



**METRO NORTH  
ORAL HEARING**

**PROOF OF EVIDENCE  
PUBLIC CONSULTATION**

**Tom Manning  
Wednesday 1st April 2009**



**Metro North Oral Hearing  
Proof of Evidence  
Public Consultation  
Tom Manning**

## 1.0 INTRODUCTION

- 1.1 My name is Tom Manning. I have been employed by the Railway Procurement Agency (RPA) as Public Relations Manager since 2003. My responsibilities have included the management of the public consultation process for the proposed Metro North Project. In April 2007 RPA set up a dedicated Metro North team under my colleague Mary Denise O'Reilly who has been assisted by Linda Carroll and others from time to time.

## 2.0 PUBLIC CONSULTATION

- 2.1 RPA has consulted widely with the public in relation to the proposed scheme, including consulting with residents, residents' associations, businesses, business representative bodies and elected representatives. The objective of the consultation is to ensure that the views and concerns of all are taken into account and that fears, anxieties and concerns are dealt with as speedily and thoroughly as possible. I think it's fair to say that our approach to public consultation has been to go beyond our statutory obligations and to engage very widely and comprehensively with people in an open and tireless way. Our engagement has been real and substantive and many of the changes which have been adopted arose as a direct result of the widespread and far-reaching process of consultation.

- 2.2 Consultation evolved with the project design and environmental assessment from general topics to more specific topics as the design of the proposed scheme progressed. Various approaches were used to facilitate consultation on the project. These included:

- 2.2.1 Newsletters direct to peoples' homes including free post comment cards
- 2.2.2 Open Days in local civic centres, community halls and hotels
- 2.2.3 Meetings with residents' associations, businesses, schools, sporting clubs and other groups
- 2.2.4 Public meetings
- 2.2.5 Direct correspondence and meetings with individual residents
- 2.2.6 Written correspondence including letters, emails and faxes
- 2.2.7 Presentations and detailed discussions with local public representatives
- 2.2.8 RPA website, including maps, drawings, newsletters, responses to frequently asked questions (FAQs), and an e-mail address to facilitate questions and information requests
- 2.2.9 Freephone telephone – receiving and answering queries from residents, businesses and local representatives
- 2.2.10 Direct mail-shots to persons on the RPA contact database (which includes over 2,725 subscribers in relation to Metro North)
- 2.2.11 Press releases and updates to local and national media outlets

## 3.0 ROUTE SELECTION

- 3.1 On 28 February 2006 Mr. Martin Cullen TD, Minister of Transport, launched the consultation process for the proposed scheme from the city centre to Dublin Airport

and Swords. This consultation process ran parallel with technical and environmental studies to evaluate route options being considered and to determine the overall best route corridor. The consultation initiative included the publication of a newsletter outlining three different route options under consideration (the 'West', 'Central' and 'East' routes). Over 100,000 newsletters were distributed to residents and businesses in the city centre and on the north side of the city within approximately 500 metres of any of the route options. Six open days were advertised and held at locations along the route corridors namely Ballymun Civic Centre, Finglas Civic Offices, Dublin City Council Offices, Fingal County Council Civic Offices in Swords, the Great Southern Hotel Dublin Airport and the Regency Hotel, Drumcondra. Details of the route options were displayed at the Open Days and RPA's project team was on hand to address and record issues raised by those who attended.

- 3.2 Statutory stakeholders and bodies with environmental responsibility and interest were also written to directly and issued with a copy of the newsletter. RPA also met with key local stakeholders who may be affected such as residents' associations, sports clubs and other representative bodies to discuss the route corridors. This consultation phase resulted in over 2,000 written submissions demonstrating overall support and a keen interest in the proposed scheme.
- 3.3 Consideration of this feedback led to the identification of a fourth route corridor option (the 'Alternative Central' route). This option was essentially a combination of two of the originally published options, namely the East and Central routes, and a variation of the city centre route section. The consultation feedback which led to the development of this route option included a widespread demand for very high quality interchange with the Maynooth railway line, demands for additional stops, demands for improved interchange with Luas and concerns about the impact of construction on strategic road corridors.
- 3.4 In June 2006 consultation in relation to this section of route corridor commenced by means of a newspaper notice in the national newspapers and the distribution of a further 10,000 newsletters to residents and businesses in the areas affected by the new option, particularly residents and businesses in Drumcondra.
- 3.5 A preferred route corridor for the proposed scheme was announced in October 2006. A newsletter outlining the preferred route corridor was distributed to 55,000 households, statutory bodies and bodies with environmental responsibility and interest inviting comment. Details were posted on the RPA website. Feedback from statutory bodies and some city centre business interests in response to the original consultation initiative suggested the inclusion of an additional stop at Parnell Square to underpin the regeneration of the area.
- 3.6 Accordingly, as part of the announcement of the preferred route corridor, a focused consultation initiative in relation to the introduction of an additional underground stop at Parnell Square East was launched. Further to technical and environmental feasibility studies and consultation resulting in the receipt of over 700 submissions from members of the public, local businesses and key stakeholders in favour of the proposed stop at Parnell Square East, it was confirmed in November 2006 that a Parnell Square stop would be included as part of the proposed scheme.

