ACRA & Ballymun Road North Residents Associations

COLLINS AVENUE STATION MODULE 2

Presented by:
Paul Cusack on behalf of both Associations.

01	Area Overview	• **Road layouts and junctions in the area**
02	Collins Avenue Station	• **How this station location will affect traffic flows, parking and access to properties**
03	TII's Answers to our submission	• **Our responses**
04	Station Design	• **How this will affect the functionality and quality of life for residents in the area**
05	Closing summary	

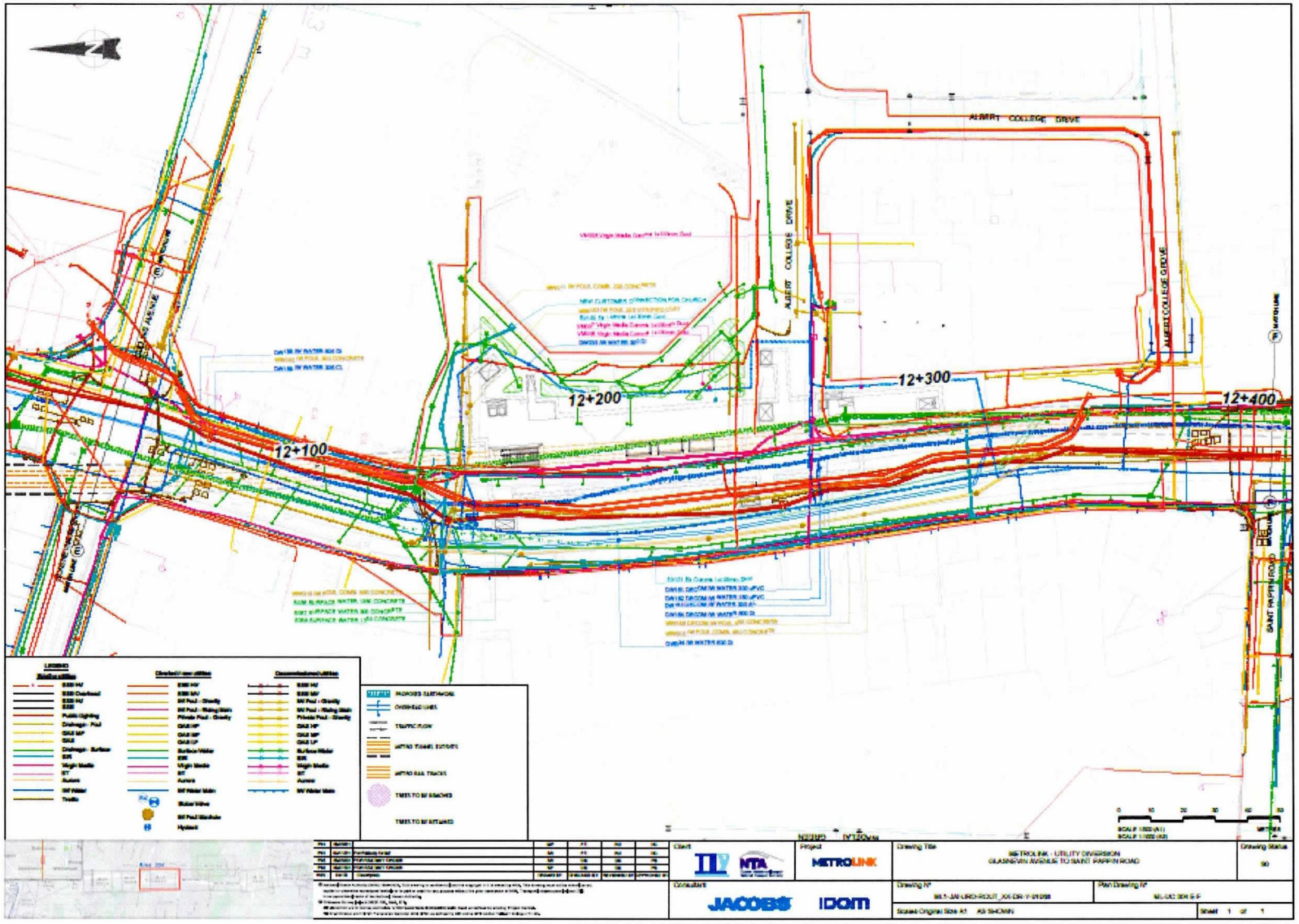
Outstanding Concerns

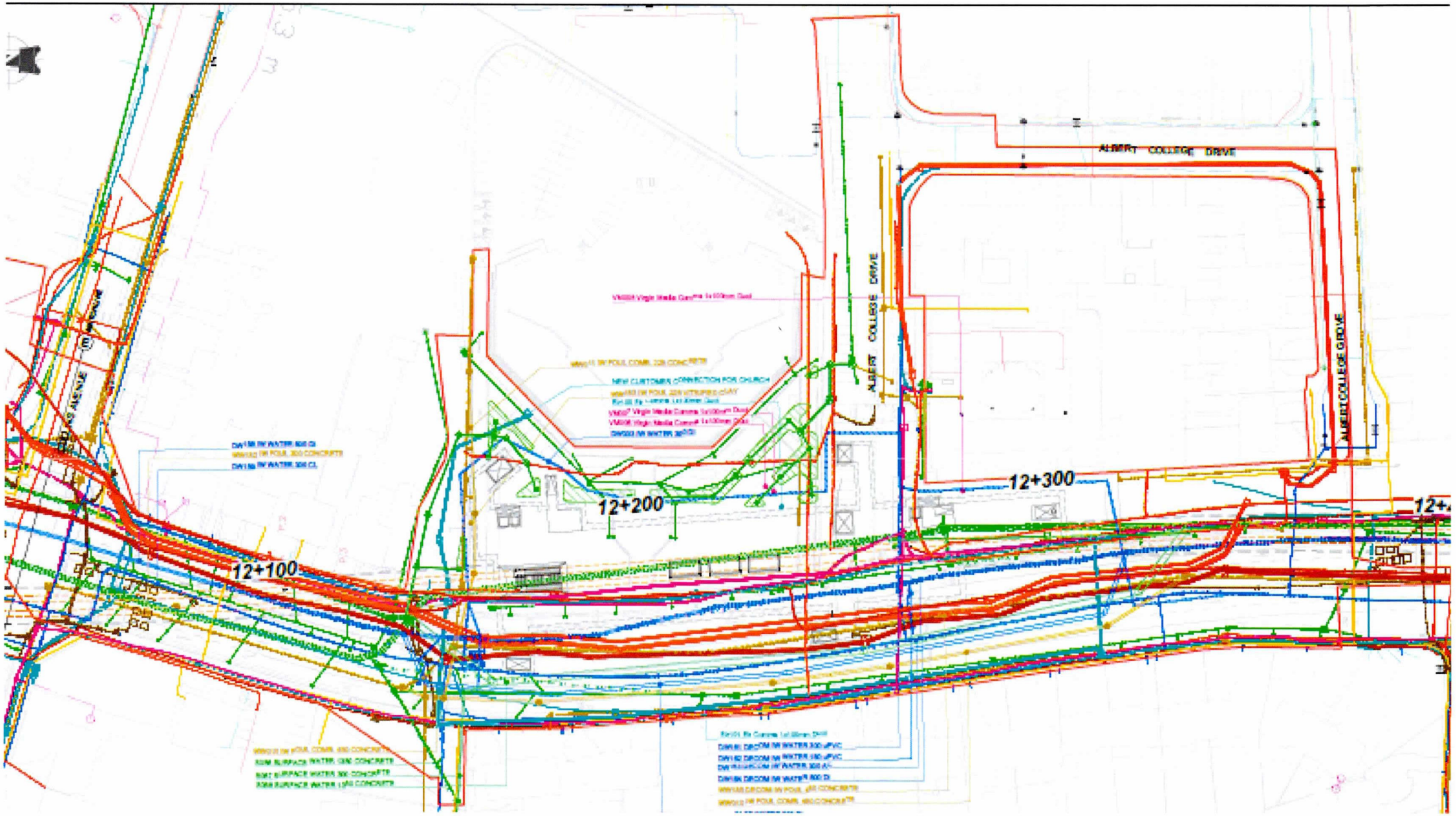
- Positioning of the Collins Avenue Station is in the wrong place
- The proposed station will fundamentally alter the residential character of the area and is at odds with the existing area
- 30,000 vehicles per day will be severely impacted including Ambulances, Bin Lorries, Fire Brigades
- High Proportion of elderly and special needs residents as well as primary school children will be unfairly impacted for a period of 7-10 years
- We remain unconvinced by the need for such a large station with its associated architecture

