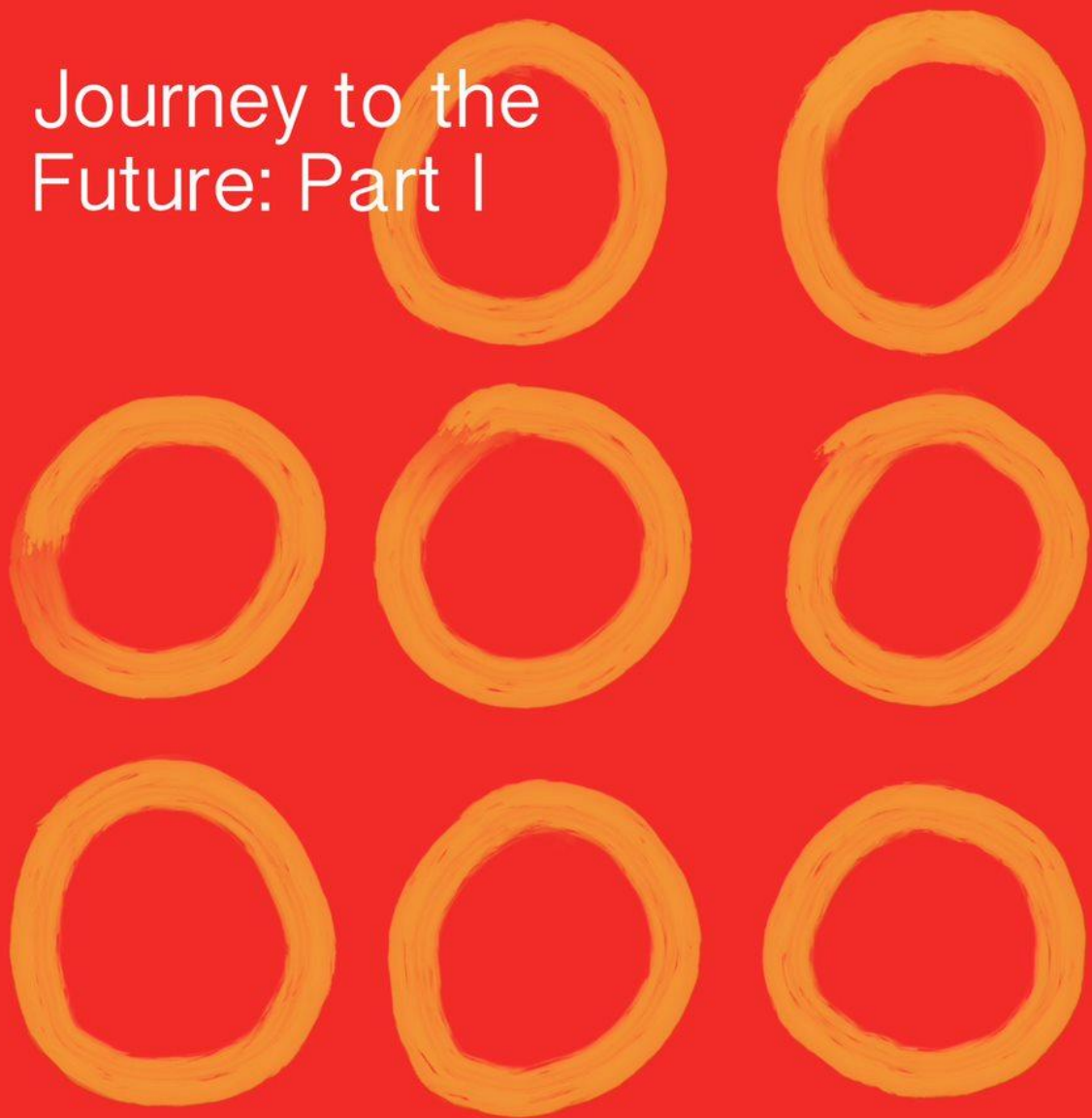


Journey to the Future: Part I



S1E2: Journey to the Future Part I: Luas Finglas

Description: An audio journey of Luas Finglas - the proposed extension of the Luas Green Line from Broombridge to Charlestown in north Dublin – on site with members of the Luas Finglas design team.