#### **4.0 ENGINEERING AND ARCHITECTURAL DESIGN**

- 4.1 Following the announcement of the preferred route corridor in October 2006 the focus of consultation moved on to more detailed engineering and architectural design issues, relating to the design of the tunnels, track layout and stops along the emerging preferred route corridor. There was significant feedback challenging some of the design proposals, in particular the vertical alignment through Ballymun, the vertical and horizontal tunnel alignment between Drumcondra and Griffith Avenue and the location of the Dublin City University (DCU) stop. In response to this

feedback RPA undertook further design, environmental assessment and consultation in relation to feasible alternatives at these locations. The outcomes to these issues are covered elsewhere in evidence.

## **5.0 ACQUISITION OF PRIVATE PROPERTIES ALONG METRO NORTH ROUTE**

- 5.1 After the preferred route corridor was announced RPA identified a number of properties which would need to be acquired to accommodate Metro North construction. In total RPA has consulted with 20 property owners about the purchase of their properties. RPA has where possible reached agreement to purchase some properties in advance of the Oral Hearing. Negotiations are ongoing with other owners and it is intended that agreements will be reached soon.

## **6.0 BALLYMUN**

- 6.1 On 11 January 2007, RPA held an Open Day in Ballymun Civic Centre to outline the feasible design alternatives and their potential environmental effects on the area. The feedback from residents and public representatives to this consultation overwhelmingly supported an underground alignment through Ballymun. This feedback was incorporated into the overall assessment. On 20 April 2007, RPA confirmed that the preferred option for the design of the proposed scheme was to run underground through Ballymun in a cut and cover tunnel from Albert College Park to north of Santry Avenue.
- 6.2 On 24 July 2008 an Open Day was held in Ballymun Civic Centre to exhibit drawings of the Ballymun and DCU stops. The Open Day was also used as an opportunity to outline the planning process as well as explain how Metro North will be built. Public reaction at this Open Day was, in general, positive.

## **7.0 DRUMCONDRA TO GRIFFITH AVENUE TUNNEL ALIGNMENT**

- 7.1 The preferred route corridor announced in October 2006 included stops at Drumcondra and Griffith Avenue. In April 2007, drawings showing the detailed tunnel alignment design for the section of the route between these stops were made available to the public. RPA wrote to property owners directly above and within close proximity of the proposed tunnels to inform them of the location of the tunnels, the potential construction and operational impacts that might result, and the proposed mitigation measures which would be put in place. RPA requested comment from these properties directly, as they would have particular concerns which RPA were keen to address.
- 7.2 In response to public concerns regarding the potential impacts of tunnelling, RPA undertook extensive consultation between April and June 2007 with the communities affected by the detailed tunnel alignment. Following meetings with various local residents' associations and groups including Griffith Avenue and District Residents' Association, Iona and District Residents' Association, Hampstead Avenue & The Rise (& close surrounds) Action Group, Residents for Realignment Ltd. and Courtlands Residents' Association, RPA developed four feasible alternative tunnel alignment options for this section of the route corridor. RPA issued over 2,300 letters to households in Drumcondra in July 2007 setting out five detailed tunnel alignment options (the original design issued in April 2007 and the four alternatives) and their associated design and environmental effects. The public were invited to provide feedback to RPA. An Open Day was held on 2 August 2007 in the Regency Hotel, Drumcondra to provide the public with an opportunity to address specific concerns directly to members of the project team.
- 7.3 In total 330 submissions were submitted to RPA on the alignment options in Drumcondra.