Outstanding Concerns

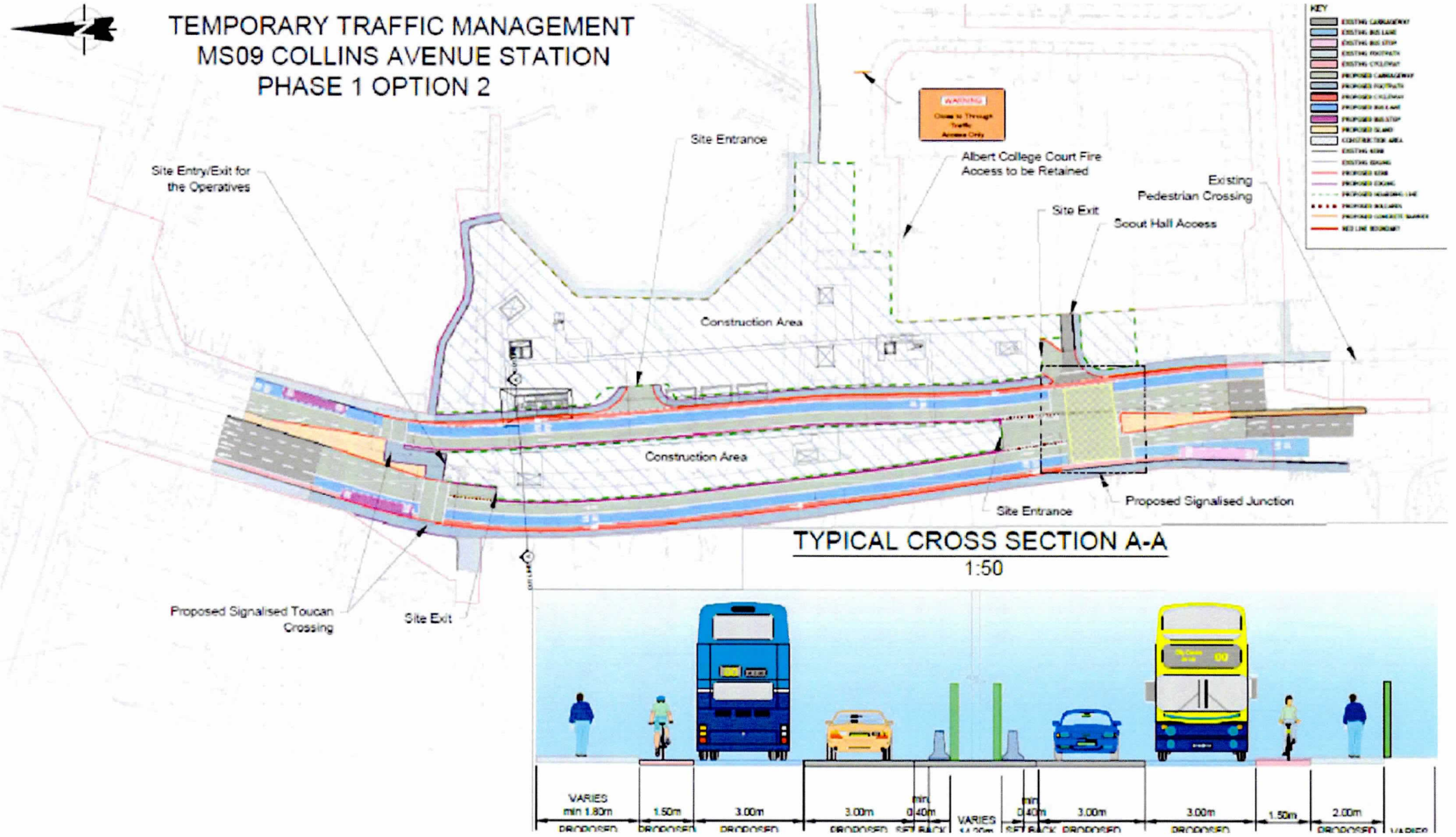
- Residents will have restricted access to their properties severely impacting quality of life for long periods during construction
- Lack of car parking spaces for school drops will disproportionately impact Albert College residents
- Scepticism about the bus interchange being relevant – dated evidence provided to prove that the modes of transport should influence station location.
- Alternative location was proposed but given no real consideration by TII


Progressive Credit Union Glasnevin
Our Lady of Victories Boys National School
Ballymun Rd
R103
Shanard Ave
Shanowen Park
Collins Ave Ext
Mary Moore Podiatry Chiropody Dublin
Albert College Park
Our Lady of Victories Catholic...
R108
Dandy Dogs
Albert College Ct
Albert College Dr
DCU Rooms Glasnevin
3.7 (336)
3-star hotel
177th Glasnevin Scout Hall
Albert College Grove
The Helix
Henry Grattan Building (C)


ALBERT COLLEGE DRIVE
ALBERT COLLEGE GROVE
SAINT PAPPIN ROAD
12+100
12+200
12+300
12+400
METROLINK
JACOBS
IDOM


ALBERT COLLEGE DRIVE
ALBERT COLLEGE DRIVE
ALBERT COLLEGE GROVE
12+100
12+200
12+300
12+
NEW CUSTOMERS CONNECTION FOR CHURCH

TEMPORARY TRAFFIC MANAGEMENT
MS09 COLLINS AVENUE STATION
PHASE 1 OPTION 2



TYPICAL CROSS SECTION A-A

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Figure 8-14 Collins Avenue Station Stage 2 –