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Hi Sarah so what is coming up on this episode? Hi Claire so for this episode I'm out on site in Luas Finglas North Dublin and joined by some members of the Luas Finglas design team basically we go from stop to stop to look at what those areas look like now and what they look like in the future when the Luas Finglas project is built A short production note as Sarah mentioned parts of this episode were recorded on location and while we hope this enhances the listener experience there may be a small impact on sound quality in parts please enjoy

Broombridge Section

I'm here on site at Broombridge interchange in North Dublin and I'm joined by some of my Luas Finglas design team colleagues to talk about the future Luas extension from Broombridge to Charlestown so Marcelo Corzi is the Luas Finglas project manager Emer Fox is the project landscape architecture the architect excuse me and Deirdre Miller is the communications officer so it's a lovely September afternoon and we're planning to walk the route and hopefully paint an audio picture of this great project and Marcelo if I can start with you can you maybe give a broad outline of the project for listeners just to set the scene sure thanks Sarah and uh hello everybody Marcel is my name so Sarah introduced me I'm the project manager for Westfield English we've been working at this project for the last I'd say three to four years almost so the project is a very interesting one it's an extension of the Luas Green Line essentially from Broombridge which is the current terminus towards the north to Charlestown almost at the M50 it is about four kilometres long it counts four new stops between Broombridge and Charlestown there's a new park and ride for about 350 car parking spaces and then it provides new cycling and walking facilities along approximately 60 percent of the of the tracks the journey time to the city centre is expected to be in around between 25 and 30 minutes from terminus at Charlestown and the line is expected to be completed in 2035 according to the current national development plan there are hopes that we can anticipate the construction starts and therefore we could be able to deliver the line earlier than this but at the moment according to the National development plan is 2035 in operation okay so hopefully a little bit sooner than that yeah we all hope that okay so I mean we're standing in the interchange like I said and on one side we've got the Luas platforms they have Services into town and then immediately beside that we've got the Maynooth line the Irish Rail line with services into the city centre and out to Maynooth and we also have you might be able to hear them in the background bus service is pulling up so Marcelo how will this interchange change once Luas Finglas is in place so really The Interchange won't change too much from what is there today we are providing the same level of facilities in terms of interchange it's just that there would be passengers interchanging to a longer Luas line if you know what I mean so the Luas is not only from here going to the city center but is also going to Charlestown and vice versa there will be people interchanging here coming from the M50 coming from Charlestown but essentially the Luas will extend first goes west and then north towards the the sorry the Tolka Valley Park and there is a big bridge structure that will pass over the existing railway and the canal here so we can speak about the bridge maybe a bit later is a long structure about 150 170

meters all together curved bridge which will be aesthetically very beautiful we are we're all working together towards that there will still be a level access for wheelchair prams and all the users between the Luas and the Irish rail outbound platform and the existing lifts and stair structure will be used to access Irish Rail city-bound platform there are some ideas whether we're thinking whether or not to extend the existing overpass of Irish Rail to just go to the other side of the canal because uh one thing that we love to change is the existing steel ramp that now is accessing from Broombridge to the inbound platform of Irish the old humpback bridge there there's a steel ramp that brings a steel ramp at the moment that brings pedestrian down to the inbound platform of Irish Rail that ramp unfortunately will have to go because it conflicts with the new Luas Bridge there is no clearance so we're looking at solutions and options there to keep that kind of connectivity from the bridge to the inbound platform of Irish Rail there will also be an interchange plaza pretty much as it is today with bus set down vehicle set down and taxi services in the area and then a secure and well-designed bicycle hub here just we're thinking about under the bridge which is could be secured and glazed all the way around which will bring activity and passive security to the area yeah that's a nice bit of life and Deirdre you're the communications officer so it'll fall to you to you know try and seek feedback from people on the project and just in terms of the say for example the ramp coming down to the arbitrary platform what kind of feedback will you be looking for from user groups well I suppose we'll be trying to get a sense already of how people use the space now and like anything else on Luas Finglas or any of our transport projects we're trying to improve all the time and not leave anyone with less than what they currently have sure so we're trying to get a sense of how people use the space how they arrive here where they go to you know the numbers heading towards Maynooth versus town and how people literally get on to the existing platform and from there you mentioned the ramp and then talking to the same groups that we talked to find out how people are using the space now we want to get their feedback on any proposed changes so Marcello had mentioned the ramp and we're looking at like that has to go so what will we put in its place and you don't want to leave anyone at a disadvantage and really engaging with say user groups or disability groups to engage first-hand with them and listen to their feedback on what we're proposing because they're going to be the ones using the service sure and then just in terms of services here I know there's buses to Tyrellstown and they'll continue they will continue and I think what's important is that and we maintain an enough space for like drop-off facilities because not everybody is walking to not everyone's got to walk to to The Interchange some people will be dropped off others like ourselves today might arrive on bikes and you've mentioned the secure bike parking that we're hoping to put in so that that'll be a big Improvement but for yeah for those who are arriving maybe from town out here and going on further afield by bus we need to make sure that that interchange is as smooth as possible perfect that's great so really just looking at Broombridge when we're facing the Irish Rail platform now what we'll see is a rising ramp structure that will be going in the direction of the historic bridge and then it'll turn northwards over the Irish Rail and over the canal and head up north towards Finglas so maybe if we just head up that way ourselves now and we can talk further once we get to Tolka Valley Park right perfect

