

Submission No.			191	
Organisation Name or Name of Submitter			Michael B. Barry (7 Frankfurt Avenue)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	Letter	1	Just to begin, in a general sense, I want to say, that in my opinion, the Metrolink is an excellent initiative. Dublin needs a substantial investment in improving public transport - and this is an essential part of this.	Thank you for taking the time to make this submission and your positive endorsement of the MetroLink Project.
2	Letter	1	<p>Location of Southern Terminus</p> <p>I suggest that the terminus of this Phase 1 (northern) of the project should be located at St Stephen's Green, as opposed to the present plan to end the line at Charlemont (with the 200 m run-on). The route for the ongoing continuation of the Metro (a Phase 2) to the south of the canal has not been determined, and I understand it is under study. There is a strong possibility (and in my opinion, it makes sense) that the southern part of the Metro will swing south west to cover Rathmines, Terenure, Templeogue etc. (in other words the south-western quadrant of Dublin city where, uniquely, there is no rail-based public transport to meet transport needs - demand there is solely provided by buses). Putting the terminus at Charlemont predetermines the outcome of the study of options for Phase 2, as if the Metro does swing over to Rathmines direction, in that case it would have to take an abrupt turn westwards.</p>	<p>TII do not agree that MetroLink should end at St Stephen's Green for the reasons set out below.</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>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 an interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at the St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage. See EIAR Ch7 Section 7.7.8, Table 7-16 (Passenger interchange section)</p> <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 centre 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.</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). See EIAR Ch7 Section 7.7.8, Table 7-16 (Passenger interchange section)</p> <p>The GDA Stategy 2022-2042 confirms that " The south city terminus at Charlemont offers the optimal location for 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>

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3	Letter	1	Additionally, If the Luas Green Line is allowed to continue as is, and not being subsumed by the Phase 2, southern, Metro, there is logic in choosing St Stephens Green as the interchange between the Metro and The Luas Green Line (for both its northern and southern directions).	Please refer to response (2) above that explains why the interchange with the Luas Green Line at Charlemont is preferred to St Stephen's Green.
4	Letter	1	<p>Thus locating the terminus of Phase 1 at St Stephen's Green, would allow for all future options.</p> <p>Just a comment on the location in St Stephen's Green: it would better to move the Metro Station to the western side of the Green, nearer the existing Luas stop to make it easier for interchange with the Luas Green Line.</p>	<p>St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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 liveable and sustainable city.</p>