Excavation and Piling Works

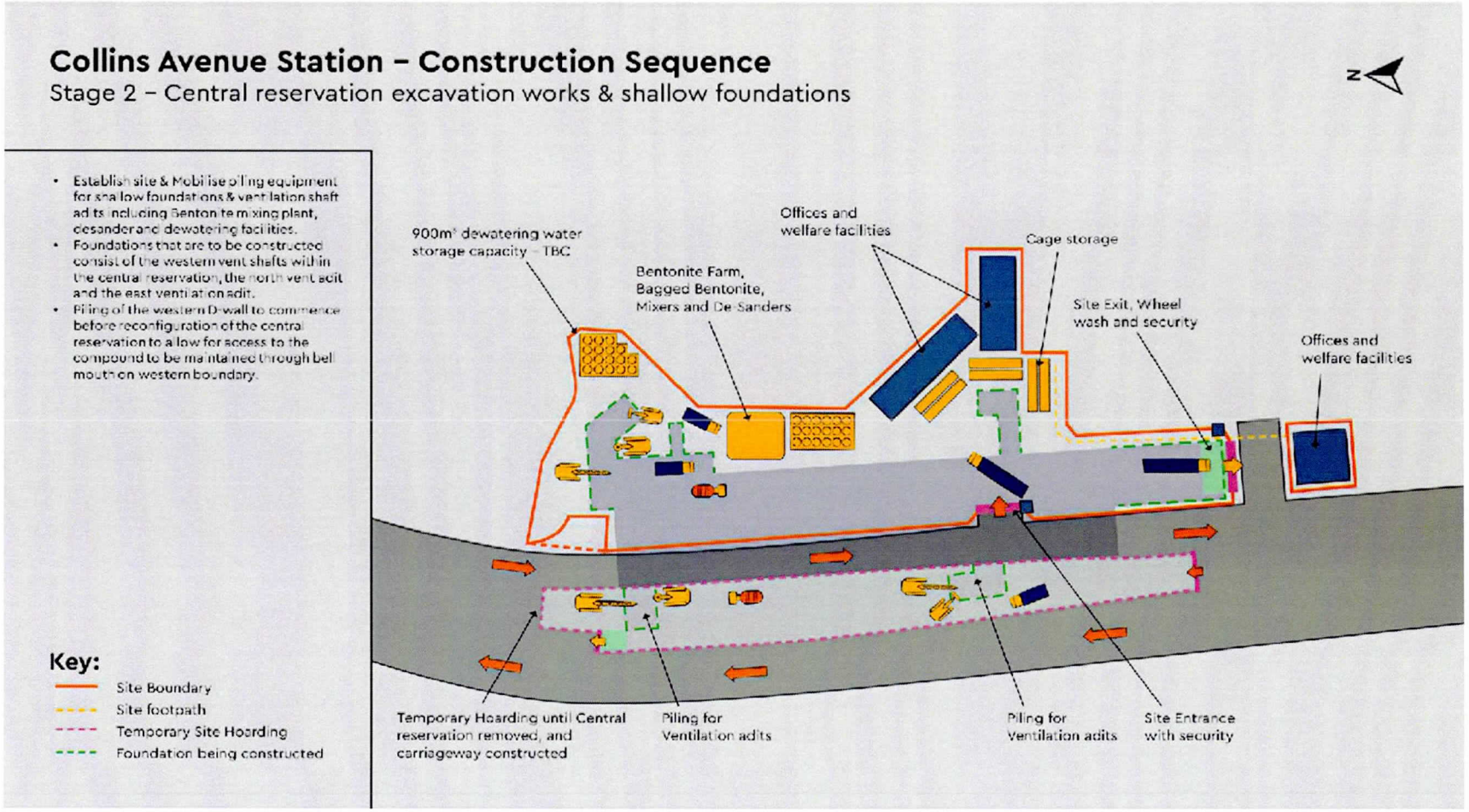
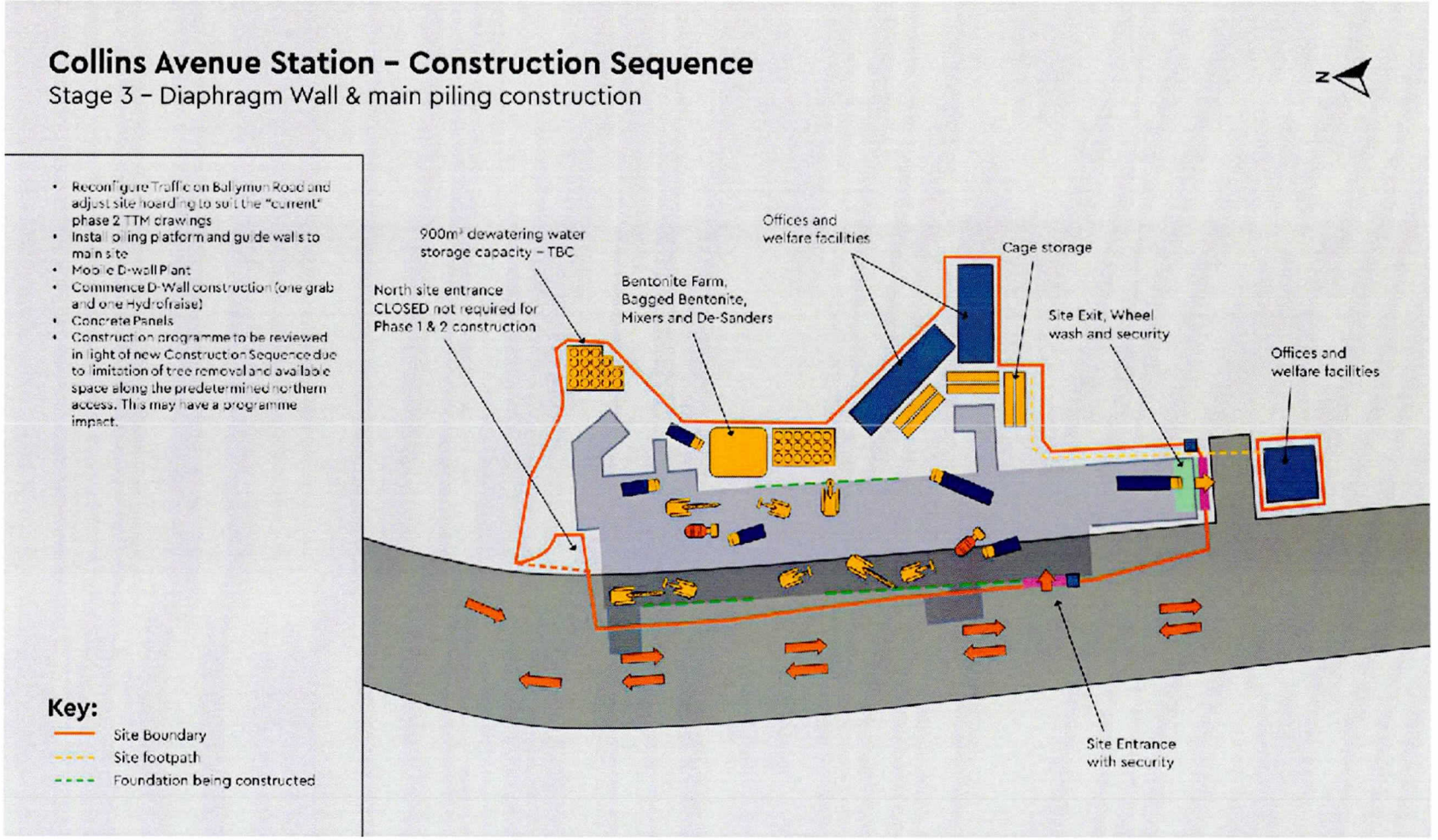


Figure 8-15 Collins Avenue Station Stage 3 –

Diaphragm Wall and Main Piling Construction



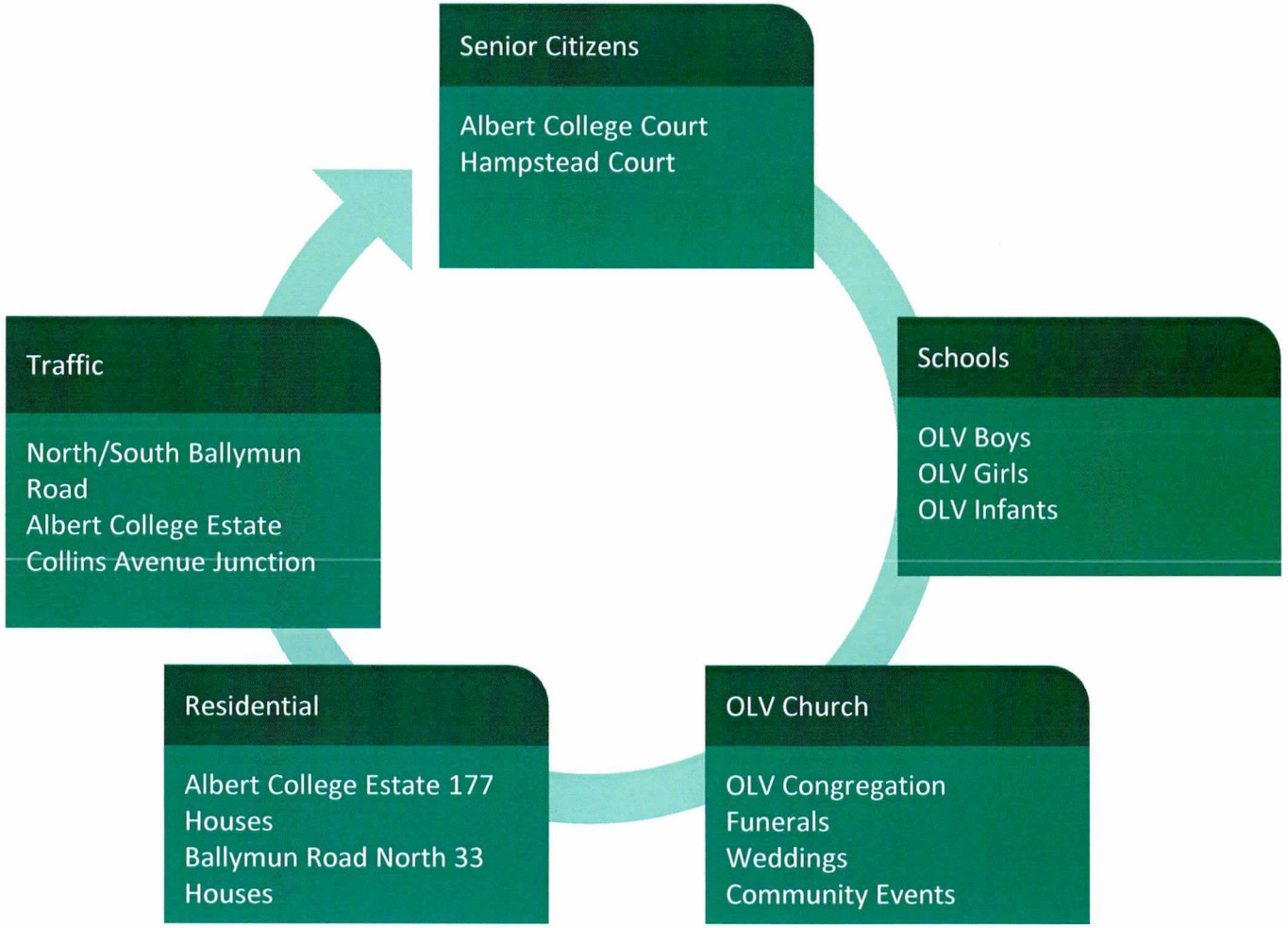

Senior Citizens
Albert College Court
Hampstead Court
Schools
OLV Boys
OLV Girls
OLV Infants
OLV Church
OLV Congregation
Funerals
Weddings
Community Events
Residential
Albert College Estate 177 Houses
Ballymun Road North 33 Houses
Traffic
North/South Ballymun Road
Albert College Estate
Collins Avenue Junction

