MetroLink

Transport Infrastructure Ireland

Chapter 9 Erratum

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MetroLink

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Contents

1. EIAR Updates

1.1 Change 1: Incorrect Junction Layout Used at R132/L2300/L2305 Junction (Airside Junction)

1.1.1 Reason for Change

During the closure of the Pinnockhill junction the R132/L2300/L2305 (Airside) was coded incorrectly within the construction period transport model. The L2305 arm of this junction was coded as having only one exit lane and a bus lane. The correct layout of the L2305 is two turning lanes at the junction.

In addition to this, during the course of the development of the Traffic Management proposals, temporary improvement measures were identified at this junction. In the TM programme the works at the Airside junction are completed and then the works at Pinnockhill junction are commenced. When the Airside junction is being reconstructed, the layout can be improved by providing a longer turning lane for the right turners. In addition to this, for the duration of the Pinnockhill closure the left turn from the L2305 to the R132 will be banned. The combination of these measures will improve the capacity of this junction.

The traffic model for the Pinnockhill junction closure period has been updated with the corrected junction layout and with the improvement measures. The updated results for this show improvements in the operation of the R132/L2300/L2305 junction and in reductions in the delays and queuing at this junction during the Pinnockhill junction closure.

In the EIAR the increased delays at this junction, within section 9.6.1.2.1.1 are reported as the following:

> *The main works will have a moderate impact on the public transport provision, specifically for services which utilise the R125 between Pinnock Hill and Airside Roundabout. There will be some increase in journey times for the services routing via Nevinstown Junction as there will be an increase in traffic volume at this junction, attributed to proposed diversion. Retention of bus lanes on approach to the junction will mitigate the impact of the expected delays, along with temporary traffic management changes such as banning the left turn from the L2305.*

In the corrected model, the information within this chapter will be updated to say the following:

> *The main works will have a moderate impact on the public transport provision, specifically for services which utilise the R125 between Pinnock Hill and Airside Roundabout. There will be some increase in journey times for the services routing via Nevinstown Junction as there will be an increase in traffic volume at this junction, attributed to proposed diversion. Banning the left turn from the L2305 will help mitigate the impact of expected delays.*

No changes are needed in table 9.70 on page 98.

In the EIAR the increased delays at this junction, within section 9.6.1.2.1.2 are reported as the following:

> *The full closure of the south-east arm of Pinnock Hill junction will result in severe impacts for general traffic in the local area. The traffic redistributes primarily towards the south of Pinnock Hill junction; this impact is most severe during the morning peak where there is an 81% (489 CU) increase in traffic volume on the R132 southbound between Pinnockhill Junction and Nevinstown Junction. During the evening peak period the increase in traffic volume on the R132 is where there is an approximate volume increase of 63% (388 PCU) southbound, and 63% (329 PCU) northbound. There are also severe increases of traffic volume on the L2300 and L2305 on approach and on exit of Nevinstown junction.*

During both peak periods the driver delay is showing as a moderate to severe impact on the L2305 on approach to Nevinstown junction. Most of the delays per vehicle (average) noted are less than five minutes per link with the exception of the L2305 east approach arm to Nevinstown junction during the evening peak hour which displays expected delays of just over five minutes. There are moderate increases in delay on the R125 eastbound on approach to the M1 Junction 3 during the evening peak. There is a moderate impact on the network from an increase in HGV movements in the local area according to STMP ratings.

This impact applies to all sites within this section and represents a worst-case scenario for the section. Model results indicate that during the morning peak, the R132 will experience a 2-5% increase in HGV volumes while in the evening peak there is minimal change on the R132. HGV volumes remain approximately the same on the surrounding road networks around the station. The closure of the southern arm at Pinnock Hill Junction will result in a severe impact for general traffic users and the proposed diversion is illustrated in Diagram 9.40.

In the corrected model, the information within this chapter will be updated to say the following:

The full closure of the south-east arm of Pinnock Hill junction will result in severe impacts for general traffic in the local area. The traffic redistributes primarily towards the south of Pinnock Hill junction; this impact is most severe during the morning peak where there is an 81% (489 CU) increase in traffic volume on the R132 southbound between Pinnockhill Junction and Nevinstown Junction. During the evening peak period the increase in traffic volume on the R132 is where there is an approximate volume increase of 63% (388 PCU) southbound, and 63% (329 PCU) northbound. There are also severe increases of traffic volume on the L2300 and L2305 on approach and on exit of Nevinstown junction.

During both peak periods the driver delay is showing as a slight on the L2305 on approach to Nevinstown junction. Most of the delays per vehicle (average) noted are either less than the Do Min or increase by a maximum of 90 seconds on the L2305 east approach arm to Nevinstown junction. There are moderate increases in delay on the R125 eastbound on approach to the M1 Junction 3 during the evening peak. There is a moderate impact on the network from an increase in HGV movements in the local area according to STMP ratings.

This impact applies to all sites within this section and represents a worst-case scenario for the section. Model results indicate that during the morning peak, the R132 will experience a 2-5% increase in HGV volumes while in the evening peak there is minimal change on the R132. HGV volumes remain approximately the same on the surrounding road networks around the station. The closure of the southern arm at Pinnock Hill Junction will result in a severe impact for general traffic users, due to the diversion rating and the proposed diversion is illustrated in Diagram 9.40.

