Submission No.	301
Organisation Name or Name of Submitter	Tony Graham, 58 Holmspatrick, Skerries

Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Observation on a Strategic Infrastructure Development Application				
1	Observation details 5. Grounds Stations should have more covered bicycle parking	3	1. Bicycles can increase the catchment area of a station. Covered bicycle parking will help users be more inclined to use bicycles for the first and last mile of their trips. 2. Hire bicycles should be restricted to designated parking racks at MetroLink stations to stop the hire bicycles from suppressing private bike usage by leaving no room for private bicycles at bicycle parking racks.	As detailed in EIAR Chapter 6 , MetroLink Operations and Maintenance, one of the key design requirements for the proposed Project is the provision of cycle parking facilities at and near each station to facilitate passengers who wish to cycle to/from the station. The bicycle parking provision determined for each station within the DCC and FCC areas is outlined in EIAR Chapter 4, Description of the MetroLink Project. Cycle parking provision at stations along the alignment of the proposed Project falls into a number of categories: * Open Air: The provision of simple Sheffield stands/hoped design or bollards set in the ground; * Sheltered: The provision of cycle parking covered by a canopy to ensure that the cycles and users are covered; * Overhung: The provision of cycle parking sheltered by station roofs to ensure that the cycles and users are covered; and, * Semi-enclosed: The provision of cycle parking covered by a large roof structure with glass or solid walls. These spaces are double stacked with a secure gate system. There is a limited number of fixed cycle parking spaces that can be provided as part of the Project, and the remainder of the demand for cycle parking spaces will require a strategy and commitment from the respective local planning authorities. There is a clear mix of uses in the areas surrounding MetroLink stations, which may see cycle demand varying in peak times. As a result, it requires a combined approach and delivery from multiple agencies, e.g. DCC, FCC, and NTA to identify how future demand can be accommodated sustainably and the maximum benefits of the parking is achieved. The provisions are likely to involve a combination of fixed and shared bicycles and other facilities to support the delivery of mobility hubs across the region.
2	Observation details 5. Grounds Provide public toilets at all MetroLink stations	3	3. As far as I can tell, there are no plans for public toilets at any station, not even at the Glasnevin interchange with Irish Rail. The toilets in the plans all seem to be down narrow corridors away from the public areas.	As noted in EIAR Chapter 6, MetroLink Operations and Maintenance, public welfare facilities will only be provided at the main interchange stations, which does include Glasnevin Station. The remaining non-interchange stations will not be provided with public welfare facilities for reasons of safety, deterring anti-social behaviour, maintenance and security.
3	Observation details 5. Grounds Provide more station entrances	3	4. The single entrance to most of the stations may look good on paper but the aesthetics will be lost on anyone who has to walk the length of the station in the rain or, as at Collins Avenue and O'Connell Street, wait in the rain to cross a four-lane road to be able to get to the station entrance. Even the single entrance to the Mater station is located as far as possible from the hospitals that the station is meant to serve.	Passenger demand forecasts together with Access for All design guidelines have been used to design the size and layout of the public areas used by passengers, including the entrances, as detailed in EIAR Chapter 6, MetroLink Operations and Maintenance. Each station's position along the alignment has also informed the orientation of the entrance to facilitate passenger wayfinding, by maintaining similar layouts of stations along the alignment. In most cases, passenger circulation is based on a single access route along the longitudinal axis of the station box. The exceptions are Northwood, Glasnevin, Tara and Charlemont which have two entrances due to their urban location and anticipated pedestrian footfall. Where necessary, pedestrian crossings have been provided to maintain desire lines between the station and surrounding area.

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4	Observation details 5. Grounds Underground or undercover access to Airport station	4	5. There should be underground or undercover (at the very minimum) access from the airport terminals to the MetroLink station. Walking in the rain, with luggage, and having to wait at a pedestrian crossing will be a very poor introduction to Ireland.	TII's VISWALK model shows that all the crossings in the immediate vicinity of MetroLink operate efficiently for both pedestrians and vehicles, with no excessive vehicle queuing or pedestrian crowding evident. The TII VISWALK model demonstrates that signal timings can be implemented that will accommodate both pedestrians and vehicles, with vehicles accommodated without excess delay and an appropriate level of service (LoS) is provided for pedestrians. Refer to EIAR Chapter 9. TII therefore confirm that current pedestrian modelling does not justify the need for an additional walkway, either above or underground and as such the design does not include for such a walkway. The surface walkway will be covered where practicable between the Station and the terminals.
5	Observation details 5. Grounds Plan for underground access at stations in commercial centres	5	6. It will improve access to the stations and be more convenient for users if adjacent buildings can make underground connections to a concourse at the station. For example, Sydney Town Hall station was built without any connection to adjacent buildings, but has, over time, been extended with multiple access points.	Response (3) above explains the rationale for determining the number of passenger entrances at each station. Additional entrances or connections through adjacent buildings are not required at this stage. As outlined in EIAR Chapter 6, MetroLink Operations and Maintenance, each of the proposed stations has been designed to provide a high-quality environment at the station approach to ensure easy access from the existing pedestrian footpath network surrounding the station. The Transport for London Pedestrian Comfort Guidance for London (Transport for London, 2010) was used as a reference during the design development process to guide the design of access to each station to ensure that pedestrian footpaths and road crossings are appropriate to the volume of type of users accessing the stations.