Table 7-30: Collins Avenue AEW Stage 1 Assessment summary

User Group	Criteria	Progress to Stage 2	Potential Magnitude
General Traffic	Removal of one or more lanes of traffic	Yes	High
	Increase in delay to general traffic (> 180 seconds)	Yes	High
	Where there is predicted to be a permanent increase in journey length of 500m.	Yes	Moderate
	New signalised junction	No	
Public Transport	Removal of existing bus lane	Yes	High
	Diversion of over 500m	No	
Cyclist	Reduction in quality of service (by one level or more)	Yes	High
	Diversion of 300m	No	
Pedestrian / Vulnerable User	Removal of footpath / reduction of quality of service	Yes	High
	Removal of pedestrian crossing / diversion	Yes	High
	Relocation of crossing by more than 100m	No	
Commercial/Retail (Loading)	Reduction of on-street loading facilities (within 200m)	No	
	Diversion of over 2km for access	No	
Residential (Parking)	Removal of > 30% of on-street parking within 200m	No	
Commercial (Parking)	Removal of > 10% of parking within 200m	No	

Table 7-37: Collins Avenue Main Works Stage 1 Assessment summary

User Group	Criteria	Progress to Stage 2	Potential Magnitude
General Traffic	Removal of one or more lanes of traffic	Yes	High
	Increase in traffic flow of +10% (PCUs)	Yes	Moderate
	Where there is predicted to be a permanent increase in journey length of 500m.	Yes	Moderate
	New signalised junction	Yes	High
Public Transport	Removal of existing bus lane	Yes	High

User Group	Criteria	Progress to Stage 2	Potential Magnitude
	Diversion of over 500m	No	
Cyclist	Reduction in quality of service (by one level or more)	Yes	High
	Diversion of 300m	Yes	High
Pedestrian / Vulnerable User	Removal of footpath / reduction of quality of service	Yes	High
	Removal of pedestrian crossing / diversion	Yes	High
	Relocation of crossing by more than 100m	No	
Commercial/Retail (Loading)	Reduction of on-street loading facilities (within 200m)	No	
	Diversion of over 2km for access	No	
Residential (Parking)	Removal of > 30% of on-street parking within 200m	Yes	High
Commercial (Parking)	Removal of > 10% of parking within 200m	No	

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
	Increase in Driver Delay (seconds)		Severe	Residual Impact
HGV	Increase in HGV flows	High levels of HGV movements at the site.	Slight	N/A

During Collins Avenue Station Main Works construction, it is determined that there will be a severe impact on local traffic. The reduction of capacity on Ballymun Road results in a severe impact on traffic volume increases in the area. While traffic in the local area does redistribute primarily to avoid the Collins Avenue / Ballymun Road junction, there are still some increases in traffic volume on the junction approach arms. The HGV routeing profile for Collins Avenue Station, as well as the site traffic for Griffith Park Station, utilise Ballymun Road and route north to south, and vice-versa, through the junction.

Junction analysis indicates that the Collins Avenue / Ballymun Road junction will operate over capacity during the peak construction year. This will result in increases in driver delay during both peak periods, but specifically high delays of 96 seconds and queues of up 188 PCUs during the AM peak period, along R103 southbound. Delays during the evening peak are the most significant along Glasnevin Avenue and Ballymun Road with delays of 218 seconds and 422 seconds respectively. The detailed results from the junction modelling undertaken is presented in Appendix D.

Table 7-38: Collins Avenue Stage 2 Assessment General Traffic and HGV Summary

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
General Traffic	Increase in traffic flow (PCUs)	Reduced capacity on R108 Ballymun Road. One lane for general traffic in each direction.	Severe	Residual Impact

Table 7-42: Collins Avenue Stage 2 Assessment Loading and Parking Summary

Road User	Criteria	TTM Design	Stage 2 Impact Assessment Rating	Residual / Comment
Commercial / retail loading	Diversion for access	No proposed TTM	Slight	N/A
	Reduction of on-street loading facilities	No proposed TTM	No Impact	N/A
Parking	Public parking / residential parking loss	Severe loss of parking spaces in local area. No proposed TTM.	Severe	Residual impact
	Commercial loss	No proposed TTM	No Impact	N/A

Table 7-43: Summary of Collins Avenue Advanced Enabling Works Impact Assessment

Road User	Stage 1 Rating (Utility Layouts)	Stage 2 Rating (TTM Design)	Residual / Comment
General Traffic			Residual impact
HGV			N/A
Public Transport			N/A
Cyclists			N/A
Pedestrians			N/A
Commercial/retail loading			N/A
Parking			N/A

OUR RESPONSE

The EIAR Scheme Traffic Management Plan ref A9.5 states that "the effect on local traffic will be severe"
The tables speak for themselves

The Collins Avenue Environmental Impact Report of the Options document also contradicts TII's earlier assertion that traffic disruption would be less at the church as follows:
"**Option 3 (within the park) is also the only option that completely avoids construction within a highway, and hence would cause least disruption of traffic"**
The STMP proposes mitigation measures such as "Monitored signage and diversions" for Ballymun Road

30,000 vehicles currently use this dual carriageway daily and it has 6 lanes

OUR RESPONSE contd..

Up to 2 traffic lanes will be closed on each side of the road at different stages.
South bound carriageways will be completely closed at some stages of construction
On completion, a section of the R108 Ballymun Road Northbound approaching Collins Ave junction will be reduced to one traffic lane

It will make safe access and egress to properties on both sides of Ballymun Road very difficult

Traffic will consistently be stationary on both carriageways as per the EIAR study

Traffic pollution will increase - hundreds of idling stationary vehicles near houses

Respiratory health impacts?

Effects at Albert College Housing Estate

Use of the Albert College Drive / Ballymun Road junction will be 'banned' turning the estate into a cul de sac

Residents of Albert College Estate will have to exit onto Collins Avenue entering already very heavy traffic, only to be made worse by the current proposed church location construction site

Junction closure will add more traffic to Collins Ave junction and traffic will backlog onto AC estate, adding far more than 7 minutes to their commute

Typical morning traffic using Albert College Drive as a 'short cut'

Should this junction be closed with Ballymun Road southbound reduced to one car lane and one bus lane, the Collins Ave / Ballymun Road junction will be at stand still

Residents would have to have an alternative exit created which should be signal controlled and limited to estate residents only

This traffic chaos could be greatly reduced by adopting our Park based solution and moving the ventilation shaft north of Collins Avenue, either beside the Ballymun library or in another suitable location

Effects at Albert College Housing Estate contd.

School Parents will have no option but to park in the estate

Driveways will be obstructed, and residents will experience continuous difficulties and frustration trying to exit their properties

Followed by major delays trying to get out onto Collins Avenue which will be stationary

Gridlock will most certainly be the result

Lane closure on a Sunday morning at 11am

TII's Responses to our submission Item 1(1)

TII appreciates the submission and the sharing of concerns/observations related to the Collins Avenue Station.

We have reviewed the submission and provided response for the observations/concerns raised in detail below

As outlined in EIAR Chapter 7, Consideration of Alternative, section 7.7.10.7, the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed station location in front of Our Lady of Victories (OLV) Church