No change to rating in Table 9.72 on page 107.

1.2 Change 2: Figures 9.30 – 9.35

1.2.1 Reason for Change - Updates to Figures 9.30-9.35

The figures initially presented in the EIAR did not present the information in a clear and easy to understand manner. As a result, the images have been reproduced using the same information as before but using a different colour grading scale. Images are in the appendix below.

1.3 Change 3: Incorrect baseline parking numbers used during analysis around Collins Avenue Station.

1.3.1 Reason for change

During the analysis of how parking will be impacted during Metrolink construction around Collins Avenue station, only the formal parking outside Our Lady of Victories church was counted. This led to a high impact rating being provided. Upon review, the rest of the informal (unmarked) parking within 200m of station construction has been included, reducing the impact on people in the area.

In the EIAR the information is currently presented in table 9.93 as:

Albert College	Loss of 42 spaces (42% of public parking within 200m)	Very High- % of available parking in area	Medium- not residential permit parking so does not impact residents	Short-term Significant Negative

In the EIAR, upon review of the available parking numbers within the area, table 9.93 should be updated with the following information:

Loss of 42 formal parking spaces (15% of total parking, both formal and informal within 200m)	Moderate % loss of parking available in the area	Medium - not residential permit parking so no impact on residents	Short term - moderate impact

1.4 Change 4: Incorrect Diagram Numbers

1.4.1 Reason for Change

An error occurred when inserting diagrams and their labels into the EIAR, the label '*Diagram 9.19'* was accidentally inserted twice, the first time on page 59 and second on page 60. As a result, all diagram numbers beyond the diagram shown below, are captioned incorrectly and the in-text reference does not correlate to the image the text describes.

Diagram 9.19: AZ3 Locations and Features

An example the incorrect labelling is shown here:

Diagram 9.21 presents the percentage mode share in the AZ3 Dardistown to Northwood Section in the Do Minimum scenario across all years, in both scenarios. Road holds the highest percentage mode share in all years and in both scenarios, ranging from 58% in 2035 in Scenario A, to 52% in 2065 in both Scenario A and Scenario B. Walking holds the second highest mode share, increasing from approximately 24% in 2035 in both scenarios, to 28% in 2065 in Scenario A and to 27% in Scenario B.

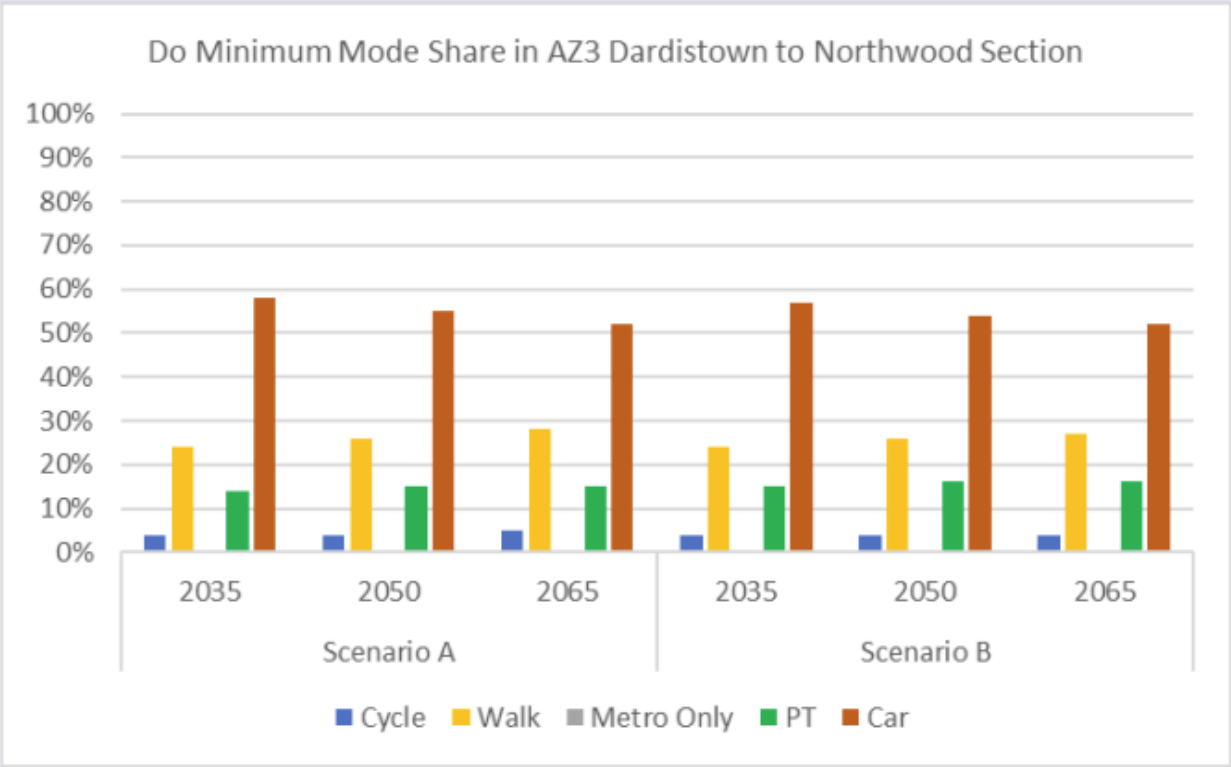


Diagram 9.20: Do Minimum Mode Share in AZ3 Dardistown to Northwood Section

The text here references *Diagram 9.21* whilst the diagram is labelled *Diagram 9.20,* and the graph should be captioned Diagram 9.21.

