

Metrolink - an Bord Pleanála Appeal

Living in the Canal Zone

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I have lived in Dartmouth square with my husband and 5 children for over 30 years
The Luas project greatly improved our access around the city and I noted with interest that with Metrolink

“ there will be a more integrated and improved quality of interchanges with Luas, DART, Irish Rail and bus transport hubs across the city with more direct journey opportunities “

“The project will support both the regeneration of existing areas and the development of new areas “

“ Metrolink can enhance social inclusion, providing new links from urban areas of Dublin to jobs and services in the city and across the suburbs “

Most of my journeys are either on foot , on Luas, or on city bikes .
Our children walked , cycled to school. A car is only needed for certain cross city trips : places I go to regularly are :

Richmond Barracks - by foot : 1 hour 5 mins; by bus (if it comes according to timetable) 38 minutes ; by Luas 45 minutes ; by car 13 minutes (source Google maps)

Ballycullen - by foot 2 hours 22 mins ;by bus 47 mins;by car 21mins

METROLINK will not help any of these journeys to be quicker.



Dublin City Centre contains some of the most densely populated areas in the country and some of the oldest housing stock. There is a wide range of communities spread throughout the area with varying transport needs - from elderly residents who have lived there all their lives to new young communities. Families with children, single people, young couples, from all backgrounds.

There are pockets of affluence adjacent to areas of deprivation. This plan takes into account the wide variety of transport needs throughout the day, with a focus on catering for the vast majority of those needs by sustainable modes which offer the greatest levels of accessibility to the widest range of people.

This plan will consider the development of the transport network and public realm in Dublin City Centre which will take full account of the needs of the residents with a focus on the 15-Minute City concept and liveability

17.1 Priorities for City Centre Residents

- Walking and cycling links between residential blocks and local services, such as schools and shops will be improved in terms of safety and convenience.
- Opportunities to improve the public realm on a local scale within residential neighbourhoods will be examined.
- Transport facilities, such as communal or neighbourhood cycle parking will be rolled out, targeted at those locations characterised primarily by terraced housing without rear or side access.
- Car sharing schemes will be facilitated in residential areas.
- Deliveries to residents will be facilitated.
- Air Quality and Noise levels in the City Centre will be monitored and further measures introduced if required, and
- All-day commuter parking in central areas will be addressed by way of extending the permit system.



RANELAGH - AN URBAN VILLAGE

BUT

NO COMMUNITY CENTRE
NO ARTS CENTRE SUITABLE FOR SIZE
"VILLAGE " CONSTANTLY TRAVERSED BY TRAFFIC

Dublin city centre living - from Dublin City development plan 2022

As an urban village, we should have everything we need to create a thriving "15 minute " environment. However, it appears that there will be a " quality bus corridor " on Rathmines Road and Leeson Street with the Ranelagh Road left for vehicular traffic -and spasmodic bus routes : this will surely mean grid lock with traffic turning right only down Castlewood Avenue/ Charleston Road and they can only turn left at Ranelagh. Static cars and fumes do not make for a pleasant urban village. I would question the analysis of traffic flow : one of the biggest traffic jams often occurs in the evening before or after an event in the Aviva along Grand Parade: it does not appear that any traffic study is done during off peak hours.- these traffic patterns will not help with place sustainability .

"Align the retail hierarchy for the city to the settlement hierarchy of the core strategy in order to enhance and consolidate the city centre and to create mixed use, lively and vibrant urban villages and neighbourhoods throughout the city.

Place sustainability and climate resilience as the over-arching consideration in the development of the city centre and urban villages with a particular emphasis on healthy streets, active travel and public transport accessibility, building on the 15 minute city concept, the primacy of the city centre and the vitality and viability of existing and emerging centres."

FROM

DUBLIN Development Plan 2022 - 2028



This is a map from Bus Connects showing cycling routes : the space indicated is where there is a change of level of almost 800mm : it is just up from the proposed major pedestrian crossing



This is where the Metrolink is clearly not linking to pedestrian or cyclists



Photo from Marlet property website showing Dublin Bike stands : there are 39 stands here: when a luas arrives, they are cleared and refilled shortly after



Showing traffic on a relatively quiet evening



On a sunny day , there are streams of people walking and cycling along the wider side of the canal - with walkway and cycle lanes
On match days, you see large crowds disgorging from Luas and heading to Aviva



Headline from Dublin Gazette : note “cycling and wheeling “ - this includes people with wheelchairs and children in buggies : these do not appear to be mentioned in metrolink figures



