TII Response to Public Representatives (Day 2 of the Oral Hearing)

(10)

Oral Hearing ABP-314724-22

11 March 2024

Below is a list of responses to queries raised by Public Representatives on Day 2 of the Oral Hearing.

1 **Senator Marie Sherlock**

1.1 **Risk of settlement**

TII Response: Please see Ground Movement Monitoring Information Paper submitted on Day 7.

1.2 **Houses more than 30m away getting the benefit of POPs**

TII Response: Aidan Foley provided an update on the Property Owners Protection scheme on day 11 of the oral hearing. It can be found on the project website at https://www.metrolinkro.ie/

1.3 **The €45,000 limit in POPS**

TII Response: Aidan Foley provided an update on the Property Owners Protection scheme on day 11 of the oral hearing. It can be found on the project website at https://www.metrolinkro.ie/

1.4 **Traffic impacts around Phibsborough and Glasnevin**

TII Response: The traffic impacts around Phibsborough and Glasnevin are detailed in Section 9.6.1.2 of Chapter 9.

The haulage routes for the Glasnevin station will avoid Phibsborough and will use the R135 to access to/from the M50. The only HGV traffic that will travel through Phibsborough will be traffic accessing the Mater site, which will be an average of 2-3 vehicles per hour.

If BusConnects Ballymun is delivered there will be a bus gate at the northern end of St Mobhi Road. This bus gate will operate from 16:00 – 20:00 and overlap with the last three hours of operation for the Griffith Park site. For this short time period the exiting HGVs will need to travel south, instead of north.

From examining the routes available, the most appropriate option is to use the right turn at the triangle in Glasnevin to access onto the R135 and then travel northbound along that road. This would result in an average of 2.5 vehicles per hour doing this movement. A drawing showing this will be submitted during Module 2 of the Oral Hearing.

For the Glasnevin site, there is a two-year period when the construction vehicles movements will be between 50 -100 per a day, approximately 5 to 10 movements per an hour and an average of 7.5 movements per an hour – 4 movements in and 3.5 movements out. This flow represents <0.5% of the existing traffic flow in the area.

Outside of the two-year period, the vehicle flows are generally less than 50 per a day.

During the main construction works there will no changes in main road network layout in Glasnevin. Site access will be via priority junction arrangements and on average there will 4 vehicles accessing

the site and 3.5 leaving the site in an hour. This will have minimal impact on other road users, either from the traffic turning right into the site or from the minor increase in traffic flow on the R108.

In terms of mitigation, a Metrolink Construction Traffic Forum will be established. This will include the key stakeholders, such as Dublin City Council, the NTA, Gardaí, and representatives for the local businesses and community. This forum will meet on a regular basis to review the traffic management for the whole project and it provide the opportunity for issues to be discussed and resolved.

In addition, there will be a construction stage Mobility Management Plan, that will primarily manage construction workers travel to the sites.

The design teams for MetroLink, Dart + and BusConnects have liaised with each other to ensure that designs are integrated and that the street network can accommodate the increase in movements (pedestrians, cyclists, buses) that will use the Glasnevin station.

1.5 **Desirability of community gain around stations**

TII Response: Under the various construction contracts, TII will make provision to ensure that the appointed contractors work with Local Communities and the Local Authorities to participate and support local community initiatives.

TII would welcome discussions with the local community with a view to accommodating local community initiatives within the Glasnevin Station.

2 **Senator Michael McDowell**

2.1 **Technology has improved such that light rail system offers alternative to underground Metro**

TII Response: Typically, light rail and metro systems are designed to cater for peak hour flows on the route, and future projected increases in demand. According to guidance from the International Association of Public Transport (UITP), the typical carrying capacity of different light rail and metro systems advises that:

- Unsegregated rail-based systems (such as street running light rail systems such as Luas) have an ability to carry a maximum capacity of 7,000 Passengers Per Hour Per Direction (pphpd), increasing to 11,000 pphpd where a greater level of segregation can be achieved.