This should be taken into consideration from page 59 onwards.

2. STMP Updates

2.1 Change 1: Incorrect Junction Layout Used at R132/L2300/L2305 Junction (Airside Junction)

2.1.1 Reason for change

The reason for change is the same as stated previously in Section 1.1.1

> The general text description provided in section 5.5.6.1.2, page 144 of the STMP does not need to be updated as the information presented is not impacted by the updated road layout on the L2305.

The information currently presented in the STMP is as follows:

> *Results indicate that the fill closure of the south east arm of Pinnockhill junction will result in severe impacts for general traffic in the local area. The traffic redistributes primarily towards the south of Pinnockhill Junction: this impact is most severe during the morning peak where there is an 81% (489 PCU) increase in traffic volume on the R132 southbound between Pinnockhill Junction and Nevinstown Junction. During the evening peak period, the increase in traffic volume on the R132 is where there is an approximate volume increase of 63% (388 PCU) southbound, and 63% (329 PCU) northbound. There are also severe increases in traffic volume on the L2300 and L2305 on approach and on exit of Nevinstown Junction.*
>
> *During both peak period, driver delay is showing as a moderate to severe impact on the L2305 on approach to Nevinstown Junction. Most of the delays are over vehicle (average) noted are less than five minutes per link with the exception of the L2305 east approach arm to Nevinstown junction during the evening peak hour which displays expected delays of just over five minutes. There are moderate increases in delay on the R125 eastbound approach on the M1 junction 3 during the evening peak.*

Following model updates, the text presented above as in section 5.5.6.1.3.1 should be updated to the following:

> *Results indicate that the fill closure of the south east arm of Pinnockhill junction will result in severe impacts for general traffic in the local area. The traffic redistributes primarily towards the south of Pinnockhill Junction: this impact is most severe during the morning peak where there is an 81% (489 PCU) increase in traffic volume on the R132 southbound between Pinnockhil Junction and Nevinstown Junction. During the evening peak period, the increase in traffic volume on the R132 is where there is an approximate volume increase of 63% (393 PCU) southbound, and 63% (387 PCU) northbound. There are also severe increases in traffic volume on the L2300 and L2305 on approach and on exit of Nevinstown Junction.*
>
> *During both peak period, driver delay is showing as a slight impact on the L2305 on approach to Nevinstown Junction. Most of the delays are over vehicle (average) noted are less than 90 seconds per link. There are moderate increases in delay on the R125 eastbound approach on the M1 junction 3 during the evening peak.*

Table 5-78 on page 145 of the STMP should be updated to show a slight impact on driver delays now, following updates to the model.

2.2 Change 2: Incorrect baseline parking numbers used during analysis around Collins Avenue Station.

2.2.1 Reason for change

The reason for change is same as stated above in Section 1.3.1

In the STMP, the information currently presented in section7.4.6.1 is as follows:

Table 7-37:

Residential (Parking)	Removal of > 30% of on-street parking within 200m	Yes	High

Upon review, this rating within table 7-37 should be reduced to **Moderate** from **High.**

Table 7-42:

	facilities			
Parking	Public parking / residential parking loss	Severe loss of parking spaces in local area. No proposed TTM.	Severe	Residual impact

Text to be updated with the following:

Parking	Public parking / residential parking loss	Moderate loss of parking spaces in local area. No proposed TTM.	Moderate	Residual Impact

The below text from section 7.4.6.3.5, page 257, currently presented for the impact on parking at Collins Avenue station:

> *Existing parking spaces on Albert College Drive will be removed as part of station construction. This will result in the removal of 42 spaces on this street, which equates to 42% of public parking spaces within a 200m area. The parking at this location is not residential permit parking and removal of the parking shouldn't directly impact on residential parking in the area.*

This text will be updated with the following:

> *Existing parking spaces on Albert College Drive will be removed as part of station construction. This will result in the removal of 42 spaces on this street, which equates to 15% of public parking spaces within a 200m area. The parking at this location is not residential permit parking and removal of the parking shouldn't directly impact on residential parking in the area.*