Canopy does not seem to appear on drawings



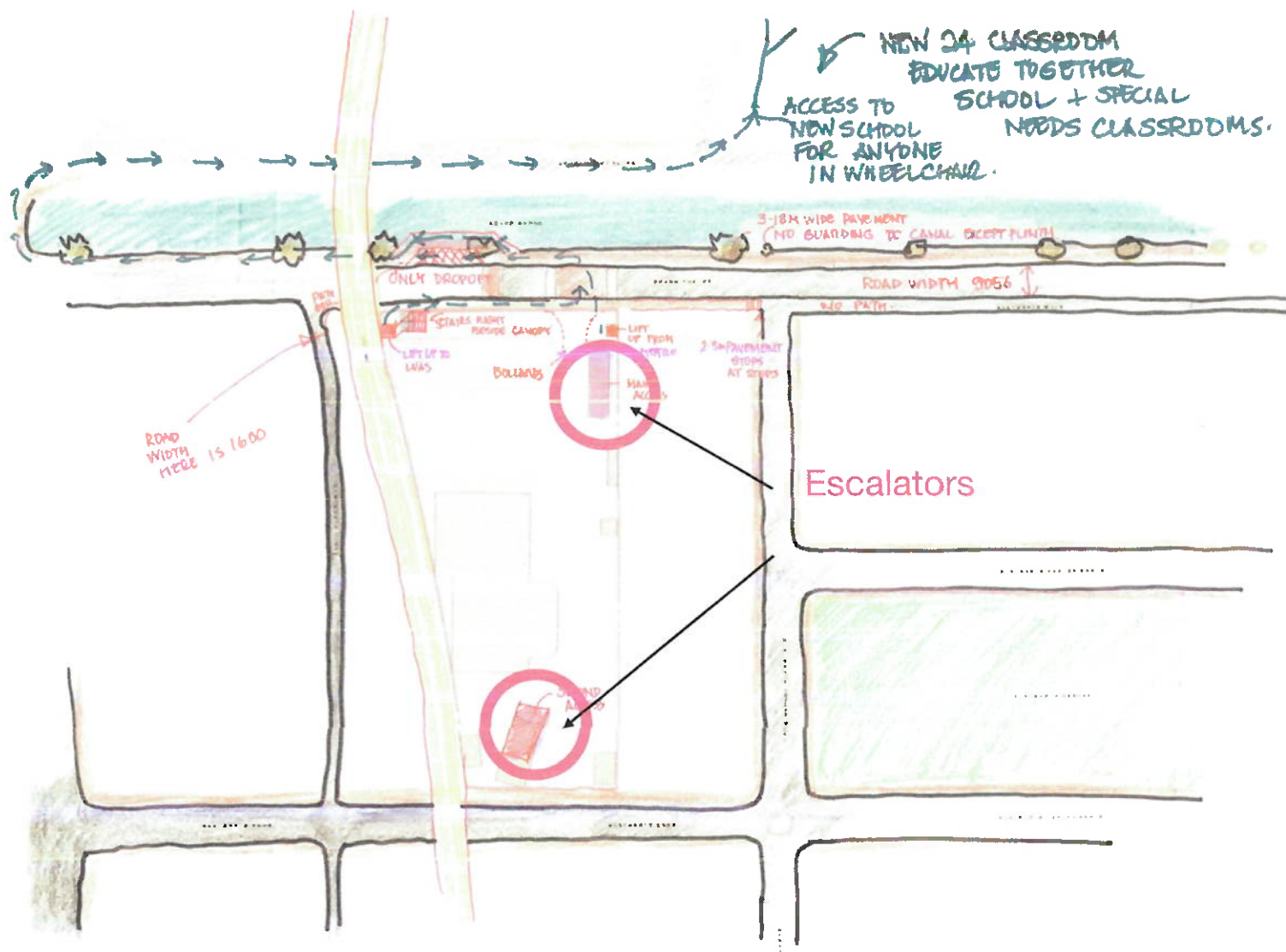
It may not look too well with main entry - and may need glass screen to canopy



evening traffic on grand parade - how will pedestrians cross the road ?