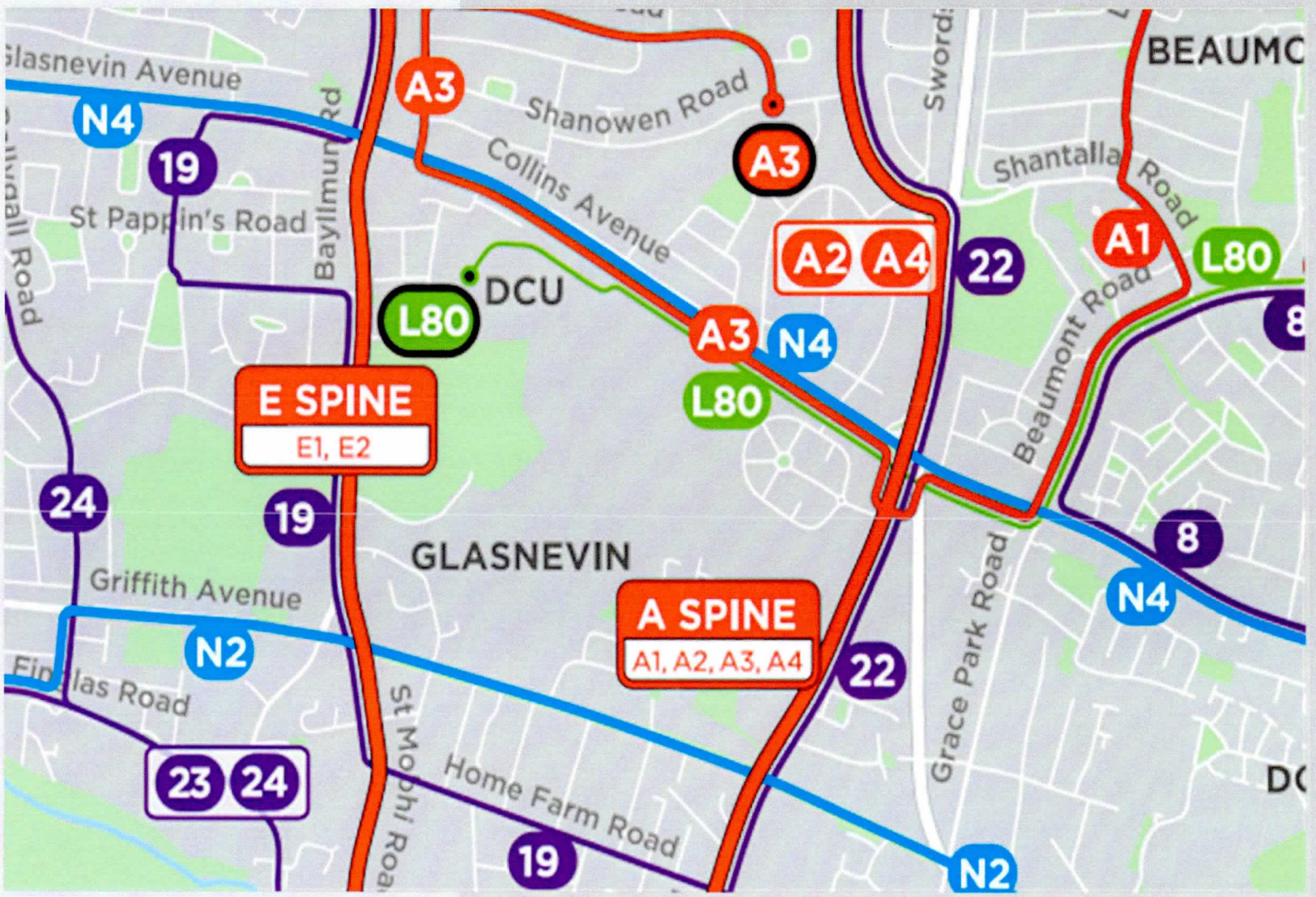
This location for the station provides a number of advantages when compared to other location options, including Albert College Park:

(1) It allows the Project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, providing for interchange between bus routes both on Collins Avenue and on Glasnevin Road.
A station location further south at the northern section of Albert College Park would not provide a good level of interchange as there would be over 500m separating potential bus stop locations on Collins Avenue and the MetroLink station.

We continue to dispute this statement

- The claim is that passenger numbers will be higher, 17,250 per 24 hours at the church versus 12,250 at the park
- We request to see the study on which the above numbers are based
- "Within a 600m buffer from Collins Avenue Station there are more than 22 bus stops located along R108, R103 and Saint Pappin Road"
- There is only one main bus connects route on Glasnevin Ave/Collins Ave
- The N4 which travels east /west, all others are north/south spines
- What proportion of passengers will transfer from the N4 to MetroLink ?
- Metro North located the station at the bus stop at DCU entrance

Bus Connects
Planned Routes

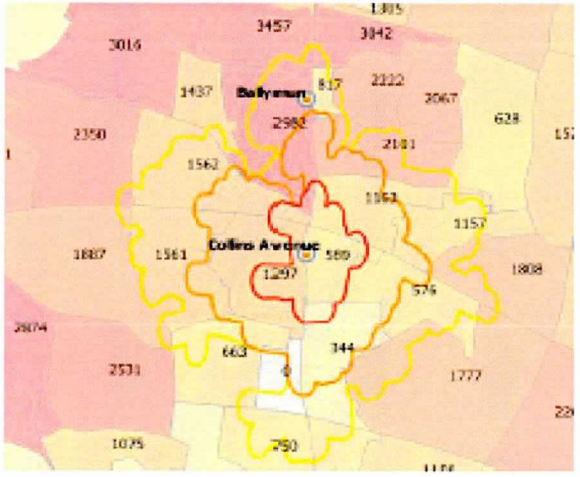


TII's Response to item 1(2)

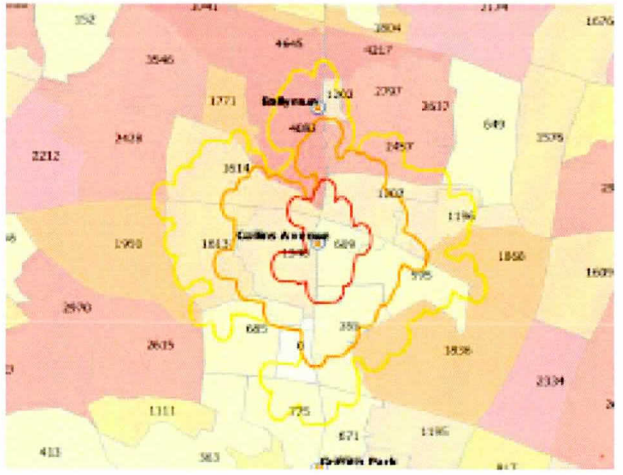
"The proposed Collins Avenue Station will have a significant catchment area, noting the analysis undertaken at the Emerging Preferred Route (EPR) stage identified this route option had the highest potential passenger numbers when compared with other route options

Collins Avenue - Population

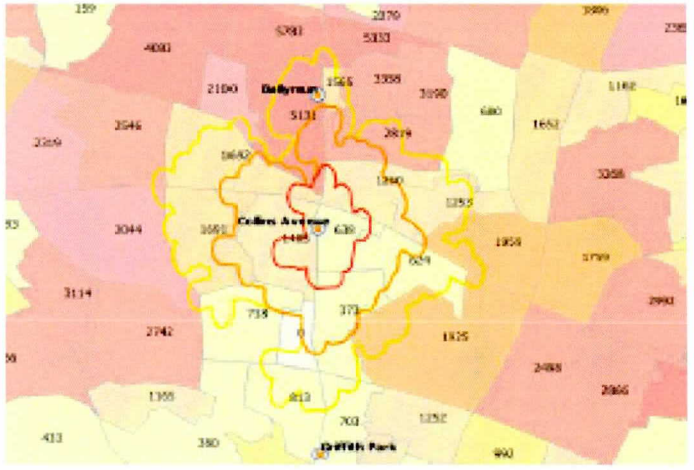
2035 Population



2050 Population



2065 Population



Legend

Walk Time:
- 5 minute
- 10 minute
- 15 minute

Population:
Low — High

Population		2035	2050	2065
Walking Catchment	5 min	1,886	1,949	2,043
	10 min	4,954	5,119	5,367
	15 min	14,149	16,265	18,451

Is this an accurate representation ?

- The slides show population numbers in an area extending almost from Griffith Avenue in the south to well north of Ballymun Town
- There is another station in the middle of Ballymun Town
- The population is at its highest density in this area
- Why are the people who will obviously use Ballymun station being included in the numbers ?
- This has the effect of skewing the numbers which could be used as a justification for the station location