2.3 Change 3: Correction to Impact on Schools at Collins Avenue Station

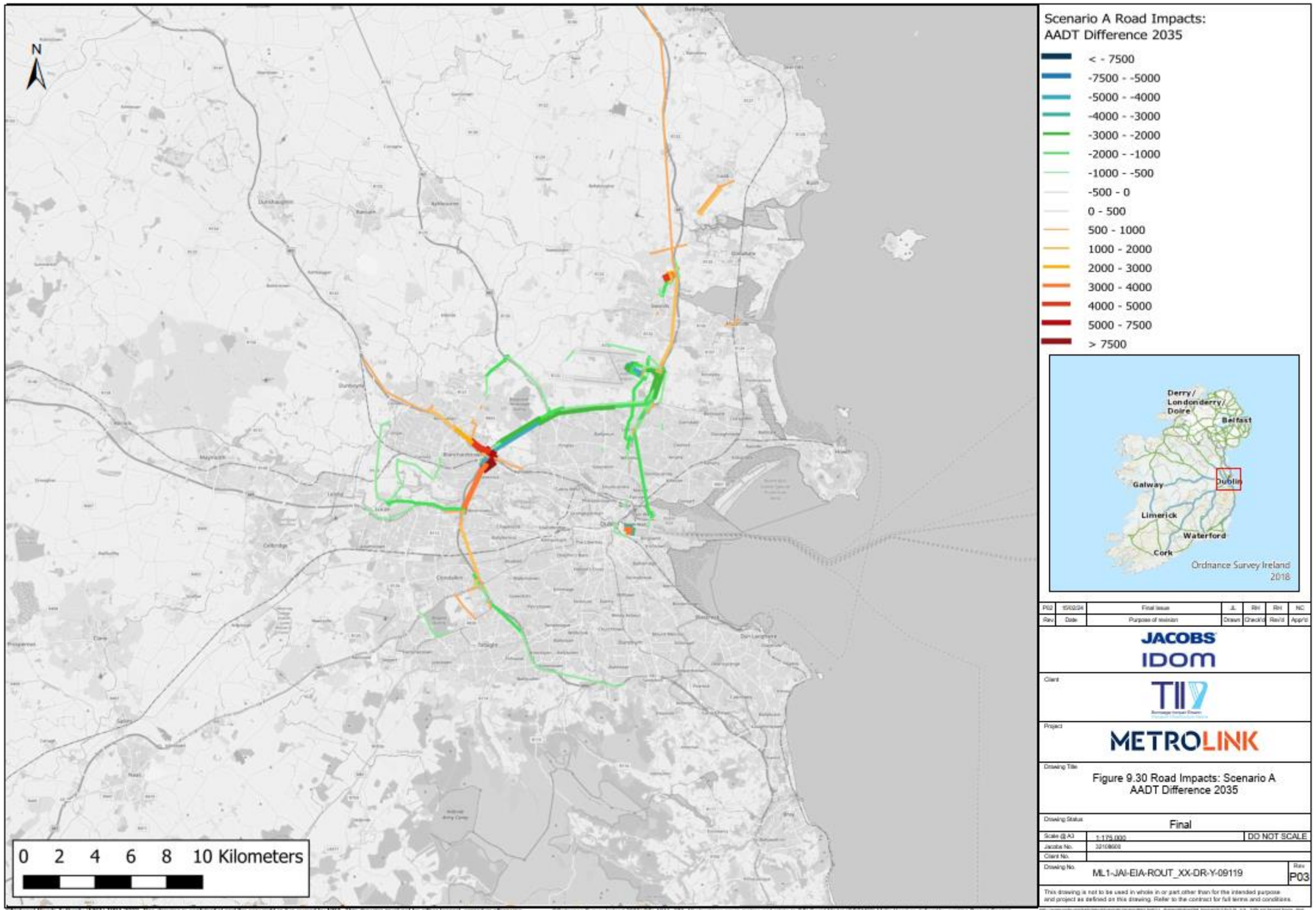
Within section 7.4.6.3.6 we noted "*Due to the constraint lane capacity during the works, and the relocation of bus stops, temporary parking on the R108 as part of "drop-off" will be restricted".*