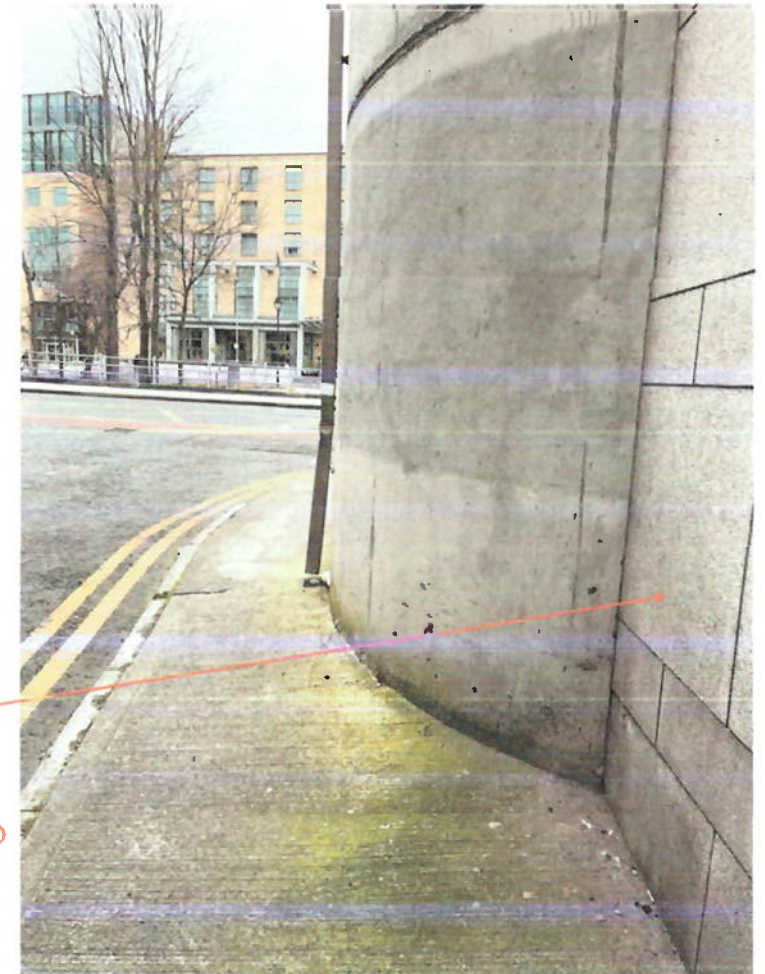


early Saturday traffic (not bad)



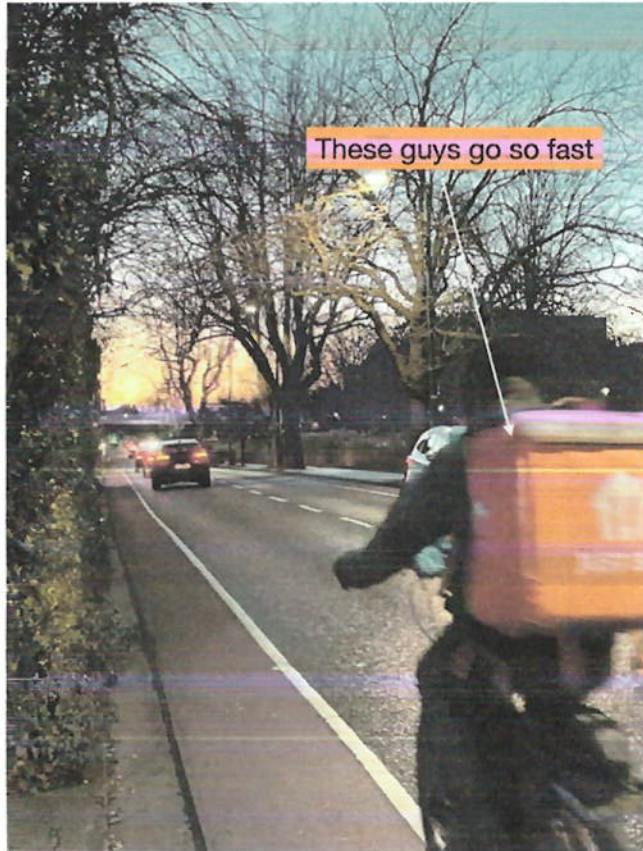
Escalators

There is a new 24 classroom school+ special needs rooms being built across the canal as shown there are no set down spaces allowed for at the school and no parking except for bikes : children / teachers in wheelchairs would have to take route as indicated

