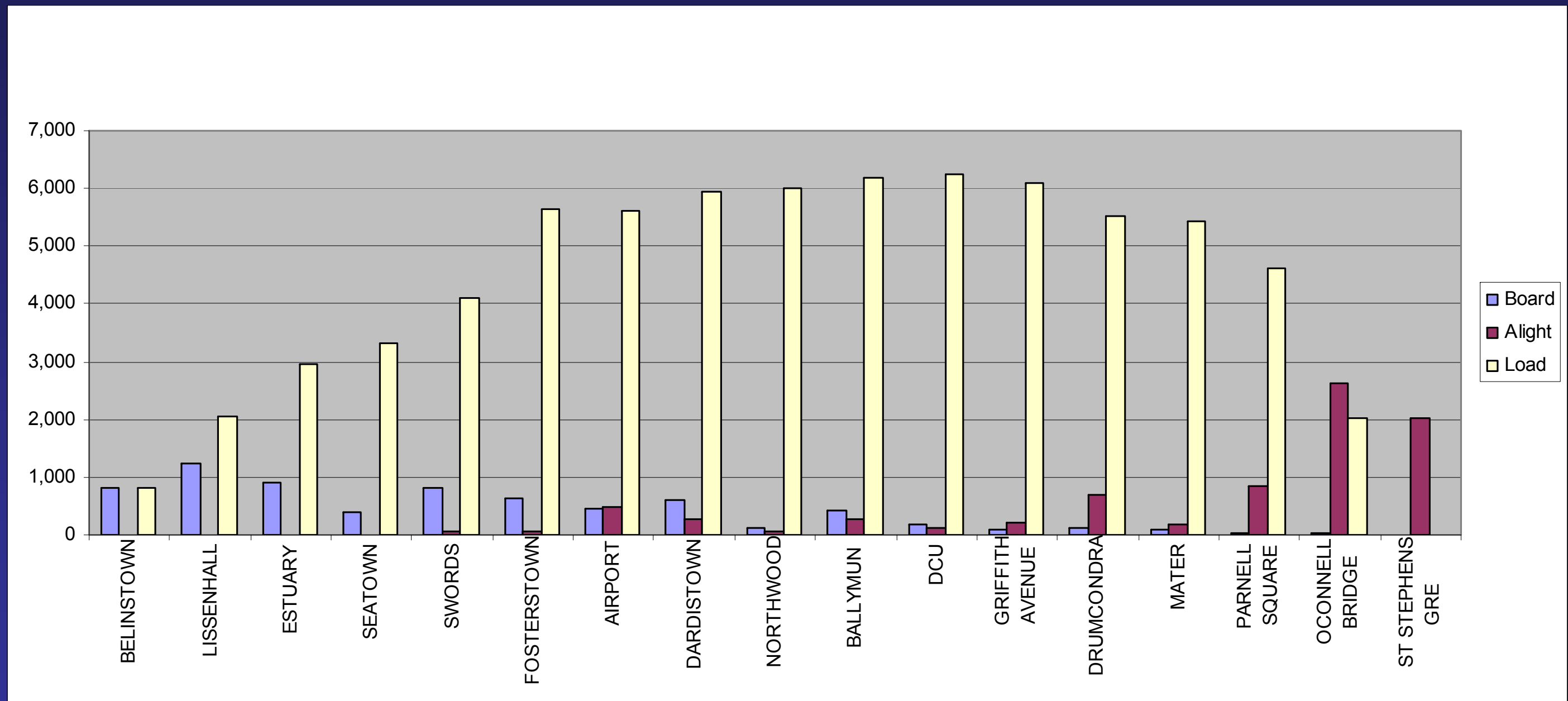


Metro North Oral Hearing

Evidence from David King
Transport Planning Manager
(RPA)