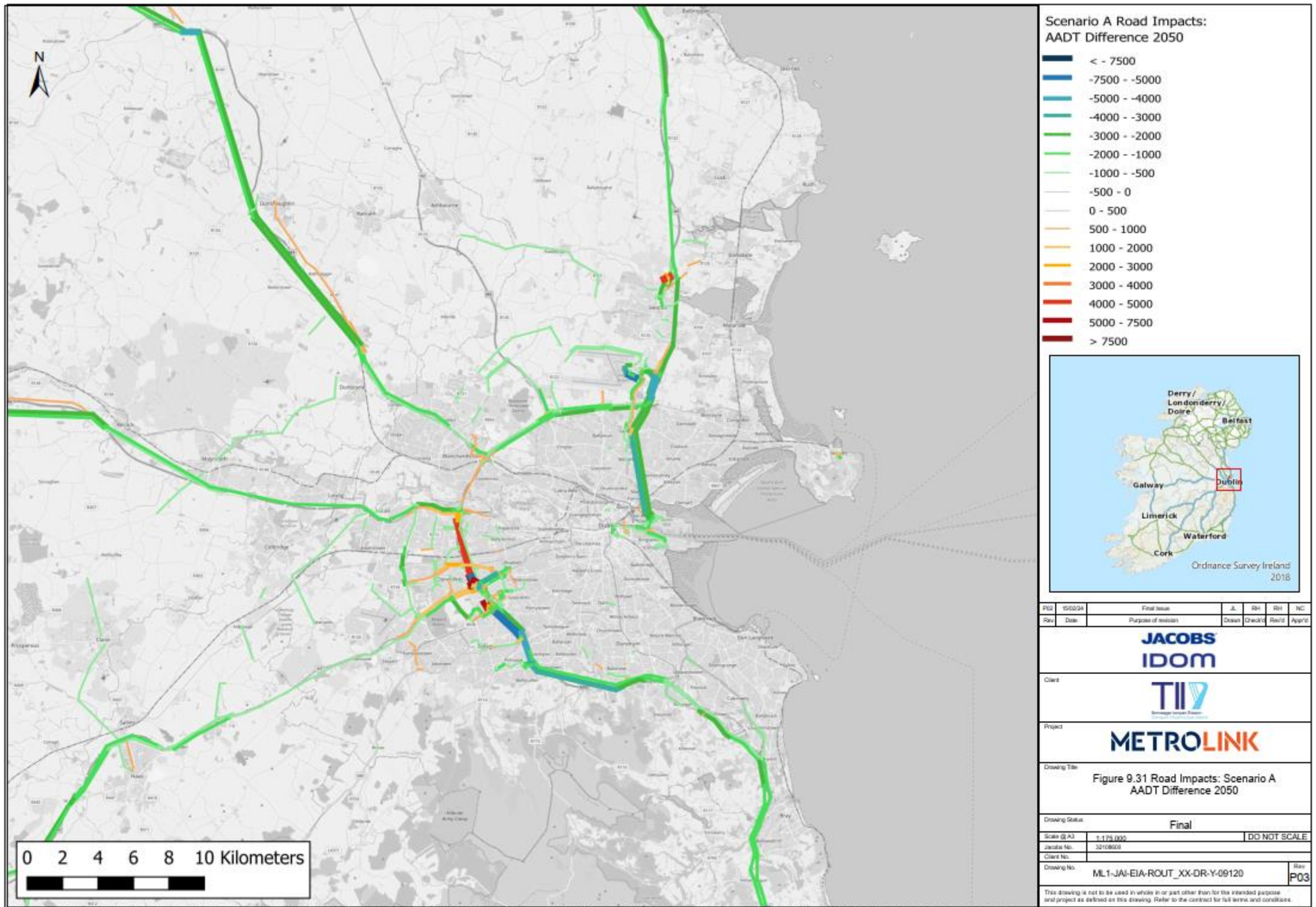
This is incorrect, and should be replaced with the following:

"*The existing time plated operation of the bus lane can be continued within the northbound bus lane; this will allow for the existing drop-off to be continued during the period of the construction traffic management works"*

A.1 Figures 9.30 – 9.35

The below figures are the updates maps for figures 9.30 – 9.35 within chapter 9 of the EIAR.