Tolka Valley Park

So we are standing now at the south entrance of Tolka Valley Park at Ballyboggan Road and the tram will have come it'll have left Broombridge interchange it'll have crossed the Irish Rail it'll have crossed the canal and it'll have come down Broombridge Road can you maybe describe that Marcelo for us yeah Sarah so exactly as you said the tram will have crossed already there over the canal and the railway and Stanley would have chased kind of the roads Broombridge road because Broombridge road goes downhill towards the Tolka Valley Park yep so our ramp is chasing the roads and finally we'll touch the ground just before Lagan road which is the Junction before Ballyboggan road yeah then we cross a Great Lagan road and Ballyboggan road and finally the line enters into the Tolka Valley Park and crosses over the Tolka river over a new structure okay there will be a new bridge just parallel very close to the existing stonebridge over the Tolka River okay and Emer so just on Broombridge road there's a proposal to just connect the Royal Canal Greenway and Tolka Valley Park how will that look well what we really recognize is that there's a great opportunity to link these two important green routes so you have the greenway along the Tolka Valley Park and we have the Royal Canal and what we'll be creating hopefully will be a nice green link between those two really important amenities so we'll be bringing in Street trees there's quite a gradient on the road so we'll be looking to have benches and places for resting spots but really having a comfortable and pedestrian and cyclist and public transport priority link between the two so we think it'll be fantastic way to link these amenities yeah because at the moment it's very industrial very tight and very hostile yeah very good and now we're standing in Tolka Valley Park itself this is a beautiful constructed wetlands and it's the old bridge how will you know what how will it look once Luas is running through the park well Luas Finglas is really unique in that we're actually not in a core City area so we're heading out and linking up a number of green spaces along the route and presently a lot of those space have railings around them restricted access and that's how they traditionally were managed but Luas is going to be an open tram so we're going to have open and clear links between all these green spaces which would be great to have these safe accessible routes going along by the track so in Tolka Valley Park we will have this new use I suppose in the park it'll be a public transport it'll have a green track on it and alongside that we will have cycling footpath and we'll be looking to design it with areas to rest with tree planting with really good quality finishes so we'll get this really good route linking up these green spaces and it'll make them much more accessible safer and open to a lot more uses fantastic and I think people probably maybe with mobility issues would be pleased that there is that separation between maybe higher speed bikes and walkers and we're also because we are in a valley there are there's a topography there are slopes coming down to the river so we really want to make sure that we don't have slopes starting are too hard to navigate and that we will have different routes for different users so we'll get as many people able to travel along the routes with as much comfort as we can excellent can I just add I don't know if we spoke about the grass track that in green areas we're going to make use extensive views on this line for the first time of grass track which is essentially is a track immersed into the grass system so you barely can you barely see the rails sticking out of the grass that means that there won't be any slab any concrete visible any ballast as the traditional stone kind of the railway environment and this blends very well with the environment of parks as Eimear was explaining and no trip hazards then as well because the rails will be flush with the grass very