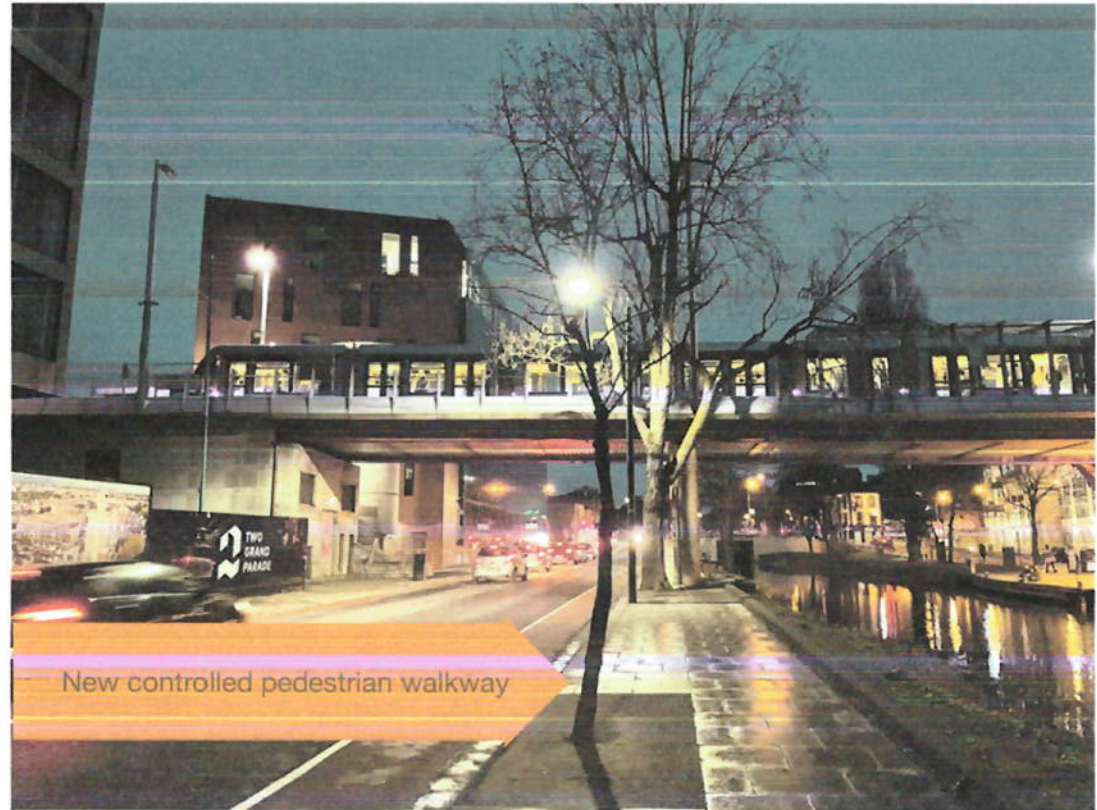


Building edge to
edge 1600mm

Showing how narrow the side lanes are - no place to park cars. very little private open space



These guys go so fast



New controlled pedestrian walkway

The areas in west Dublin do not appear to have good public transport.
In addition, since Metrolink was first proposed, there have been a number of large scale housing schemes coming to fruition in west Dublin - some car free: it would seem more logical to swing the Matro out that direction as per the following two illustrations from an NTA 2013 document



IRELAND



Conclusion continued :

The roads around Charlemont tend to be smaller; there is a level difference with Grand Parade; and the canal itself has relatively few crossing points : the canal is a barrier as such as well as marking the defining line of the city centre .

Charlemont appears to have become the “ terminating point” of the proposed Metrolink without any proper studies : it has gone from a station on the way to Estuary-Sandyford without the benefit of any proper traffic study.

Ranelagh is an Urban Village that badly needs support in continuing to be a diverse and lively community : imposing this terminating stop on this environment will certainly not allow our community to thrive and prosper.

As we become a more dense community with smaller units being built in gardens and along narrow streets, we need to consider the diversity of interests : we need to encourage “ ageing in place “ and downsizers to develop a new model of living - where good, easily accessible public transport is key.

The scheme as proposed has only one lift on the Grand Parade side and one lift serving the Luas platform : given the number of times the existing lift has been “out of order” when with someone with access issues , it does not give much hope that Metrolink can and will improve on maintenance.

The figures show that only 40% of the potential Metrolink users come from the existing Luas : this means that a whopping 60% comes by other means.

Given that the Quality Bus corridors are a considerable distance away , it is unlikely that they will avail of it ? Therefore, the non-existent “ drop off “ points will probably be just about anywhere - and that's not going to help the regeneration and liveability of our community