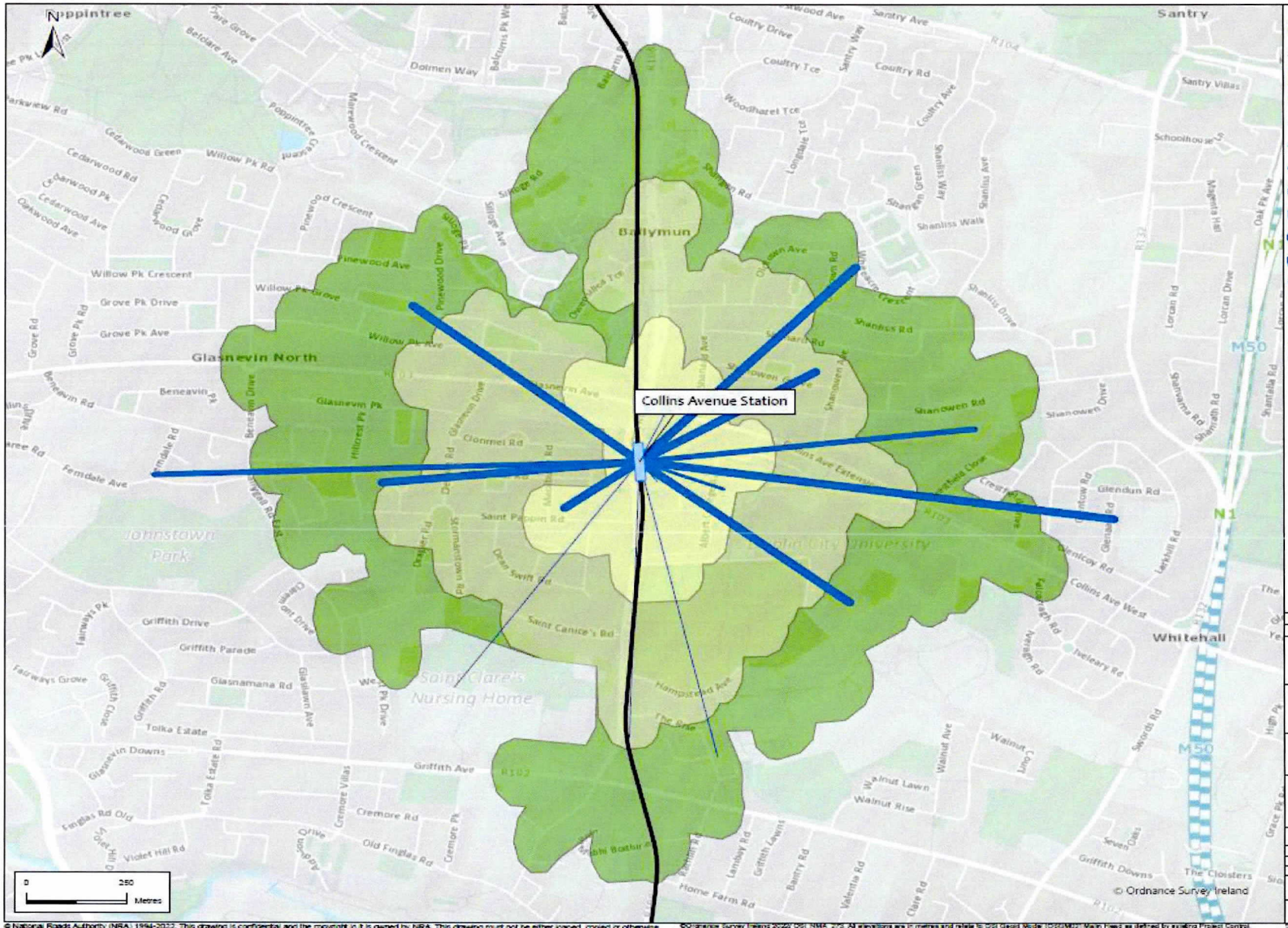
Where will passengers boarding at the station originate from ?

Excerpt from Appendix A9.2-C: Traffic and Transportation Assessment

Figure 5.2: Origins of Boarding Passengers During AM peak hour within Walking Catchment Areas

"The destinations for disembarking passengers in the AM peak are predicted to be predominantly the Dublin City University campus located to the southeast of the station

To the west of the station, passengers are disembarking and travelling towards the commercial land use in Finglas East, while a number of passengers are heading south the station to the various land uses along the R108"



Legend

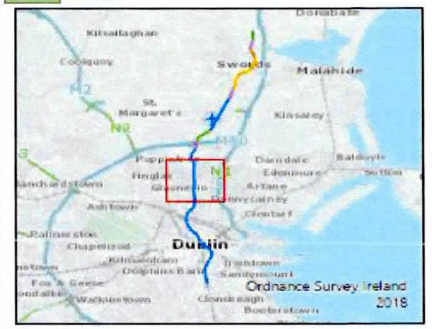
- Alignment
- Station Locations

Volume of Boarding Passengers

- 0-25
- 25-50
- 50-100
- 100-250
- 250-500
- 500-1000
- +1000

Walking Isochrones

- 5 mins
- 10 mins
- 15 mins



Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
P02	21/6/22	Final issue	JL	RH	RH	NC

JACOBS IDOM

Client: TII

Project: METROLINK

Drawing Title: Figure 9.42 Passenger Origins within Walking Isochrones Sheet 8 of 15

Drawing Status: Final

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Client No.		
Drawing No.	ML1-JAI-EIA-ROUT_XX-DR-Y-09139	Rev P02

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.

Our Observation :

- The main boarding passenger footfall appears to be from the mid-line and South of the midline
- The North-East and North-West Axis spines are mostly in closer proximity to the Ballymun Station and as on the previous slide should not be included
- Following is an excerpt from Traffic and Transport Assessment :

"The majority of passengers will originate from and have final destinations at the surrounding zones; however, a significant number will also interchange with the bus network in both the AM and PM peak hours"

Table 5.9: Transfer To/From Other Public Transport Modes in Scenario B

Scenario B									
Year	Peak	Boarding				Alighting			
		First Boarding	From Bus	From Rail/DART	From Luas	Final Stop	To Bus	To Rail/DART	To Luas
2035	AM	931	386	-	-	1093	220	-	-
	PM	786	181	-	-	655	322	-	-
2050	AM	920	281	-	-	1265	145	-	-
	PM	815	113	-	-	641	212	-	-
2065	AM	979	300	-	-	1363	160	-	-
	PM	865	116	-	-	691	230	-	-

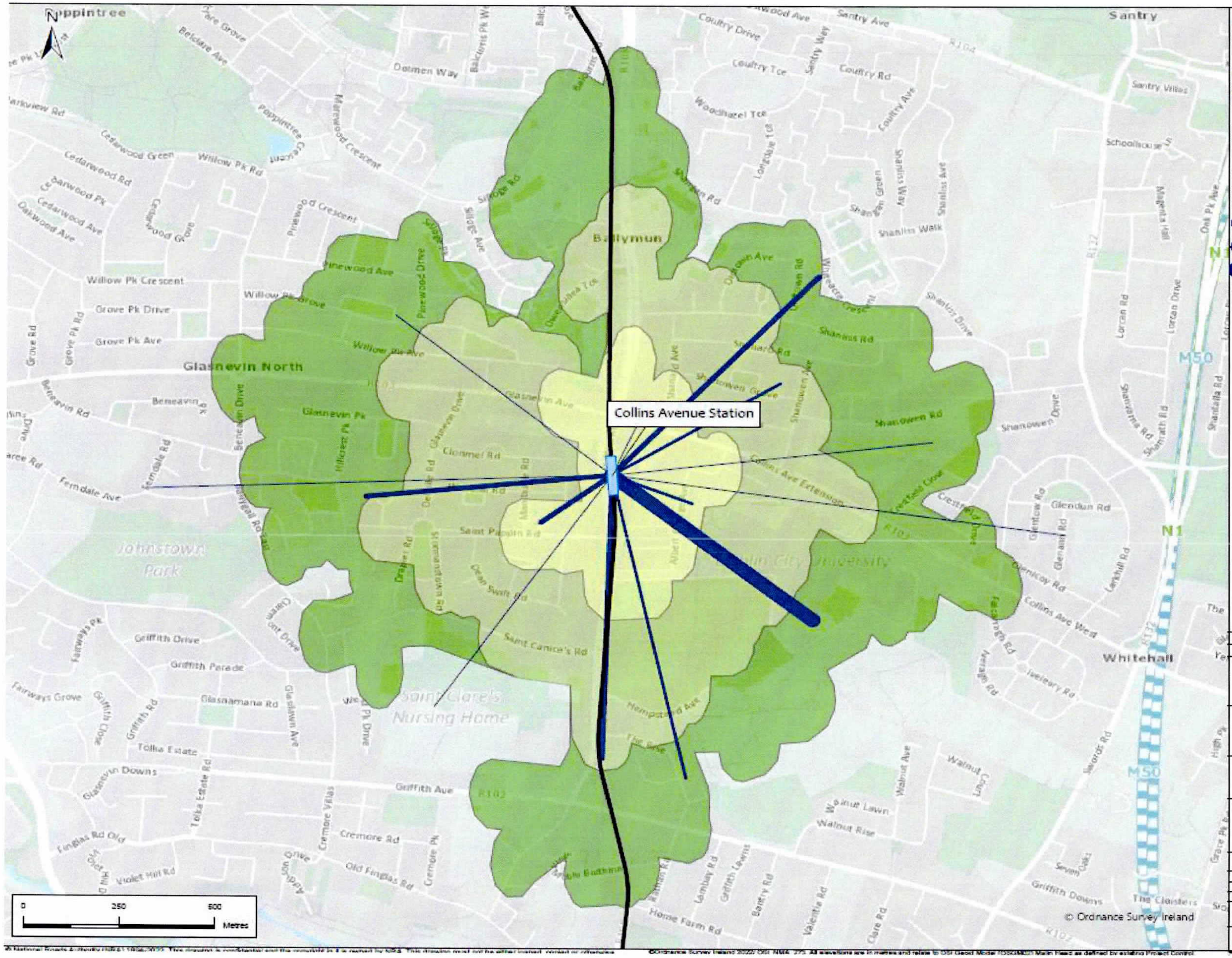
Source: East Regional Model (ERM)

