interchange be provided at Broombridge which would facilitate linkages with Finglas</b></p>
<p><b>Project Team Response</b></p>
<p>It is agreed that such a provision would enhance accessibility and interchange opportunities. The design of the Luas Line D depot at Broombridge together with access roads will take account of the desire to provide for a bus set-down / interchange facility.</p>
<p><b>Theme 16 – There was a desire expressed that mature trees along the alignment be retained.</b></p>
<p><b>Project Team Response</b></p>
<p>RPA has commissioned an extensive tree survey to ascertain the condition of existing trees and saplings along the route. Every effort will be made to ensure that in particular mature trees will be retained. Where this is not possible alternative and comprehensive planting schemes will be introduced by way of mitigation. This will be addressed in the EIS and the supporting landscape planting schemes.</p>
<p><b>Theme 17 –Accidents on Dominick Street</b></p>
<p>It was suggested that as there have been accidents involving pedestrians along Dominick Street, it is already an unsafe route and thus not appropriate for routing of a tramway.</p>
<p><b>Project Team Response</b></p>
<p>LUAS Line D would be fully segregated on the western side of Dominick Street Lower with the consequent removal of the northbound lane for vehicular traffic. Together with the removal/relocation of parking bays on Lower Dominick Street, this will significantly reduce traffic volumes on the street and the consequent risk of conflicts between vulnerable road users and vehicles.</p> <p>Of the 12 recorded accidents between 2001 and 2006 on Dominick Street (both Upper and Lower) 5 involved pedestrians and all, bar one, are concentrated at junctions. All recorded accidents on Dominick Street resulted in a minor injury. It appears that the one accident involving a pedestrian on Dominick Street Lower was as a consequence of the wide carriageway width, as the pedestrian was struck while standing in the roadway.</p> <p>The proposed LUAS stop platform, on the southern end of Dominick Street Lower, will operate as a pedestrian island and will reduce the width of carriageway that pedestrians need to cross.</p>

The removal of northbound vehicles from Dominick Street Lower will reduce conflicts at the Dorset Street junction where a number of injury accidents involving right turning vehicles have occurred.

As part of the developing design, sufficient controlled crossing facilities will be provided in the vicinity of the Luas tops and at major road crossings and junctions.

**Theme 18 – Views were expressed that the provision of a bridge structure would ruin the views of the historic Broadstone building.**

**Project Team Response**

The design of the Luas crossing of Constitution Hill needs to take account of a number of differing and sometimes competing demands. A bridge structure would obviate the need for any interference with road traffic movements, although this interference is considered minimal as Constitution Hill / Phibsborough Road is so congested during peak periods that the crossing of a Luas tram at these times would likely not give rise to any further deterioration in road traffic conditions. On the other hand, such a bridge structure could, if not sensitively undertaken, compromise the views of the Broadstone building. RPA has worked closely with the Grangegorman Development Agency and its advisers to review possible options for a Luas crossing which would integrate with a long term solution for access to Grangegorman lands at this location and preserve the integrity of the old railway station building at Broadstone. The next phase in the Line D design process will entail a review of these options with the Road and Planning Authorities and incorporate the outcome of further investigations on ongoing geotechnical and utility apparatus in the area. Background policies such as the Phibsborough / Mountjoy Local Area Plan and the draft strategy for intensification and height – which identifies Broadstone and Broombridge as having significant potential in this regard – will be considered in this ongoing appraisal.

**Theme 19 – A suggestion was offered that the proposed Parnell Street section be underground to avoid disruption with road vehicles.**

**Project Team Response**

Aside from concerns over the magnitude of costs associated with such a proposal, the provision of the necessary ramps to transfer from surface running to an underground section would in itself greatly impede road traffic movements and entail consideration of associated severance issues. The concept of light rail as a street running mode of transport is designed to integrate with the streetscape and with other road traffic albeit that the tramway where best as possible is segregated from other road traffic movements. Running on-street has clear benefits over an underground section including the capacity for regeneration and opportunities for providing for further pedestrian and environmental improvements.

**Theme 20 – A requirement was identified to provide secure and plentiful cycle parking facilities adjacent to the proposed stops.**

RPA fully intends to maximise the opportunities for cycle parking adjacent to Luas stops, similar to what has been undertaken in particular at stop locations along the Luas Green Line. This will be incorporated in the next phase of the design development. Additionally, and where opportunities exist, carriageways along the alignment will be exploited for implementation of cycle tracks subject to the agreement of the Road Authority.