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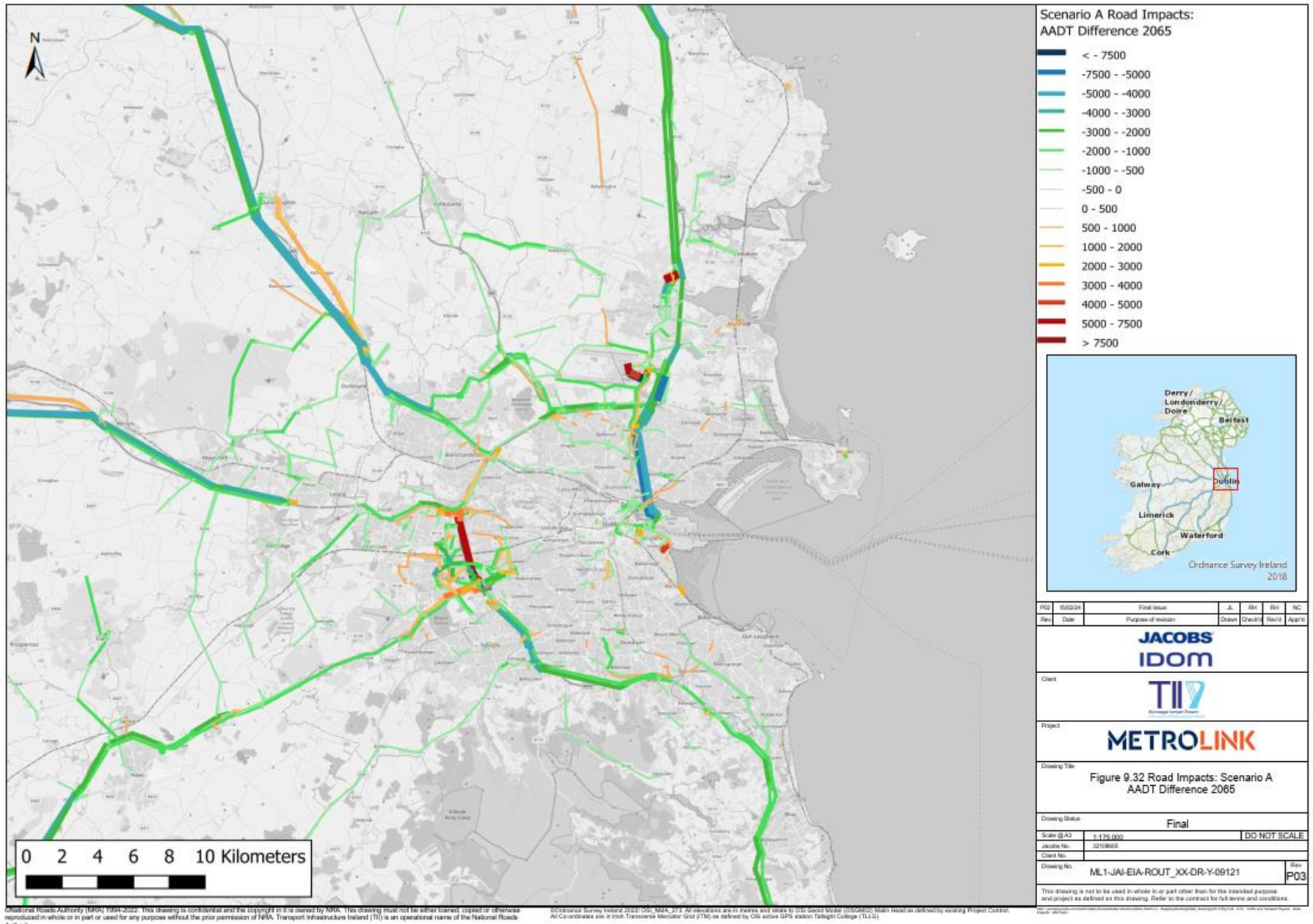
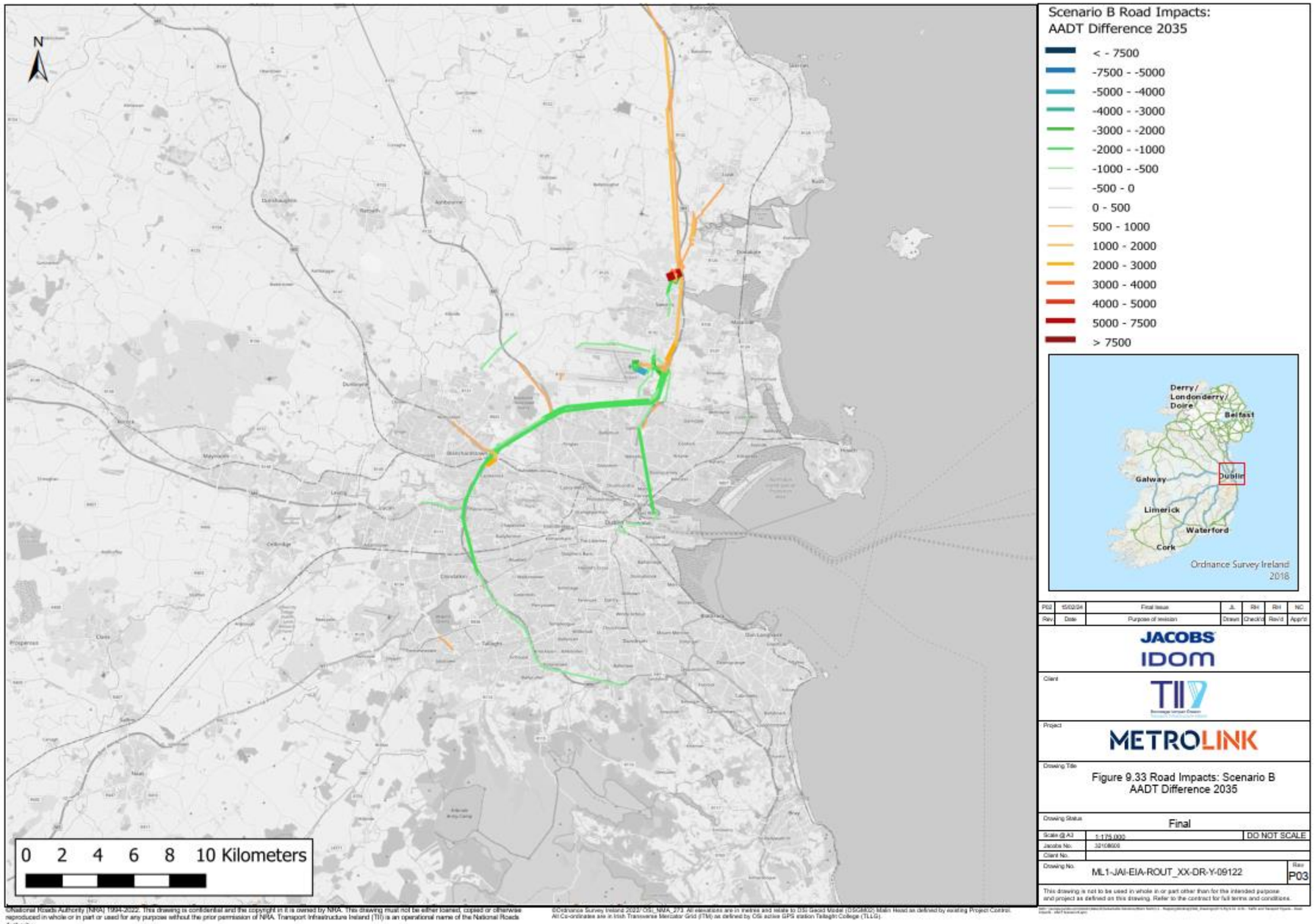
This drawing is not to be used in whole in or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.