good and absolutely a little bit more quiet as well I suppose it is going to be very quiet it's actually the quietest track system that we have in Dublin that means I suppose that in areas like the park where you might have runners cyclists or kids running around that we'll need to design the crossings really carefully and we'll be using planting to highlight them we'll be using you know really visible materials at those crossing points so that it's a combination of hiding the system in the park in a way but also highlighting areas where you will be needing to cross and that would be part of our design strategy yeah so it's instinctive that people will you know they won't feel they feel at ease with the way the tram moves without and they'll know where to cross through landscape queues they'll be they'll become we're assessing pedestrian movements so we really want to make sure we're putting crossings where people cross and actually on that subject you and some others on the team have done some excellent work on just trying to analyse how people use the park at the moment and then just work that back into the design and you used if you want to maybe tell people about the service that you've carried out yes well one of the issues with a lot of Transport projects to date is there's a huge focus on car traffic and how many cars there are more people are moving to because we're going through open spaces we really wanted to understand how people use the spaces because understanding who's in space and more importantly for us who isn't in the space means that we can design for those users so for example we used a survey and developed by a Danish landscape architect called Yangel and that allowed us to see how many older women were using the space gender comes into it age comes into it whether you're alone or with kids whether you're commuting or whether you're there to enjoy a space so by understanding who's using the park and we can see gaps where people don't use the park so we're going to try and design with those particular groups in mind to bring as many people out onto the street because the more people that are out in the parks and the long transport corridors the safer they are fantastic I think that's you know so inefficient and hopefully it'll just lead to really lively and well used spaces for everybody yeah okay so I think we're going to move up through Tolka Valley Park and up Saint Helena's Park and we may be chat again at the top of the hill

Saint Helena's Park

Okay so we're now at the top of Saint Helena's Park just beside Saint Helena's Road and we've got the resource centre Saint Helena's resource centre and the creche beside us maybe if you just like to describe what Saint Helena's Park is like at present what the setting is and then maybe talk about again how the Luas is going to change it and even you know we're beside Farnham Park as well so you might want to talk about that too Saint Helena's is a funny space in Dublin that it's very much cut off from the surrounding housing areas so it's nearly like a leftover space and we by bringing through the Luas and the walking and the cycling routes we're going to open up this space and we're there's railings all the way around at the moment so again getting rid of the railings mean that we had these connections between the open spaces and one of the amazing things about Saint Helena is that Finglas is actually quite high you don't realize but the slope the hill up from the river means that at this height you have amazing Southern views over the Dublin mountains it's going to be a South facing slope so it'll be a fabulous place to to take a stroll to take a walk it'll be secure because we have people moving all the time on the Luas and we'll have a stop up at the top of the Park here which is beside the