**Theme 21 – A view was expressed that the Sandyford depot co-exists well with surrounding buildings and that a similar arrangement should be employed at Broombridge in the design of the Luas Line D depot.**

RPA agrees that the Sandyford depot on the Luas Green Line integrates well with its surroundings. In the development of a design for the Luas depot at Broombridge RPA will learn from the experiences of the Sandyford depot implementation and consider matters of integration with both existing and planned developments in this area.

**Theme 22 – Concern was expressed that CIE and its operating companies' equipment that rests along the disused Broadstone railway cutting not be interfered with.**

RPA will continue to engage with CIE and, in particular Irish Rail, regarding the utility infrastructure along the disused railway cutting. As a first step investigations will be carried out to determine the locations of existing apparatus and have such equipment clearly marked and protected during the course of any activities along the cutting.

**Theme 23 – The opportunity for development or special levies to be collected for funding of the infrastructure was advanced.**

RPA, in conjunction with the Planning Authority, will review the opportunities for funding of the Luas Line D through the application of levies.

**Theme 24 – Phibsborough stop location should be located between North Circular Road and Cabra Road.**

The siting of a stop between these two road bridges would have significant benefits in providing access off both streets into the potential Luas Line D stop. However, it is the case that the railway cutting is at its narrowest at this point and it may not be possible for technical reasons to site a stop between the two bridges. The optimum locations for stops will be developed as part of the preliminary design phase and in consultation with local communities, interest groups, and Dublin City Council. This will take account of accessibility needs and both existing and emerging development strategy policy.

**Theme 25 – Would It be possible to provide a link to the Phoenix Park railway line?**

RPA is not aware of any plans to provide for the opening of the Phoenix Park railway line to passenger services. Were such a possibility to emerge, RPA would of course review the possibility of providing passenger interchange with the Phoenix Park railway line.

## Appendix A – Issued Notice



Parigate Business Centre,  
Parigate Street,  
Dublin 6, Ireland.

Grianta Inseacht  
an Pháil, Inseacht  
Ionad Gliné Sheata na Fálise,  
Sráid Sheata na Fálise,  
Baile Átha Cliath 4, Éire.  
Fón: +353 1 464 3400  
Facs: +353 1 464 3401  
www.rpa.ie

September, 2008

### PROPOSED NEW LUAS LINE – CITY CENTRE to BROOMBRIDGE via BROADSTONE / GRANGEGORMAN

Dear Sir/Madam,

We recently set about selecting the best route for a Luas Line connecting the City Centre with Broombridge via Broadstone / Grangegorman, one of several new lines provided for in Transport 21, the Government's multi-billion euro transport strategy.

Transport 21 includes a Luas Line from the current termini of the Green Line at St. Stephen's Green linking with the Luas Red Line (this link is called "Line BX") with a further extension northwards to Broombridge via Broadstone / Grangegorman (this extension is called "Line D").

We have already selected the best route for Line BX and we have now focused on selecting the best route for Line D.

Line D will bring high quality Luas services to the area between the City Centre and Broombridge including the planned major DIT development at Grangegorman. Line D will also allow passengers to interchange with the Maynooth railway line services at Broombridge. Importantly, this Line will also facilitate a possible future extension to Finglas.

Early studies have identified two main Route Options for Line D. These are shown on the map which accompanies this letter. It is often the case that the route finally selected is a combination of lines initially identified and can include local variants.

At this stage RPA would welcome your views in relation to the selection of the best route option. Please e-mail your comments to us at [info@rpa.ie](mailto:info@rpa.ie) or Freepost them to us using the enclosed Freepost card. To ensure your comments are considered please ensure that we receive them by 10th November 2008 at the latest.

A newsletter which includes details of the options and useful information relating to the selection and approval processes is available to be downloaded from [www.rpa.ie](http://www.rpa.ie) or can be viewed at local libraries.

We will publish details of Open Days at which RPA staff will be available to discuss the options and hear your views within the coming weeks.