Excerpt from Appendix A9.2-C: Traffic and Transportation Assessment

"Within a 600m buffer from Collins Avenue Station there are more than 22 bus stops located along R108, R103 and Saint Pappins Road"

- Statistically what percentage of bus passengers from the previous slide will actually transfer from the N4 to the MetroLink station ?
- There is a major bus connects hub to be located at the entrance to DCU
- We suspect a relatively small cohort would have to walk the 500 metres south if the station was located at our proposed position in Albert College Park

Figure 5.3: Final Destinations for Alighting Passengers During AM peak hour within Walking Catchment Areas



Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
P02	25/5/22	Final issue	JL	RH	RH	NC

JACOBS IDOM

Client: TII

Project: METROLINK

Drawing Title: Figure 9.43 Passenger Destinations within Walking Isochrones Sheet 8 of 15

Drawing Status: Final

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Client No.		
Drawing No.	ML1-JAI-EIA-ROUT_XX-DR-Y-09156	Rev P02

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

Where has this data come from ?
Appendix A9.2-C: Traffic and Transportation Assessment Para 5.1

"Traffic estimates associated with the Collins Avenue Station Operational Phase have been established by utilising the National Transport Authority's (NTA) Eastern Regional Model (ERM). The ERM provides a comprehensive representation of multi-modal travel patterns across the GDA and is a suitable tool for the testing and appraisal of the Project"

1 Introduction

1.1 Background

The NTA has developed a Regional Modelling System (RMS) for the Republic of Ireland to assist in the appraisal of a wide range of potential future transport and land use options. The RMS comprises of several component models and tools, including:

- The National Demand Forecasting Model (NDFM);
- Five Regional Models; and
- Secondary Analysis and Appraisal Tools (SAA).

Each of the five regional models are focused on the travel-to-work areas of the major population centres of Dublin, Cork, Galway, Limerick, and Waterford.

This report details the development of the East Regional Model (ERM). The models were developed as part of the Modelling Services Framework (2013-2016), and the Transport Modelling Services Contract (2017-2020) by the NTA, Jacobs, SYSTRA and RAND.

Figure 1.1 shows the area covered by each of the five Regional Models.

OUR RESPONSE

- This is a high-level macro study which we believe does not reflect the actual situation on the ground
- It is clear that the data used are now quite old and/or outdated
- Were some of these models generated during the Covid Pandemic with lockdowns in place and do the numbers accurately reflect the real picture ?
- We do not believe so.....
- It seems undeniable that DCU will be the biggest attractor for the majority of passengers in and out of the area
- These numbers will increase at a greater rate than the local population as the college grows
- We would encourage the planners to spend more time in the area
- To witness what residents see day in day out in terms of what actually happens on the ground

OUR RESPONSE

These studies are being used as TII's main justification for locating the station at OLV church

They appear to our groups to be unsubstantial reasons on which to base such a major decision and the widespread destruction it will cause for so many years

Why such reluctance to avoid an under the park location – a model that has been used in a number of other locations – Griffith Park, Mater Hospital, St Stephens Green etc ?

Do TII fear that a park-based station will not be given planning approval ?
There will be greater permanent loss of trees, vegetation and park land due to the planned park intervention shaft than a station

Could we ask the inspector to request a more locally based micro study given the magnitude of the devastation that this project will have in the area?

Other concerns relating to the immediate area surrounding the church

Excerpt from Appendix A9.2-C: Traffic and Transportation Assessment – Collins Avenue Station Para. 3.4 Future Receiving Environment – Road Network

As part of the Bus Connects Core Bus Corridor proposals in the vicinity of Collins Avenue Station, the R108 northbound will be reduced to one traffic lane and one bus lane, to facilitate the provision of designated parking and drop -off spaces at Our Lady of Victories Boys National School

As part of the public realm proposals for Collins Avenue, the car-parking spaces will be replaced with bicycle parking associated with the station