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Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
P02	15/02/24	Final issue	JL	RH	RH	NC

JACOBS IDOM

Client: TII

Project: METROLINK

Drawing Title: Figure 9.33 Road Impacts: Scenario B AADT Difference 2035

Drawing Status: Final

Scale @ A3	1:175,000 DO NOT SCALE
Jacobs No.	32108500
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Drawing No.	ML1-JAI-EIA-ROUT_XX-DR-Y-09122
Rev	P03

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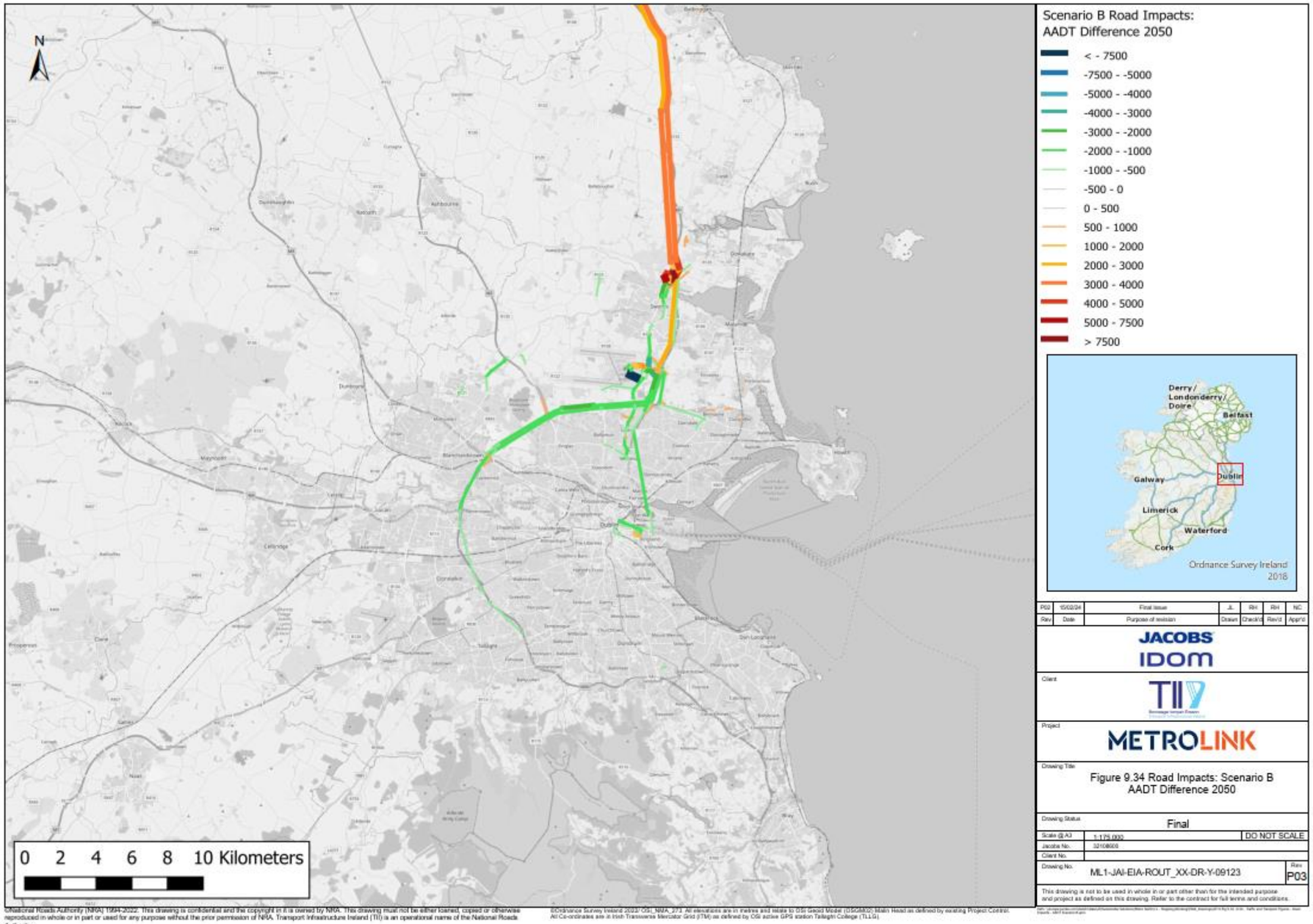

Scenario B Road Impacts:
AADT Difference 2050

- < - 7500
- -7500 - -5000
- -5000 - -4000
- -4000 - -3000
- -3000 - -2000
- -2000 - -1000
- -1000 - -500
- -500 - 0
- 0 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 7500
- > 7500

Rev	Date	Purpose of revision	Drawn	Checkd	Revd	Apprd
P02	15/02/24	Final Issue	JL	RH	RH	NC

JACOBS IDOM

Client: TII

Project: METROLINK

Drawing Title: Figure 9.34 Road Impacts: Scenario B AADT Difference 2050

Drawing Status: Final

Scale @ A3	1:175,000	DO NOT SCALE
Jacobs No.	32108905	
Client No.		