creche and the health centre so we're hoping to get connections between those so we'll get people moving around in a space that is very much underused having said that there's also great wildness up here and we want to keep that so when we're putting in say the grass track of grass areas and planting it'll all be very much focused towards biodiversity and having a very soft feel to it but we're also really aware of visibility and access so that's going to be it'll make it a much more usable space and rather than being a buffer between housing areas we hope it'll be a link in Finglas linking up all these places and then as you said Sarah the Erin's Isle pitches are beside us Erin's Isle are an amazing youth facility a sports club they do incredible work so we're also very aware of keeping the pitches usable for making the space work for all elements of the community so we'll have sitting areas again we have and we'll make sure that existing future uses are improved with all the new connections very good and with those lovely paths that are coming up through Saint Helena's there'll be a cycle path and then there's a lovely meandering path with resting areas yeah because we're at a height there is a slope so we're really going to have two separate access between us which will be planted which will also be part of our drainage and concepts and it will mean if your not very good at going downhill or up the hill and you want to take a breather because your not going as fast as the person behind you there will be spaces to step off and have a rest before you continue on your journey very good we're kind of skirting the perimeter of the park and so like you say the pitches will still be usable? they'll still be usable but again the survey we did of people using the space shows that are special weekends there's a lot of sports which tend to be predominately boys so again we'll be looking for ways to maybe bring uses for girls into the park as well which is part of the focus we have on gender equality to bring all the people into the spaces and Marcelo maybe if you'd like to tell us about the stop platforms themselves we are standing here where Saint Helena is to describe that so Saint Helena's stop will be located at on the upper part of the Saint Helena's park Saint Helena's green at the moment the green is completely fenced off so it will be open because the Luas has to pass through and also the cycle Lanes will pass through so really in Finglas we had an incredible opportunity with this Luas line because we're not in the city centre so we had kind of a blank canvas and we're trying to take advantage of that by enhancing the use of the parks together with the use of the Luas so we had an opportunity to lay out the stops in a very uncluttered and consistent manner so the furniture are set out in a uniform way which makes things much easier for blind users in particular so for example the stops we have the typical features of the Luas stops like low platforms and level boarding with tactile paving points lighting CCTV passenger information display and all the typical Luas on board facilities there is going to be a very good eye level standard of footpath links with the stops and pedestrian crossings and then don't forget is a bus service here the 40 and 220 are adjacent to the stop so there will be very good links between the bus stops and the Luas stop for interchange of passengers again the connectivity absolutely that's one of the strong points of Luas Finglas is interconnecting all the public transport facilities in the area excellent so when the tram leaves Saint Helena's like I say it'll cross Saint Helena's Road and it'll go on the east side of Farnham Park and then cut its way North so let's move up to where we're proposing to have the Luas Finglas stop yes okay great

Luas Finglas Village Stop

Ok so now we are standing outside Finglas sports centre and Finglas fitness club on Mellows Road we're in a kind of a fairly large surface car park so maybe Marcelo if you tell us firstly about the route to here like we were at St Helena's a while ago how did how will the route got from Saint Helena's to here exactly yeah so from Saint Helena's stop as we said we would be running along Farnham drive so just on the today's side of the Farnham pitches as we spoke about just before then the line will continue northward towards north and along Casement Road essentially so there is a large green area in front of Casement Road that's where the Luas will be on grass track again with a significant intervention from Landscaping point of view so then the line will run to the east side of Patrick's Well Place Road and the road itself will have to be pushed against towards the West just to make space for the line for the Luas line then finally we cross Cappa road there and we run along Cardiff Castle Road so the line continues along the north and just to the east side of Cardiff Castle Road finally we're crossing the Garda station car park because if you if you know the area the Garda station has a large car park just beside the building and we need to cross that car park to cross Mellows Road and finally turning west onto the new Luas Finglas Village stop which is just located where the Finglas Sports and Fitness facilities the Finglas Youth Resource Centre just in front of the municipal facilities here so that's essentially how the alignment will work there will be a new Plaza here with a new tree planting and seating all around the Luas stop the Luas stop you can imagine is just parallel to the road here and there will be interchanges with the bus services to Blanchardstown and Tyrrelstown there is going to be a significant and important bike hub on the back of the stop so direct access to Casement Road from there from the bicycle parking we're thinking to remove the main car parking area in front of the swimming pool but because there is a creche parking will remain in place including some disabled parking spaces just just here at the plaza Finglas Village is just to say that the stop is named The Finglas Village well actually Finglas Village is about 250 meters away but it's a very short walking distance over the bridge over the N2 Road and you'll be just a Finglas village in the in the five arms Junction for people that know the area there will be an improved walking environment so the stop will be very accessible from all the areas excellent and Eimear just from an urban design and landscape point of view what kind of considerations will need to be taken into account when we're designing this space well what we really want to do is to make a space here so we have this really important collection of community buildings and sports buildings and at the moment there is and it's dominated by car parking to the front as we're standing here the sun is shining it's south facing it's actually it could be a really lovely spot so in combination with the space that the Luas will be taking over from the car parking will be then be able to get backspace for seating for people to wait if you're waiting for something to smash the brush and there's a there's also your bike interchange an important element as well is that there are really nice trees along Mellows road so we're really doing all we can to maintain that mature structure of landscapes and then adding to it with more landscaping but really we want to make the Luas stock to be a safe accessible place really that you know you feel comfortable waiting for the Luas you'll be comfortable if you're waiting for something to get off the Luas or to meet them and it will transform the space here to a much more people centered spot excellent and Deirdre just you've been involved in several other projects public transport projects and in some recent public consultations so in terms of feedback you're getting particularly from people with disabilities what are the recurring issues