- 7.4 The feedback from residents, public representatives and key stakeholders to this consultation was varied with no consensus on a preferred option. Further to consideration of the detailed feedback and completion of the technical and environmental studies a preferred tunnel alignment was identified and announced on 10 October 2007. This was a combination of the original tunnel alignment and one of the alternative options. The assessment of the options is detailed in the Alternatives chapter of this EIS.
- 7.5 On foot of announcing the preferred alignment option in October 2007 RPA has met with Residents Opposed to Option 6 and Corpus Christi Girls National School on several occasions to try and resolve their concerns about tunneling under their properties.
- 7.6 On 17 July 2008 an Open Day was held in the Regency Hotel in Drumcondra to exhibit drawings of Drumcondra and Griffith Avenue Stops as well as drawings of the ventilation and emergency building in St Patrick's. The Open Day was also used as an opportunity to outline the planning process as well as explain how Metro North will be built. Public reaction at this Open Day was, in general, positive.
- 7.7 On March 5<sup>th</sup> 2009, RPA produced and published two 3D images of the proposed stop at Griffith Avenue. These images were provided directly to Griffith Avenue and District Residents Association(GADRA), Hampstead and the Rise Residents, Courtlands Residents Association and Residents for Realignment Ltd. On March 24<sup>th</sup>, RPA met with representatives of Griffith Avenue and District Residents Association to discuss their thoughts on the design. We welcome and encourage GADRA's and others continued engagement with RPA on Metro North.

## **8.0 DCU STOP**

- 8.1 There was some local opposition in relation to the proposed location and design of the DCU stop alongside Albert College estate. In response to this RPA engaged in detailed discussions with Ballymun Road Area Association and Albert College Residents Association in relation to location and design of the stop. Four feasible alternative options were developed and subjected to technical and environmental studies and consultation. RPA issued over 3,300 letters setting out the four options for the DCU stop to local residents. On 13 September 2007 RPA held an Open Day in Ballymun Civic Centre to display the four options for the DCU stop and to provide the public with an opportunity to address specific concerns directly to members of the project team. Meetings were held with residents' associations representing Albert College and Ballymun Road. A number of meetings were held with public representatives of Dublin City Council's North West Area Committee. RPA also had meetings with the 177th Scout Group whose Scout Hall is in close proximity to the proposed stop at DCU.
- 8.2 459 submissions were made on the DCU Stop options. The feedback from residents, public representatives and other key stakeholders to this consultation was varied with no consensus on a preferred option. Following completion of the technical and environmental studies and consideration of the detailed feedback from consultation the preferred location and design for the DCU stop was announced on 12 December 2007. Again over 3,300 households in the area were notified by letter of the preferred option.
- 8.3 Some issues arose from the announcement of the stop location and on 28 April 2008 RPA wrote to the residents of Albert College Residents Association (257 households) to engage in discussions about access to the proposed new stop. 13 submissions were made by the residents which have been addressed by RPA.

## **9.0 ALBERT COLLEGE PARK**

- 9.1 The tunnel boring launch site for the proposed scheme is Albert College Park. As a result, a number of clubs including Na Fianna GFC who have pitch lettings in Albert College Park will be displaced during construction work on the Metro and until the park is fully reinstated following the completion of the project. RPA has agreed with DCC to make a financial contribution to the Council to allow them to provide alternative pitches for all of the users of the pitches in Albert College Park during the construction period.
- 9.2 RPA has met on many occasions with representatives from Hampstead Avenue & The Rise (& close surrounds) Action Group to ensure that their concerns in relation to construction impacts in this area are addressed. There have also been discussions with National Parks and Wildlife Service (NPWS) of the Department of the Environment, Heritage and Local Government in relation to potential construction impacts.

## **10.0 SWORDS**

- 10.1 In November 2007 two information open days were advertised and held in the Pavilions Shopping Centre in Swords. Another Open Day was advertised and held in Fingal County Hall in Swords on 31 July 2008. Public reaction at these open days was positive.
- 10.2 On 8 April 2008, RPA met with residents of Carlton Court for the first in a series of meetings to discuss their concerns about the possible impacts of the elevated track in this area. RPA provided sketches of the elevated track to the residents including images of a screen wall which could be erected to reduce the visual impact of the viaduct. RPA also offered to put in additional evergreen planting if desired.

## **11.0 REMOVAL OF FOOTBRIDGE AT ESTUARY ROUNDABOUT**

- 11.1 Several meetings have been held with Fingallians GFC to discuss their concerns in relation to the reconfiguration of the Estuary roundabout and the removal of the footbridge. In January 2009 the Board of RPA approved the provision of a suitable footbridge prior to the demolition of the existing bridge. However final approval of this change to the plans rests with An Bord Pleanála.