Drawing No.: ML1-JAI-EIA-ROUT_XX-DR-Y-09123 — Rev: P03

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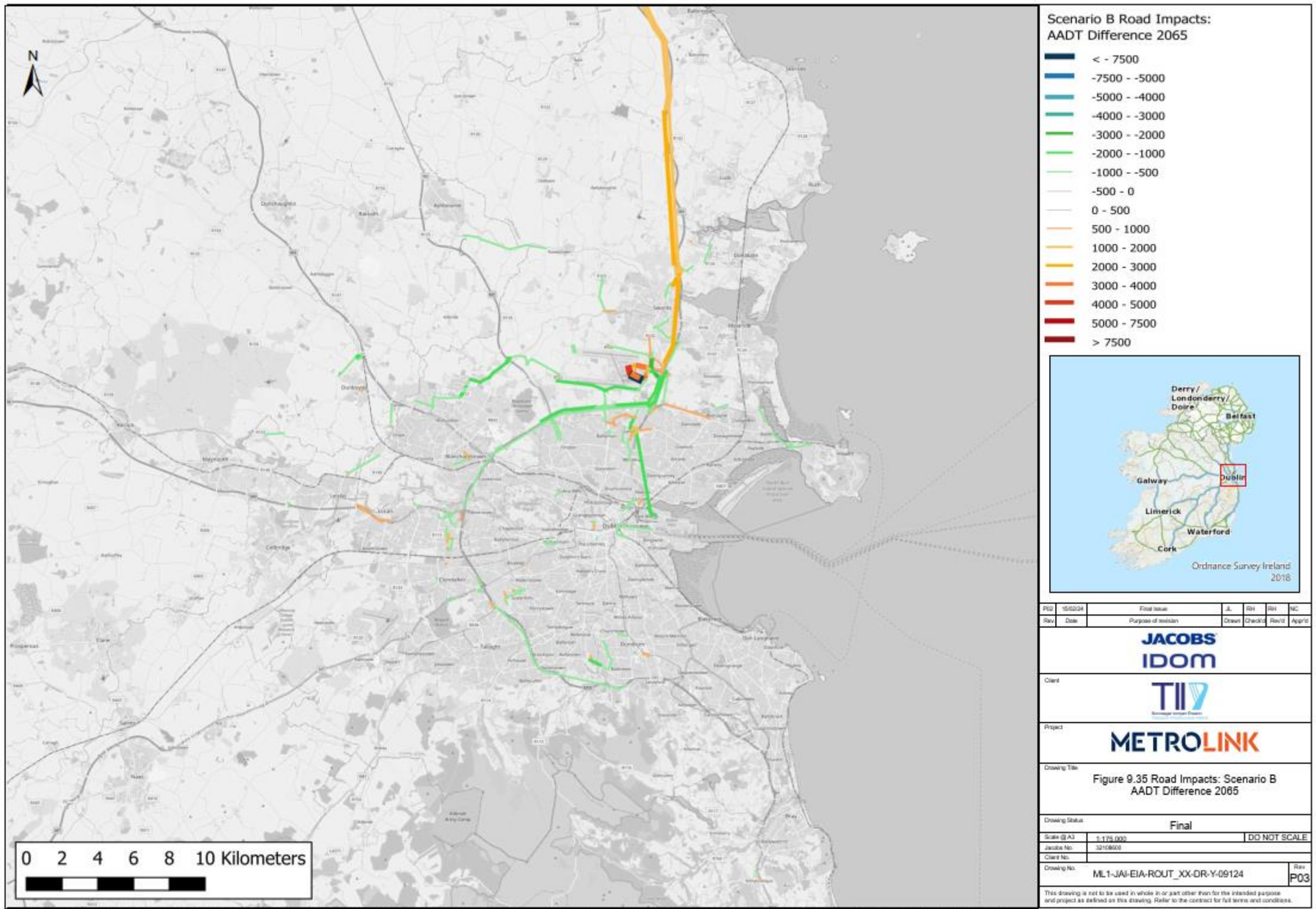

Scenario B Road Impacts:
AADT Difference 2065

- < - 7500
- -7500 - -5000
- -5000 - -4000
- -4000 - -3000
- -3000 - -2000
- -2000 - -1000
- -1000 - -500
- -500 - 0
- 0 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 7500
- > 7500

Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
P02	16/02/24	First Issue	JL	RH	RH	NC

JACOBS IDOM

Client: TII

Project: METROLINK

Drawing Title: Figure 9.35 Road Impacts: Scenario B AADT Difference 2065

Drawing Status: Final

Scale @ A3	1:175,000 DO NOT SCALE
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Drawing No.	ML1-JAI-EIA-ROUT_XX-DR-Y-09124
Rev	P03

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