Yours sincerely,

Tom Manning  
PR Manager  
Railway Procurement Agency



transport21  
progress in motion

## Appendix B – Newspaper Notices ‘Irish Independent’ and ‘Northside People’

### Lár na Cathrach go Droichead Broome - Líne Luas D Comhairliúchán Poiblí

Ceanglóidh Líne Luas D Lár na Cathrach le Droichead Broome tríd An Chloch Leathan / Gráinseach Ghormáin. Tá dhá phríomhrogha bealaigh aitheanta ag an nGníomhaireacht um Fháil Iamróid (RPA) do Líne D. Ionas go roghnófar an bealach is fearr beidh Oícheanta Oscailte do Chomhairliúchán Poiblí á dtionól ag an RPA ar na laethanta seo a leanas:

**CATHAIN:** Dé Máirt, 7 Deireadh Fómhair 2008; 4in-8in

**CÁ hÁIT:** Óstán Jurys Inn (Seomra Moore), Sráid Parnell, Baile Átha Cliath 1

**CATHAIN:** Dé Céadaoin, 8 Deireadh Fómhair 2008; 4in-8in

**CÁ hÁIT:** Cabra Parkside Sports & Community Centre, John Paul II Park, Bóthar Ráth Tó, An Chabrach, Baile Átha Cliath 7

**CATHAIN:** Déardaoin, 9 Deireadh Fómhair; 4in-8in

**CÁ hÁIT:** Christ the King Girls National School, Bóthar Annaly, An Chabrach, Baile Átha Cliath 7

Rachaidh pleananna agus mionsonraí an tionscadail atá molta ar taispeáint ansin ag oifigí Chomhairle Cathrach Bhaile Átha Cliath, The Atrium, Oifigí na Cathrach, Cé Adhmaid, Baile Átha Cliath ón Luan 13 Deireadh Fómhair go dtí an Aoine 24 Deireadh Fómhair 2008; 9m-4.30in.

Táimid ag súil le bhur gcuid tuairimí agus tá súil againn go mbeidh sibh in ann freastal ar cheann de na hOícheanta Oscailte. Is féidir libh breis eolais a lorg nó bhur gcuid tuairimí a chur chugainn ag na seoltaí thíos faoin Luan, 10 Samhain. Clliceáil ar [www.rpa.ie](http://www.rpa.ie) chun tuilleadh eolais a fháil.



### City Centre to Broombridge-Luas Line D Public Consultation

Luas Line D will connect the City Centre with Broombridge via Broadstone / Grangegorman. Railway Procurement Agency (RPA) has identified two main route options for Line D. To help select the best route RPA is holding Public Consultation Open Evenings on the following days:

**WHEN:** Tuesday October 7th 2008; 4pm-8pm

**WHERE:** Jurys Inn Hotel (Moore Room), Parnell Street, Dublin 1

**WHEN:** Wednesday October 8th 2008; 4pm-8pm

**WHERE:** Cabra Parkside Sports & Community Centre, John Paul II Park, Ratoath Road, Cabra, Dublin 7

**WHEN:** Thursday October 9th 2008; 4pm-8pm

**WHERE:** Christ the King Girls National School, Annaly Road, Cabra, Dublin 7

Plans and particulars of the proposed project will then go on display at the offices of Dublin City Council, The Atrium, Block 4, Civic Offices, Wood Quay, Dublin 8 from Monday October 13th to Friday October 24th 2008; 9am-4.30pm.

We look forward to your views and comments and hope that you can come to one of the Open Evenings. Please request more information or submit your comments using our contact details below by Monday November 10th. Click on [www.rpa.ie](http://www.rpa.ie) for more information.



## Appendix C – Public Notices of Open Days, Series 2

### Line D Poster Distribution

#### ***Phibsborough:***

The Hut Pub

McDonald's

Centra

Spar

Valve Store

EBS

Library

#### ***Cabra:***

St. Catherine's School

Cabra Health Centre

St. Finbarr's GAA Club

Londis Mini Market

Pelly's Pharmacy

E. McGrath's Pub

Local Cabs

Posh Nosh Bakery

Sinn Fein Constituency Office

Cabra Dry Cleaners

Centra

Colm Ward Meats

## **Appendix D – Residents’ Associations Notified**

### **List of Residents Associations**

Annamoe Residents Association

Aughrim Street District Resident Association

Berkeley Road/Broadstone Residents Association

Combined Annamoe Road District Residents Association

Constitution Hill Flats Association

Constitution Hill Residents Association

Grangegorman Residents Alliance

North Circular Road & Area Residents Association

Rathdown Road & District Association

Aosog

Blackhall Parade Children’s Project

Cabra Community Council

Grangegorman Forum

Great Western Square Avenue & Villas Residents Association

Manor Street Stoneybatter Residents Association

Shandon Park Residents Association

Railway Procurement Agency  
Ghníomhaireacht um Fháil Iamróid  
Parkgate Business Centre,  
Parkgate Street, Dublin 8, Ireland  
Phone +353 1 646 3400  
Fax +353 1 646 3401  
[www.rpa.ie](http://www.rpa.ie)

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