## **12.0 BELINSTOWN DEPOT AND PARK & RIDE FACILITY**

- 12.1 Individual meetings have been held with residents of Batter Lane who are living in close proximity to the proposed Depot and Park & Ride facility. Whilst feedback is generally positive concerns regarding potential flooding, increased traffic and illegal parking in the area and visual impact have been assessed as part of the RPA's EIA. In an effort to address outstanding concerns RPA has responded to all the submissions made by Belinstown residents to An Bord Pleanála.

## **13.0 CITY CENTRE BUSINESSES**

- 13.1 From the earliest stages RPA has consulted with the various business associations about plans for the proposed scheme in the city centre. Dublin City Business Association, Dublin Chamber of Commerce and the North City Business Association have all contributed to the consultation process as well as the Dublin branch of the Irish Hotels Federation.
- 13.2 Several meetings and presentations have taken place between RPA and business representatives and the views of the business community have been taken into account in the design process. The business community want to ensure that footfall

is maintained to their premises and that city centre car parks remain open. To this end RPA has produced a Scheme Traffic Management Plan and this was published on 13 March 2009 outlining the traffic management plans for the Dublin during construction of Metro North.

- 13.3 The business community also wants to ensure that working hours do not impact negatively on their customers whether they are shoppers, guests staying in hotels or students attending classes.
- 13.4 RPA has also met with individual businesses in close proximity to the stops at St Stephen's Green, O'Connell Bridge and Parnell Square East in order to identify their specific concerns about access and deliveries during construction.
- 13.5 RPA has met with other interests in the city centre who will be affected by Metro North works including Colaiste Scoil Mhuire on Parnell Square East. The School Board of Management are fully supportive of the project but are concerned about the impact of noise on learning and also the impact of new traffic arrangements on access to their school. RPA is working closely with Colaiste Scoil Mhuire to address their concerns.
- 13.6 RPA is engaged in consultation with the business interests through DCC's Transport 21 Communications Group which includes representatives of DCBA, Dublin Chamber of Commerce, Iarnrod Eireann, Dublin Bus, An Garda Siochana, Ballymun Regeneration Ltd and Fingal County Council. This group is there to provide co-ordination between implementing agencies and key stakeholders in the roll-out of Transport 21 projects. The key message of this Group is that Dublin remains open during construction. With this in mind regular meetings have been held to develop a joint communications plan and it is expected that this group will play an important role during the construction of all of the Transport 21 projects.

#### **14.0 INDEPENDENT EXPERT ADVICE**

- 14.1 During the consultation process with residents in the areas of the proposed scheme where tunnelling is planned, RPA was requested to provide independent engineering advice to the residents. RPA agreed to provide this advice and appointed O'Connor Sutton Cronin consulting engineers to prepare a report for residents assessing the impacts of the tunnel alignment options in Drumcondra. This report was made available to all residents' associations and representative groups in time to support their responses to the consultation process on these options.
- 14.2 In July 2008 RPA appointed GWP Consultants as an Independent Engineering Expert to advise interested residents and other interest groups along the entire alignment in relation to the design of the proposed scheme and EIS. Since August 2008 the Independent Expert has met with known resident associations and interest groups and has produced a Report reviewing the EIS in light of residents expressed concerns. The purpose of GWP's appointment was to provide independent expert advice on the Metro North EIS which was requested by residents.

#### **15.0 PROPERTY OWNERS' PROTECTION SCHEME**

- 15.1 This is a voluntary scheme which is designed to allay the concerns of property owners who maybe affected by underground works.
- 15.2 In January 2009 RPA wrote to approximately 1,100 properties within 30 metres of the underground tunnels and 50 metres of the underground stops inviting their owners to join the Scheme. To date almost 250 owners have agreed to join the scheme. In order to promote the scheme and address owners' concerns RPA have produced and uploaded a list of Frequently Asked Questions (FAQ's) on [www.rpa.ie](http://www.rpa.ie). RPA staff

have also made themselves available to meet with residents to address their concerns and met with residents of Glengarriff and District Residents Association on March 9 2009.

## **16.0 RESPONSES TO RAILWAY ORDER SUBMISSIONS**

- 16.1 RPA has responded to all submissions made to An Bord Pleanála by way of a written response or through ongoing discussions in an effort to reach mutual agreement.