Forecast Peak Hour Demand on Metro North southbound in 2016

Based on all of Transport 21 projects being completed



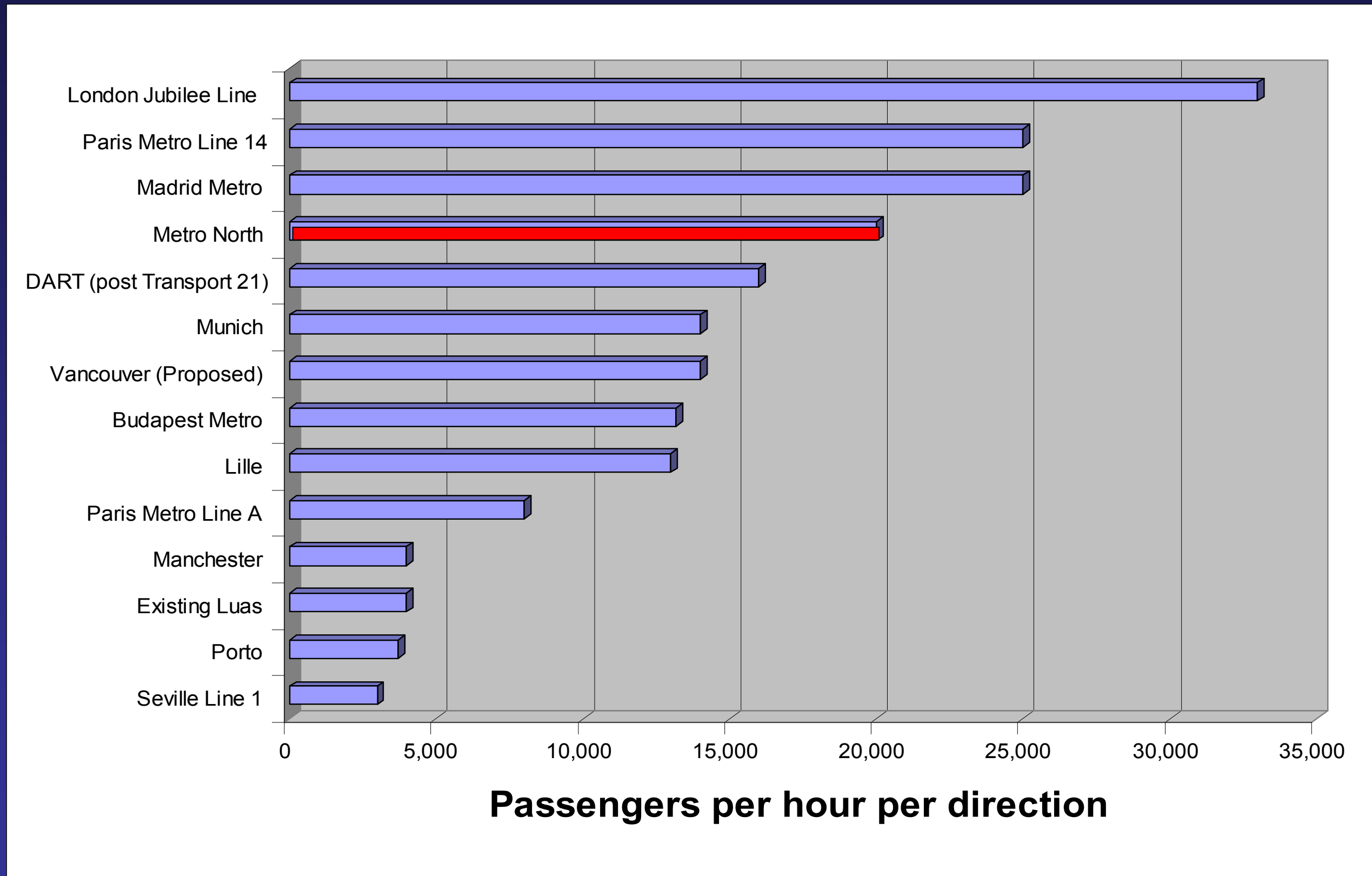
Metro North capacity compared to other systems

Route	Route Capacity (ppdph)	City Region Population (million)	Population Density (persons/km ²)
Madrid Metro	25,000	3.2	5,200
Vancouver (Proposed)	14,000	2.2	5,100
London Jubilee Line	33,000	7.2	5,000
Seville Line 1	3,000	1.8	5,000
Paris Metro Line A	8,000	9.6	4,000
Paris Metro Line 14	25,000	9.6	4,000
Budapest Metro	13,200	1.9	3,500
Munich	14,000	1.3	2,000
Dublin Metro North	20,000	1.2	1,300
Dublin DART	10,950	1.2	1,300
Dublin Luas	4,650	1.2	1,300
Manchester	4,000	2.6	1,000

Capacity greater than 20,000 only provided in high density cities (>4,000 persons per km²)