- Where projected demand would exceed the carrying capacity of on-street light rail systems (which is the case along the MetroLink alignment), international transport authorities tend towards implementing fully segregated metro system which have a capability of carrying up to 20,000 pphpd and more.

As such, no conceivable improvement in technology for an unsegregated light rail system can come close to matching the passenger carrying capacity of a fully segregated metro system, such as MetroLink.

2.2 **Costs may grow to 20 billion euros**

TII Response: As is the case for all large infrastructure contracts there is a risk that costs may increase. Appropriate risk provision has been included in the MetroLink Preliminary Business Case approved by Government.

3 **Colm McCarthy**

3.1 **Government spending code has not been complied with**

TII Response: The cost forecasts for MetroLink were prepared as part of the Preliminary Business Case which is in full compliance with the Public Spending Code, 2019 replaced by the Infrastructure Guidelines, 2023.

3.2 **Need to take into account the operational losses**

TII Response: MetroLink is not expected to require an operating subvention during its operation.

3.3 **Failure to take into account the costs caused by the construction disruption**

TII Response: The Public Spending Code, 2019 replaced by the Infrastructure Guidelines, 2023. Does not consider costs incurred due to construction disruption.

3.4 **Journey saving times are overstated**

TII Response: The journey time savings in the EIAR are point to point journey times, they include a walk time, wait time and the actual journey time of the bus services during the AM and PM peak hours in 2035, 2050 and 2065.

The journey times are extracted from the NTA's Eastern Regional Model and reflects the modelled travel times on the road network for bus traffic, including delays at junctions and or sections of roadway without bus lanes.

These future journey time savings have been calculated using the NTA's ERM model, the best available transport model available for Dublin. The ERM model has been calibrated and validated using a range of data including traffic counts, journey time surveys. The bus services are coded in based on GTFS, which includes the routes and frequencies. Full details are available on https://www.nationaltransport.ie/wp-content/uploads/2022/09/ERM-Model-Development-Report.pdf

3.5 **Public transport share at Dublin Airport is already very high and would not increase much**

TII Response: The objective of the Metrolink project is to provide a safe, high frequency, high capacity, fast, efficient, and sustainable public transport solution connecting Swords, Dublin Airport and the City Centre.

The demand for travel to the Airport and to Swords is estimated to increase significantly over the lifetime of the Metrolink project. The forecasts for Metrolink show the demand for travel to Airport increasing by over 29,000 daily trips from 2035 to 2065. With the Metrolink in place, the results from the modelling show that public transport modal shift for flyers accessing the Airport is forecast to increase from 42% to 48% in 2035 rising to a modal share of 66% in 2065. The modelling indicates that the vast majority of these public transport users will utilise Metrolink, close to 85%, due to the better connectivity and faster journey speeds.

Whilst the current bus services to Dublin Airport provide a public transport connection, they suffer from delays, journey time reliability, slow speeds and are restricted to the carrying capacity of the bus corridors and road connections to the Airport.

A bus based public transport solution to Dublin Airport would not have sufficient capacity to accommodate the increasing demand for travel along the north south corridor from the Airport and from Swords. It would have increasing delays and issues with journey time reliability and the bus corridors would not have sufficient capacity to accommodate the number of buses required to meet with the future demand.

It would not provide the high frequency, high capacity, fast, efficient transport connection required to ensure the long term sustainable public transport solution for connecting to the Airport and Swords.

3.6 **Bus would be as quick to get from airport**

TII Response: With reference to TII's National Road Network Indicators, the M1 corridor is already the busiest radial corridor in the country. The maximum daily flow in 2022, was 158,017 vehicles. The M1 corridor is classed as "approaching unstable flow" for 6 hours in the day, with flow breakdown happening regularly.