## **17.0 CONCLUSION**

- 17.1 RPA has embarked on a very comprehensive process of public consultation as indicated above .We have seen public consultation as a central part of our approach in dealing with concerns and in showing the benefits of a top quality Metro link from Stephen's Green to Belinstown. Considerable efforts have been made by the Metro North public consultation team, assisted by senior technical and specialist colleagues and support staff to engage with the public and with key audiences. Good relationships have been built up in many cases and if granted a Railway Order it would be our intention to build on these foundations through construction and beyond where the benefits of Metro North will be enjoyed.

Table 17.1 Metro North Consultation Newsletters

Date	Newsletters / Updates	Recipients	Total Sent	Submissions
February 2006	Dublin Metro North Newsletter Route Selection	Residents	100,000	2094
June 2006	Dublin Metro North Public Notice	Residents & Newspapers	10,000	N/A
October 2006	Dublin Metro North Newsletter Selected Route	Residents	55,000	N/A
October 2006	Dublin Metro North Parnell Square Stop	Residents	55,000	761
January 2007	Dublin Metro North Ballymun Open Day	Residents & Stakeholders		
April 2007	Dublin Metro North Griffith Avenue to Homefarm Rd Alignment Letter	Residents within 30m of tunnels	713	N/A
Summer 2007	Dublin Metro North Borehole Notices	Residents & Businesses		N/A
June 2007	Dublin Metro North Drumcondra / Griffith Avenue	Residents & Stakeholders	2,322	N/A
July 2007	Dublin Metro North Drumcondra Alignment Options & Open Day Notice	Residents, Stakeholders & Database Members	3,314	330
August 2007	Dublin Metro North DCU Stop Options Letter & Open Day Notice	Residents, Stakeholders & Database Members	3,334	459
October 2007	Dublin Metro North Mater to Parnell Tunnel Alignment	Residents & Stakeholders	1,105	N/A
October 2007	Dublin Metro North Announcement of Preferred Alignment in Drumcondra	Residents, Stakeholders & Database Members	3,666	N/A
October 2007	Dublin Metro North Independent Expert	Residents Associations	13	5
December 2007	Dublin Metro North DCU Stop Announcement	Residents, Stakeholders & Database Members	3,680	N/A
April 2008	Dublin Metro North Albert College Glasnevin	Residents	257	5
July 2008	Dublin Metro North Invitation	Residents Stakeholders & Database Members	80,000	N/A

Table 17.2 Metro North Press Releases \*

Date	Press Release
28 February 2006	Metro North Launch
June 2006	Route Alternative
June 2006	The Big Dig
October 2006	Chairman's Statement
October 2006	Route Announcement
December 2006	Ballymun Design Options
21 December 2006	Procurement Process
22 March 2007	Metro North goes to Tender
13 September 2007	Tender Shortlist
12 November 2007	Qualified Bidding Groups
13 May 2008	Qualified Bidding Groups
27 February 2009	Tender Bids Received

\*RPA has a system in place for alerting the media to significant developments. News advisories and news releases are issued to all of the major print and broadcast media and in general press coverage has been extensive..

Table 17.3 Metro North Open Days

Open Days	Date Held	Location
Metro North Route Options	28 March 06	Ballymun Civic Centre
Metro North Route Options	30 March 06	Fingal Co Co Offices
Metro North Route Options	03April 06	DCC Wood Quay Offices
Metro North Route Options	05 April 06	Regency Hotel
Metro North Route Options	07 April 06	Finglas Civic Offices
Metro North Route Options	10 April 06	Great Southern Hotel Dublin Airport
Ballymun Section	11 January 07	Ballymun Civic Centre
Drumcondra Alignment Options	02 August 07	Regency Hotel
DCU Stop Options	13 Sept 07	Ballymun Civic Centre
Ballymun Regeneration	08 Nov 07	Ballymun Civic Centre
Swords Awareness Campaign	15 Nov 07	Pavillions Shopping Centre
Swords Awareness Campaign	22 Nov 07	Pavillions Shopping Centre
Pre Railway Order Application	15 July 2008	Mater Centre for Nurse Education
Pre Railway Order Application	17 July 2008	Regency Hotel
Pre Railway Order Application	27 July 2008	Ballymun Civic Centre
Pre Railway Order Application	29 July 2008	DCC Wood Quay Offices
Pre Railway Order Application	31 July 2008	Fingal Co Co Offices

Table 17.4 Metro North Consultation - Residents Associations Meetings

Residents Associations Meetings	2006	2007	2008	2009
Albert College Residents Association (ACRA)	-	3	1	-
Ballymun Neighbourhood Council	-	-	2	-
Ballymun Road Area Association (BRAA)	1	2	2	1
Ballymun Regeneration	2		-	-
Blessington Court Residents Association (BLEND)	-	1	-	-
Carlton Court Residents	-	-	-	3
Courtlands Residents Association	1	-	1	-
Griffith Avenue & District Residents Association (GADRA)	3	4	-	1
Glengarriff & District Residents Association	-	1	-	1
Hampstead Avenue & The Rise (& close surrounds) Action Group	-	3	-	-
Iona & District Residents Association (IADRA)	2	1	-	-
Residents for Realignment (RfR)	-	7	1	-
Swords Community Council	-	-	1	-
Valentia Road Residents (ROTO)	-	2	1	-

Table 17.5 Metro North Consultation Meetings

Other Meetings
Abbey Presbyterian Church
Albany Homes
Ambassador Theatre
An Garda Síochána
An Post
An Taisce
Arnotts
Ballymun Regeneration Ltd.
Bank of Ireland
Bank of Scotland
Belvedere Hotel
Boird Gáis Distribution
Bord Gáis Éireann (Irish Gas Board)
Brown Thomas
Bus Éireann

**Other Meetings**

Carroll's Irish Gift Store  
Cassidy's Hotel  
Cassidys Pub  
Castle Hotel  
Catholic Institute for the Deaf  
Chamber of Commerce  
C oras Iompair  ireann (CIE)  
Corpus Christi Girls National School  
Dandelion  
Department of Agriculture, Fisheries and Food  
Department of Communications, Energy and Natural Resources  
Department of the Environment, Heritage and Local Government (DoEHLG)  
Department of Transport  
Dixon Quinlan Solicitors  
Dublin Airport Authority Plc.  
Dublin Bus  
Dublin Chambers of Commerce  
Dublin City Business Association  
Dublin City Council  
Dublin City Development Board  
Dublin Deaf Association  
Dublin Dockland Development Authority  
Dublin Fire Brigade  
Dublin Port Company  
Dublin Regional Authority  
Dublin Tourism  
Dublin Transportation Office (DTO)  
Dunnes Stores  
Easons  
Eastern Regional Fisheries Board  
eircom  
Electricity Supply Board (ESB)

**Other Meetings**

Emmaus Centre

F &amp; C Ireland

Fingal County Council

Fingal Rotary Club

Fingallians Football Club

First Equity Group

Fitzers

Fitzwilliam Hotel

Fleet Street Hotel

Gaelscoil Colaiste Mhuire

Gaiety Theatre

Gate Theatre

Health Services Executive

Heritage Council

HSE

Hugh Lane Gallery

Iarnród Éireann

Il Posto Restaurant

Irish Business and Employers Confederation

Irish Aviation Authority

Irish Georgian Society

Irish Hotel Federation

Irish Life Investment Managers

Irish Times Building D'olier Street

Irish Times Training

John Spain &amp; Associates

Liberties Horse and Carraige Association

Lidl

Liffey River Cruises

Little Caesar Restaurant

Mandate

Manpower

**Other Meetings**

Mater Public Meeting

Na Fianna

National Council of the Blind

National Disability Authority

National Monuments Section (DoEHLG)

National Museum of Ireland

National Parks and Wildlife Services (DoEHLG)

National Public Hire and Taxi Association

National Roads Authority

National Taxi Drivers Union

Nethercross Holdings

North West Area Committee

O'Scanaill Veterinary

Office of Public Works

Our Lady of Victories Church

Oxfam Ireland

Park Rite

Parks Department DCC

Parma Developements

Penneys

Quinn's Pub

Royal College of Surgeons

Scouts Group

St. Joseph's CBS Marino

St. Laurence O'Toole Trust

Stephens Green Shopping Centre

Tara Winthrop Private Clinic

Tesco Distribution Centre

Texaco Garage

TGI Fridays

The Belvedere Hotel

The Fleet Street Hotel

Other Meetings
The Tanning Shop
The Traveller Community
The Victory Credit Union
The Westin
Travelodge
Treasury Holdings
Waterways Ireland
Whelan Corcoran Smith
Whitehall Rangers

Railway Procurement Agency  
Ghníomhaireacht um Fháil Iarnróid  
Parkgate Business Centre,  
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