that come up so what we've we hear time and time again is that accessibility as an is the stop in a useful place can I get to it easily can I be dropped off can I get a bus to this place and then when I'm there can I access whatever public transport I'm trying to access can I get on to it Eimear's talked about how really the space is going to be transformed and you know that'll lead to increased safety as well you know it'll become a more pleasant place to sit to while you're waiting and so therefore you know it'll be a safer space and it'll be more attractive space all of which I suppose adds to the area to the experience of you traveling reliability is key I mean that's something we hear particularly with the disability that you know there's good information if there's any sort of an issue with the Luas the bus, the tram whatever you're planning to get that you know in advance because a journey might be more complicated for you and so that's really important and I think we mentioned before about the layout of the stops in terms of information and in terms of how they feel is consistent so you know where you are and you know where to find yeah the things that you need very good and I know that from the Luas user groups that I attend a big issue is the potential conflict between e-mobility and vulnerable that's something that we're hearing that and that's a big issue and it's only on the rise as well as you know in e-scooters and e-bikes become more and more popular so it's really important that we have you know clearly defined areas for you know walkers as opposed to anyone who's on a bike or indeed as you mentioned the car parking to try and keep that separate so that if you are a little bit slower maybe on your feet that you feel safe in accessing an area and you're not going to get you know run over by somebody particular care then in the design of shared spaces and yeah but it's intuitive and you know what you're supposed to be and that you can easily access where you need and as Eimear mentioned you know some of the like including seating so like if you're tired you know and you need to just take a rest that that would be available to you at some of the at the stops very good so Eimear maybe if you could describe where the tram is going from here okay well we will arrive in front of the community buildings here as you say it's south facing it's going to be a really nice plaza then we will go up towards Finglas Village and then turn left up Mellows Park up along the line of the N2 which is at a lower level kind of in a valley where you'll be in Mellows Park which is at the higher level so it separates from all of the roadways it's again going within a green space to intensify the use within that green space again as Marcelo said there's going to be green grass track along there and one of the important elements as we said before is understanding who uses Mellows Park so there's a lot of people who are dog walkers there are a lot of people who use the play area there so again we'll need to design all our stops and all our crossing points taking into account the existing Park users but again looking to see where we can bring more people into the park and so that that's our hope when we when we follow through to the roundabouts at the Finglas road okay so we'll just head up now to I think Margaret's roundabout and pick it up from there as well thank you

Margaret's Roundabout/Terminus

Right so we're standing now outside what is currently Pizza Hut on Saint Margaret's Road opposite Lidl and to get here we are to cross over the Finglas road the N2 on the pedestrian bridge that crosses that road and that's how people on foot are on bike across that Margaret's Road roundabout at the moment Eimear maybe you would tell us just a little bit about how that whole roundabout and road area will