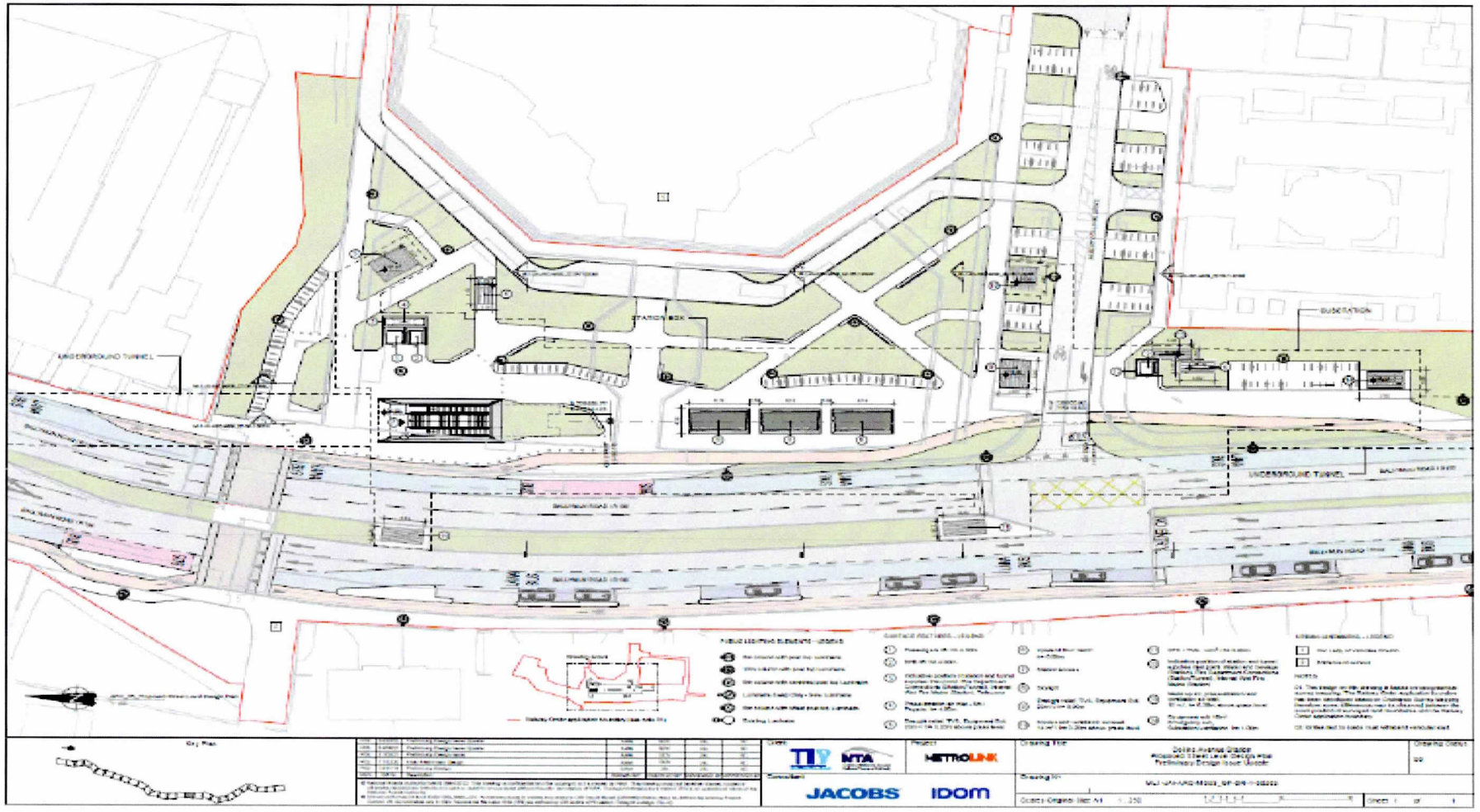


Figure 4.2 Collins Avenue Station Layout

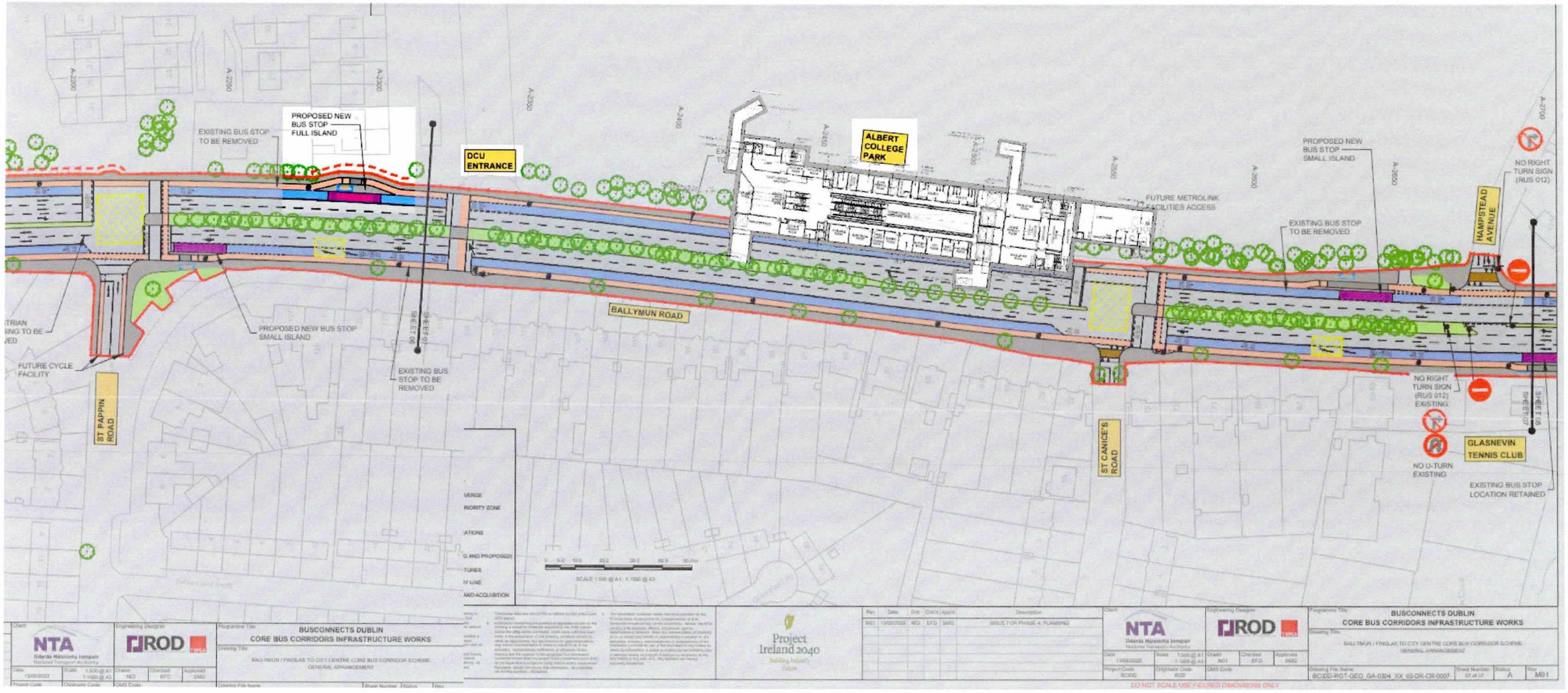
How does this make any sense ?

- This will be in addition to the proposal to put 370 bicycle parking bays at the station
- Car parking spaces on both sides of Albert College drive will be converted to these bicycle parking bays
- These spaces are heavily used for church services, funerals, school drop off and collection as well as residents of Albert Court, and visitors to the houses in the locale
- Who is going to use so many bike spaces ?
- Are the planners, by eliminating most of the available car parking spaces in the area trying to force senior churchgoers, parents of school children and elderly residents to get out of their cars and cycle to and from the church, schools or their homes ?
- These plans are bordering on ridiculous and are totally unfair
- They show a complete lack of empathy and respect for the local community
- These plans will severely erode goodwill in the area

Griffith Park Station

Our suggested park-based station further north in Albert College Park

- We fully understand that the North-West corner would be more than the 1km distance from the Griffith Park Station and therefore the proposed location of a Park station would be situated at 12+640 to 12+760, just north of the middle park entrance and 1km north of Griffith Park station.
- A dual entrance station could possibly best suit this location as there is a dual entrance station at Charlemont.



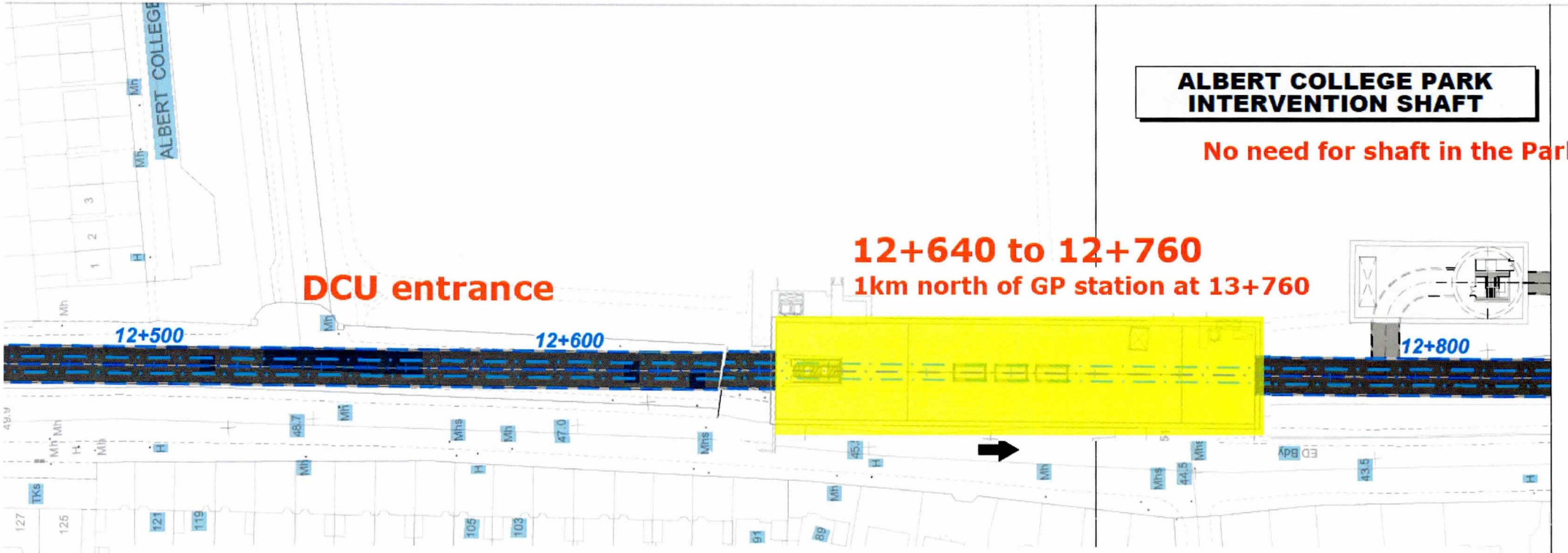
NTA
RODD

BUSCONNECTS DUBLIN
CORE BUS CORRIDORS INFRASTRUCTURE WORKS

BALLYMUN / FINGLAS TO CITY CENTRE CORE BUS CORRIDOR SCHEME
GENERAL ARRANGEMENT

Project Ireland 2040

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



The Church station is at located at 12+164 to 12+278.

Our proposed Park solution is less than 500 metres south at 12+640 to 12+760

It removes the need for a shaft in the park.

It is not the same as TII's Option 3 which was approx. at 12+880, over 600 metres south.

To Conclude

The majority of stakeholders in the area are of the opinion that the church station location is totally unsuitable

We genuinely believe that it is also not in the best interests of the Metrolink project

A former member of RINA, Mr. Luke Albanese, who has substantial experience over a lengthy career in similar international projects stated that:

'The current plans would cause devastation in the local area'

We believe the church station location is a mistake which will be completely detrimental to the quality of life for the vast majority of our local population for up to 10 years

The ability of all the institutions to function effectively will be severely compromised. These may never fully recover post construction

Traffic chaos is guaranteed with this current proposed site location

Our appeal is simple:

We again acknowledge the major pressure that TII are under to get this job done and why on face value the site is attractive from a construction perspective

But there is a considerable lack of empathy and unwillingness to acknowledge the stress and destruction that this decision will cause on such a large cohort of people

We are therefore appealing to the Inspector to request that our proposed solution be explored meaningfully by TII, as this is far less detrimental to the area and one that we can all live with

If it is not possible to relocate the station for whatever reason, then a revised plan for the church location that is more appropriate and realistic for stakeholders in the immediate area as well as an expedited construction period of three years instead of 7-10 years as is the case with Griffith Park station

We are asking the Inspector to consider: