

Submission No.			134	
Organisation Name or Name of Submitter			Ivana Bacik TD	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Submission on the Railway (MetroLink to Charlemont via Dublin Airport) Order [2022], dated 16 th January 2023				
1	Letter	1	I support and reiterate the content of the submission of my colleague and Labour’s Spokesperson for Transport, Duncan Smith TD. It is essential that completion dates for flagship public transport projects like MetroLink are confirmed and delivered on. The development and strengthening of our public and active transit infrastructure is a valuable tool for the democratisation of transport and vital for the necessary achievement of our climate emissions reduction targets.	TII wish to thank you for taking the time to make this submission. Your positive support is gratefully appreciated, and for the reasons you have set out, TII are committed to realising the MetroLink Project to deliver the benefits it will bring. Upon the granting of an Enforceable Railway Order and in accordance with Government direction, TII will aim to deliver the MetroLink Project as soon and as quickly as possible.
2	Letter	1	It is important that this significant investment is durable to meet the needs of the population. The Luas became overburdened within mere years of its construction. Avoiding such a situation arising with the planned MetroLink project must be a priority.	<p>To ensure that MetroLink provides sufficient capacity, and as outlined in EIAR Chapter 6, MetroLink Operations and Maintenance, the operational strategy of the proposed Project is driven by the forecasted passenger demand. Passenger demand modelling has been used to predict the numbers of passengers boarding and alighting at each station, and the resulting passenger load on the whole Project, for up to 30 years after opening. Passenger modelling identified that passenger numbers may peak at over 18,000 passengers for the AM peak hour southbound . As is common practice MetroLink has been designed to accommodate these peak hour levels irrespective of when they may occur. On the basis of the modelling prepared for the proposed Project and allowing for future growth in capacity beyond the projection year, the proposed Project is designed to accommodate 20,000 passengers per hour per direction and a train fleet comprising 40 trains for the Forecast Year (2065).</p> <p>Further details to the above figures is provided in EIAR Chapter 9: Traffic and Transport, Appendix A9.4 Traffic and Transport Modelling Plan, with the data refer to above summarised within section 8.</p>
3	Letter	1	With that in mind, I draw attention to the views of some of my constituents who are concerned at the dearth of light rail options for residents of South-West Dublin - a matter which has been brought to my attention on many occasions by those residing in Terenure and Kimmage, in particular. I am further aware of the submissions made by persons who advocate a terminus at St. Stephen's Green as a superior location for such future extensions to South-West Dublin. If these concerns are found to be material, the NTA should take due account of them. Most importantly, a mix of transport modes must be prioritised to rapidly end the overreliance on cars in Dublin, and in the City, in particular.	<p>The views of your constituents are noted, with the issue of "Metro to South West Dublin" referred to within the Greater Dublin Area (GDA) Transport Strategy 2022-2042.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>With regards to the consideration of providing the MetroLink southern interchange at St. Stephen’s Green, TII have undertaken considerable analysis, as set out by EIAR Chapter 7, Consideration of Alternatives, section 7.7.8 and Appendix A7.9 that concluded that Charlemont was a better interchange location than St. Stephen’s Green for the reasons set out below.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to a proposed interchange at St Stephen's Green Station.</p>

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			(3) continued	<p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city center and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in EIAR Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>The observation made regards “Most importantly, a mix of transport modes must be prioritised to rapidly end the overreliance on cars in Dublin, and in the City, in particular.” is a key objective of the MetroLink Project. EIAR Chapter 3, Background to the MetroLink Project, explains how the proposed Project will provide significant benefits not only to those who choose to use it, but also to other transport network users, by generating a modal shift from private car use, thereby reducing the demand for road space and creating the opportunity for the road transport system to achieve optimum levels of efficiency and effectiveness. Also as outlined in Chapter 3, the proposed Project is part of an integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Together, these projects will result in a reliable, sustainable, affordable, integrated public transport network that will support the economy, help Ireland meet its climate change targets in line with Climate Action Plan 2021 and make Dublin a more live able and sustainable city. Whilst MetroLink is a standalone project that is not dependent on any other projects for its delivery or effective operation, it is nonetheless a critical part of the proposed integrated transport network for the Greater Dublin Area.</p>