change for the better for pedestrians we hope well I mean part of the key is that this is known as the Finglas road whereas we want to turn it into a street and one of the ways to do that is to reduce the number of traffic lanes to have pedestrian crossings that allow people to cross that grade so you don't have to go over a pedestrian bridge and so that's one of the key changes here is that the roundabout is going to be converted into a junction which has proper Crossings and proper facilities for a cyclist as well okay because when you think of a we have traffic coming off the M50 coming down to this roundabout speeding through into town but actually this is a really important link between the two communities and fingers so we want to slow down traffic make it a safe crossing point create a linkage between the new housing areas and the older housing areas in Finglas and make a safer space for an interchange at this point excellent so there's also going to be a Luas stop here opposite the Lidl and what'll that look like well again the Luas stop we're looking at the moment this space is so dominated by the roads that we want to make a place around the Luas stop so again we will have good quality materials we will have bike parking we will have landscaping and again the most important part is that we will have really good connections to all of the communities around so from the Luas stop here you because the road Junction will be tightened they'll be much better visibility it'll be a safer spot and we are opposite Lidl which is an attractor in itself but at the moment it's very difficult for people in Finglas even to cross the North Road to get a Lidl so all of that just will make it much more a pedestrian and a cyclist-focused space and take the priority away from Road and of course then you've got the Jamestown industrial estate and there are plans for that it's been rezoned and there's probably going to be a fair amount of housing and new uses for that industrial estate and it's a huge opportunity because there's a big area of land as you see here that's going to be developed over time to create a new neighbourhood really in Finglas so we'll have the old neighbourhood the established neighbourhood this new neighbourhood and the Luas stock really will be a connection between the two of them and a way to safely for people to safely travel around their new neighbourhoods excellent and there'd be routes a kind of green route cycle routes through that potentially as well absolutely and not just cyclists on the roads there will be cycle routes for all ranges and types of users so we're you know we're not just thinking about people going from A to B we're thinking about school children going crossing the road to go to maybe the new schools to go to shops to head up to Charlestown so it's really focusing on the people who live here and giving a space that they can navigate safely very good and Marcelo there's a proposal at the moment still in planning to have a park and ride near the stop so tell us a little bit about how that'll work sure yeah the park and ride will be located just on the other side of the road from the stop so it will be located where the Lidl supermarket is at the moment so we are speaking with Lidl and we're trying to develop a plan which will be a joint plan together with them and essentially park and ride will be in the form of a multistorey car park three to four stories accessible from the north road so it is dedicated to traffic coming in the city from the M50 there will be a direct right turn into the park and ride into the multi-story facility on the back of the Lidl and then there would be a walking link through the Lidl side onto the Luas stop across Margaret's road so it will be very well linked directly to the stop the idea would be the traffic will enter directly into the park and ride and exit from the park and ride towards the M50 on the North Road only right there will not be traffic accessing the park and ride from Margaret's Road Margaret's Road would still retain the access to

the shopping centre to the Lidl supermarket and Lidl will not have a combined access with the park and ride right so just to explain the two the park and ride a Lidl with different accesses okay the other good thing to say is that there are going to be 350 car parking spaces within the park and rides plus bicycle secure parking spaces as well some of them will be e-charging spaces for electric vehicles we're thinking about the 20 percent but this is still under discussion and then there will be enough number of disabled parking spaces in the park and ride itself and clearly the connectivity between the park and ride and the stop will all be accessible for wheelchair users at great very good so that'll help I suppose keep traffic out of the city centre to some extent and get people at the outer edges on to public transport that's the idea yes it was and made easier for everybody to get on and off and so we're at the bottom of Margaret's Road here like I say outside Lidl we're close to the terminus now we're not too far but maybe if you describe the route as it travels up Jamestown exactly as you said this is just before the last stop so this is there is another 700 meters to run before the Terminus essentially the Luas will run off-roads to the east side of Margaret's Road there is going to be a two-way green track on this side with planting new trees so the road will look significantly different from what it is today the road will be shifted slightly to the west and it will be made of two lanes and two cycle lanes as well plus a green buffer either side and then you can imagine the Luas on a green strip to the east so the line will terminate at Charlestown which is just opposite the shopping centre and the tower of Charlestown the residential building there will be an interchange with buses there significant interchange with all bus connects which is the future of the buses in Dublin there will be some cycle facilities and the road junction there at Charlestown will be totally redesigned to make it easier for pedestrians to cross essentially so the junction will be squeezed and will be smaller will be easier to cross and more accessible for pedestrian and cycle users as well so that's the idea traffic calming providing good quality public transport in a good quality green setting essentially if we think of the this area say five ten years from now you'll have the Jamestown industrial estate significantly redeveloped you'll have a green linear Luas route running up and down St Margaret's Road and of course your cycling walking boots as well and which is quite a change okay so I mean we've we're if we think about the Terminus really that's the end of our line for the time being Eimear maybe you'd like to just talk a little bit more about Charlestown stop itself I know you had been speaking to locals about maybe using the space as well yeah again one of the key things at Charlestown is that it's so difficult to cross the road up there so for even for a resident to come and walk with their kids over to the cinema or to the ice cream shop in Charlestown Centre is a real ordeal at the moment so by reducing the number of lanes we're taking space away from the carriageway and we're giving that back to pedestrians to landscaping to make a better place really we're also there are some local community activists around the area who take great pride in their community and we've been talking to those and we really want to incorporate their aspirations for their neighbourhoods into the stock area because it is the entrance to their housing areas as well so to really make Charlestown at the moment it's a town of two parts you have the shopping centre and the housing areas we're hoping that the Luas and the reduced road will make it seem more like again a place that is joined and is linked together and so that that will be a major change at that junction fantastic so Deirdre what's the next stage in terms of public consultation well we're going to go out with to apply for a railway order in 2023 with An Bord Pleanála and