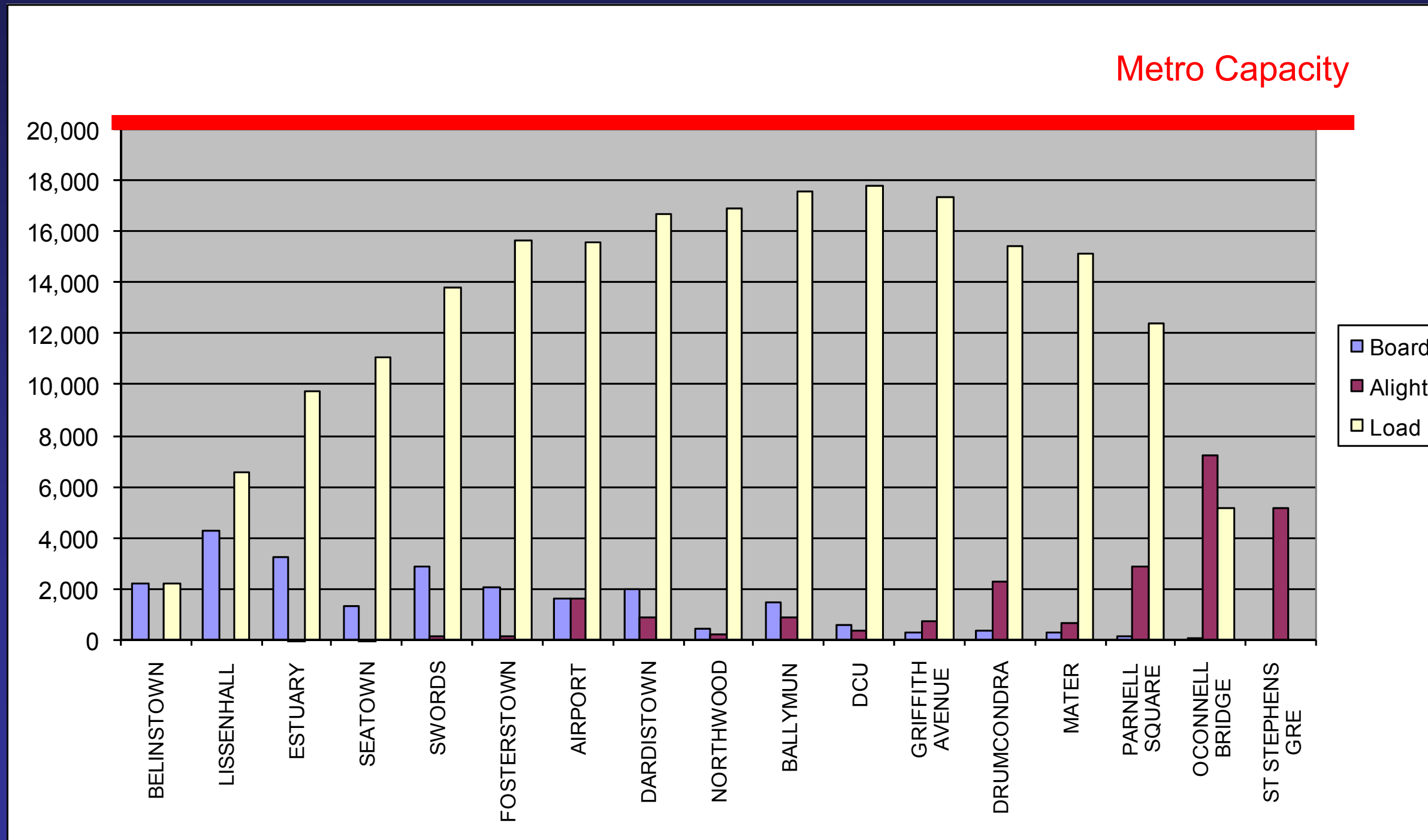
Sources: Jane's Urban Transport; UITP; PTEG

Metro North capacity compared to other systems



Forecast Peak Hour Demand on Metro North southbound in 2040

Based on all growth assumptions being realised



Airport Metro Stop Demand

	Boarders	Alighters	Total
RPA 2016 forecast	648	3,035	3,683
Design demand	2,187	10,982	13,169

Does Swords extension compromise Airport service?

Peak hour boarders at Airport = 500

Spare capacity at Airport in a.m. peak hour = 4,300