In the absence of the Metrolink there would be an increase in bus flows and traffic flow demand on the M1 corridor. This would increase the instances of unstable flow conditions on the M1, increasing the instances of flow breakdown and delays and congestion on the M1 for all road users, including bus users.

The Dublin Tunnel plays a key role in maintaining Ireland's international connectivity by providing direct routes between Dublin Port and the national road network. The tunnel contributes to improving environmental and safety outcomes by allowing heavy commercial vehicles to bypass Dublin city centre. Approximately half of the vehicles using the Dublin Tunnel daily are heavy and light commercial vehicles. With a growing population and economy, commercial vehicle traffic through Dublin Tunnel will increase into the future. Road-space in Dublin tunnel is finite and, if demand exceeds capacity, this road-space will be prioritised for use by commercial vehicles with the toll operating as a demand management lever for private vehicle traffic. An increase in public transport capacity, i.e. via Metrolink, will be required to take increasing pressure off the M1 and Dublin Tunnel road corridor.

Notwithstanding the fact that a service directly to/from the Airport would bypass connections to DCU, Glasnevin, Ballymun and Swords, the M1 corridor and the Port Tunnel would not provide a reliable long term public transport solution for the Airport, and undermine the strategic role of the Port Tunnel.

4 **Councillor Yvonne Collins**

4.1 **Should build to St Stephen's Green only so as not to prejudice the Southwest Option**

TII Response: The proposed station at Charlemont is designed such that it does not prejudice its future extension to the South or Southwest of Dublin.

We have provided more detail on the appropriateness of Charlemont as an origin point for future extensions (including to the south west) in section 5 of "TII Response to Submissions of the Elected Representatives at Charlemont Station", published on the MetroLink Railway Order website on the 4th March.

5 **Paul McAuliffe TD**

5.1 **Should be conditioned to facilitate the redevelopment of Ballymun Shopping Centre**

TII Response: TII is fully supportive of the redevelopment of the Ballymun Shopping Centre site and has collaboratively engaged with Dublin City Council to ensure the MetroLink station at this location facilitates the future proposed development of this site.

This positive collaboration with DCC at this location will continue into the next stages of the MetroLink design development.

5.2 **Impact on Bus Connects**

TII Response: The impacts of the Ballymun BusConnects project are detailed within the EIAR for the scheme, https://ballymunfinglasscheme.ie/.

The EIAR for BusConnects demonstrates reductions on the R108 from 2,275 vehicles to 1,132 during the Peak hour period (Table 6.80 of Chapter 6 of Volume 2). The Metrolink project will provide further potential for reduction in car trips from Ballymun and on the R108 corridor.

Metrolink station design has been developed to seamlessly integrate with BusConnects so the level of service provided by BusConnects will be continued when Metrolink is delivered.

In terms of Construction, if BusConnects is delivered in advance of Metrolink, the volume of traffic on the R108 is forecast to be significantly reduced and the bus services and active travel provision will be far improved than the existing.

We have assessed the impact of the Metrolink construction works on the Ballymun corridor and the Journey Time analysis shows that the construction would result in a 1.5 minute increase (AM peak) and a 5 minute increase (PM peak) on journey times along the R108 corridor, from the M50 to Phibsborough. Delays outside of the peak hour periods will be much less.

6 John Lahart TD

6.1 Inadequacy of public consultation

TII Response: TII has engaged in significant public consultation throughout the development of the MetroLink scheme, including two non-statutory public consultations at the emerging preferred route and preferred route stages (generating a significant volume of feedback from the public which at certain locations led to adjustments in the developing design), in addition to significant local engagement across the scheme on points of concern to those specific communities in advance of the Railway Order submission.

Furthermore, in recognition that some aspects of the Railway Order process are quite technical, an Independent Engineering Expert (RINA) was appointed in 2021 to regularly meet with residents' groups, assist them in interpreting technical designs, drawings etc. and in formulating their submissions to the Railway Order process.