

Submission No.			150	
Organisation Name or Name of Submitter			John Lawlor (17 the Close, Highlands, Rathmullen Road, Drogheda, Co. Meath, A92RW8X)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter: Case reference NA29n.314724				
1	Letter	3	<p>I am writing in connection with the above case, i.e. Metrolink. This will be a very important addition to Dublin's public transport infrastructure. However, a major weakness is that it does not link with Connolly Station. This impacts negatively at three levels:</p> <ul style="list-style-type: none">• Interconnectivity• Construction• Operations	<p>EIAR Chapter 7, Consideration of Alternatives, details the robust decision-making that has led to the preferred route chosen, including alternative alignments and station locations. The identification of a preferred route took account of the interchange capability of a location with other modes of transport, including the DART network. However, other criteria were also identified, such as potential trip demand, key trip attractors in the area, and directness of route (and subsequent impact on cost).</p> <p>While Connolly Station is an important station for Intercity and Dart services, it is located in the east of the city away from areas of high passenger demand for MetroLink services between the Dublin Airport and the City Centre. A MetroLink interchange located at Connolly Station would therefore negatively impact on potential trip demand, the directness of the route (increasing the cost of the project), and would not serve key attractors in the city centre.</p> <p>MetroLink connectivity with Connolly Station and its Intercity and Dart services is provided via the proposed new MetroLink station at Glasnevin, together with and interchange at Tara station.</p>
2	Interconnectivity	3	<p>Connolly is the most important railway station in the country, being the terminus for most mainline and Dublin commuter services (all of them if there is a link from Heuston in the future), as well as linking with both DART and LUAS. It is also adjacent to Busaras. Therefore, in terms of connectivity, it is the most important station to link the new service with. Interconnectivity is a key prerequisite of successful public transport and is regularly highlighted at Irish Government1 and EU level2 . Including a station at Connolly would not eliminate the potential to include a station at Tara Street also.</p>	<p>The overall project objective of MetroLink, as established by TII and as outlined in the National Development Plan 2021-2030 (Government of Ireland, 2021) is 'to provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. While Connolly Station is an important station for Intercity and Dart services, it is located in the east of the city away from areas of high passenger demand for MetroLink services between the Dublin Airport and the City Centre. A MetroLink interchange located at Connolly Station would therefore negatively impact on potential trip demand, the directness of the route (increasing the cost of the project), and would not serve key attractors in the city centre.</p> <p>With the interchanges provided by Metrolink at both Tara and Glasnevin, the proposed route offers high levels of interchange with Dublin Airport, the Western Commuter Line (Maynooth Line), the South-Western Commuter Line (Kildare Line), DART network, Intercity Services, Luas Lines, Dublin Bus network and future BusConnects network, in line with the project's objective.</p>

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3	Construction	3	<p>Another important factor from a planning perspective is disruption during construction and the socioeconomic costs thereof. Urban transport developments, including metro infrastructure, are internationally recognised as generating largescale disruption during their construction phases.</p> <p>In this regard, Connolly has advantages over the proposed city centre stations (O' Connell Street and Tara Street) as follows:</p> <ul style="list-style-type: none">• There are two large surface carparks immediately to the east of Connolly station (see image overleaf), which could:<ul style="list-style-type: none">- be utilised to accommodate Metrolink surface access and- greatly facilitate the construction of and tunnelling for Metrolink. If this were to be done, the material dug up could also be removed by rail, greatly reducing or eliminating road traffic disruption in the city centre during construction• Connolly is a better candidate for a city centre Metrolink station than Tara Street, because the latter is closer to the river. That means its station would have to be deeper, taking longer and costing more to construct and generating more dig spoil.	EIAR Chapter 5 (Construction Phase) Section 5.10.11 sets out the construction methods and activities anticipated in constructing the proposed Metrolink Tara station. While property and utility impacts have been identified, the Construction Phase for MetroLink is anticipated to last approximately 8 years, whereas the Operational Phase is anticipated to last for many years. As a result, the operational benefits of delivering the Project through the city centre, as opposed to serving Connolly Station, outweigh the short-term construction benefits, if any, that could be achieved by serving Connolly Station instead of O'Connell Street or Tara during this phase of the Project.
4	Operations	4	<p>Operationally, Connolly has advantages over the proposed city centre stations, as follows:</p> <ul style="list-style-type: none">• A new metro station at Connolly could be linked by underground passageway to Busaras, effectively creating an intermodal public transport hub.• Being underground, a Metrolink station at Connolly would be unconstrained for space; underground capacity at Connolly could potentially cater for other services currently terminating at the station, relieving pressure on the surface.• Because a Connolly Metrolink station would not be as deep as a Tara Street Station, it would be quicker and more convenient to use.• Maintaining public safety at Connolly would be easier than at a station on O'Connell Street, as it would be contained within an existing station facility.	Please refer to the responses above that set out TII's rationale for providing an interchange at Tara rather than Connolly.