that is a statutory public consultation and that will run for quite a while and we'll have drawings and all the information available in our offices but also online we had a virtual consultation room that we had to use for covid but it actually worked really well because a lot of people it's just easier either they can't come into us or don't want to and it's available 24/7 so we'll be going with that model as well and so that is the a formal opportunity or the opportunity to provide formal feedback on the scheme but between now and then we're just constantly as Eimear said we're constantly you know we're meeting with people different you know the user groups disability groups local residents businesses and we're continuing to engage with them as we're refining the design and we'll keep doing that between now and then and where possible you know take on board feedback that that we're hearing and for the statutory public consultation obviously the material would be in an accessible format Etc absolutely and if people do want face-to-face meetings during that week we welcome that yeah and even in advance of that if anyone wants further information or we've said anything here today and people won't have picked up on it and would like to get a bit more information already they can go on to our website which is Luasfinglas.ie we've got a dedicated free phone number which I don't remember offhand but we'll put it on the website beside this podcast but we have info@luasfinglas.ie is the email and that's always monitored but also and they can get through I believe through yourself through the Luas User Group and yeah we're always we're we always welcome the door is always open and we welcome questions from everyone excellent so finally everybody that was we couldn't have had nice weather not wedding yeah we couldn't have got nicer weather and it's if we've walked the route and hopefully kind of conveyed what the project is all about but like I know everybody loves working on this project there are so many kind of positive things about it and everyone's working to make it a great project so I'm just going to ask each of you before we finish how you think you know if you were to say one thing that you think the project will benefit you will most benefit to people at the end of the day so I mean maybe we start with you Marcelo yeah Sarah no thanks we're very enthusiastic of this project first of all there is a great team in TII and in our consultant as well we're all working hard to get it across the line to An Bord Pleanála as Deirdre said at the end of the 2023 so for planning permission we're hoping it will get delivered earlier than what we said initially depending on the new National Development Plan but what we think is that these projects will benefit all the communities along the route in Finglas and Charlestown users outside the M50 through the park and ride and we'll finally bring the green line so I would say the green line will finally become a north to south m50-m50 connector through the core of the city centre we could actually call it the University line the campus line because it crosses all the main universities of the cities and will bring so much social inclusion to the city from the north to the South so that's an important aspect of this project together with the landscape aspect of the project which team are I'm sure we'll speak about thanks Sarah so Eimear how about you how do you think well the same as everybody has said it's been really brilliant project to work on and we're looking at really new ways of looking at public transport so we're looking at sustainability we're looking at circular economy we're looking at the importance of biodiversity and most importantly we're really looking at the community that we're serving by this line and that's there's such a vibrant community in Finglas and we're really aware of the use that they make of the spaces so what I see the real merits of Luas Finglas is that it's connecting project you know we're connecting community to

the city centre we're locally connecting spaces that have been fenced off we're connecting biodiversity by creating planted corridors we're connecting the schools and community facilities to cycling on walking routes so the opportunity to bring a project that is so many connections and possible connections I think is a really positive and a really exciting way to approach it well said!

And that's it for this episode a huge thank you to our guests Marcelo, Eimear and Deirdre we hope you enjoyed our conversation about the future Luas Finglas project thank you to our host Sarah O'Donnell to Trevor Cudden on sound to our production team Kathleen Jacoby, Rachel Cahill and Claire Scott to Sinead Foley from TU Dublin who designed our fantastic graphics and to everyone else who helped make this podcast please send us your comments and feedback via allaboard@tii.ie for more episodes from All Aboard please go to Spotify iTunes or wherever you get your podcasts until next time!