

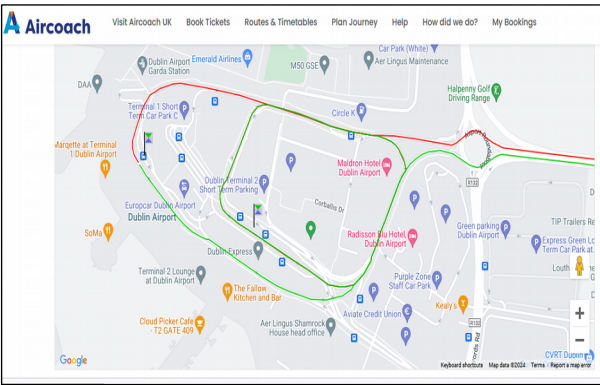
MetroLink presentation to An Bord Pleanála, April 2024.

Part1: A request for ancillary relief in the event
of consent being granted to MetroLink

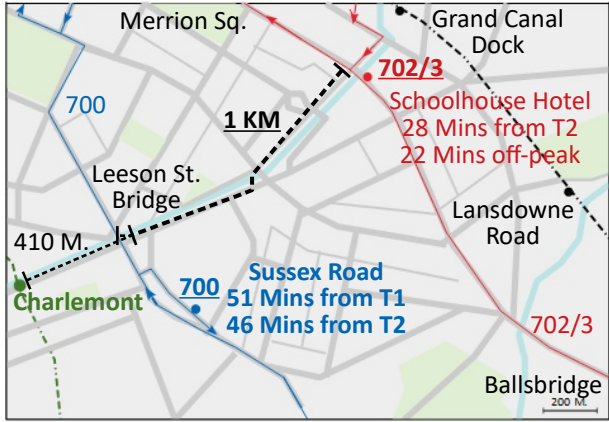
Part 2: Outstanding questions from submission; seemingly
omitted canal railway re airport DART, option of 2 Luas lines to airport?

Questions would be welcome at the end.

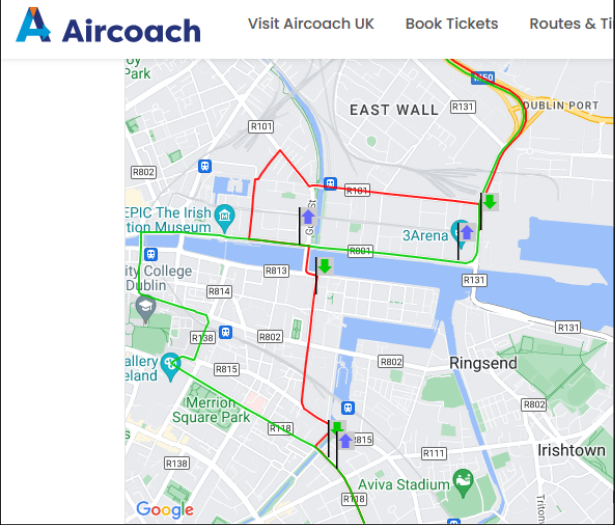
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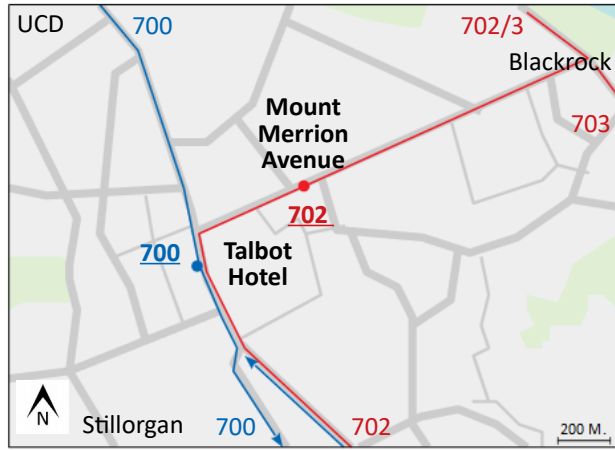
Airport collection loop adds 1.6 km distance and 5 minutes travel time for passengers coming from T1. Effects 700, 702, 703, 782, 783, and 784 services, but not Dublin Bus 16.



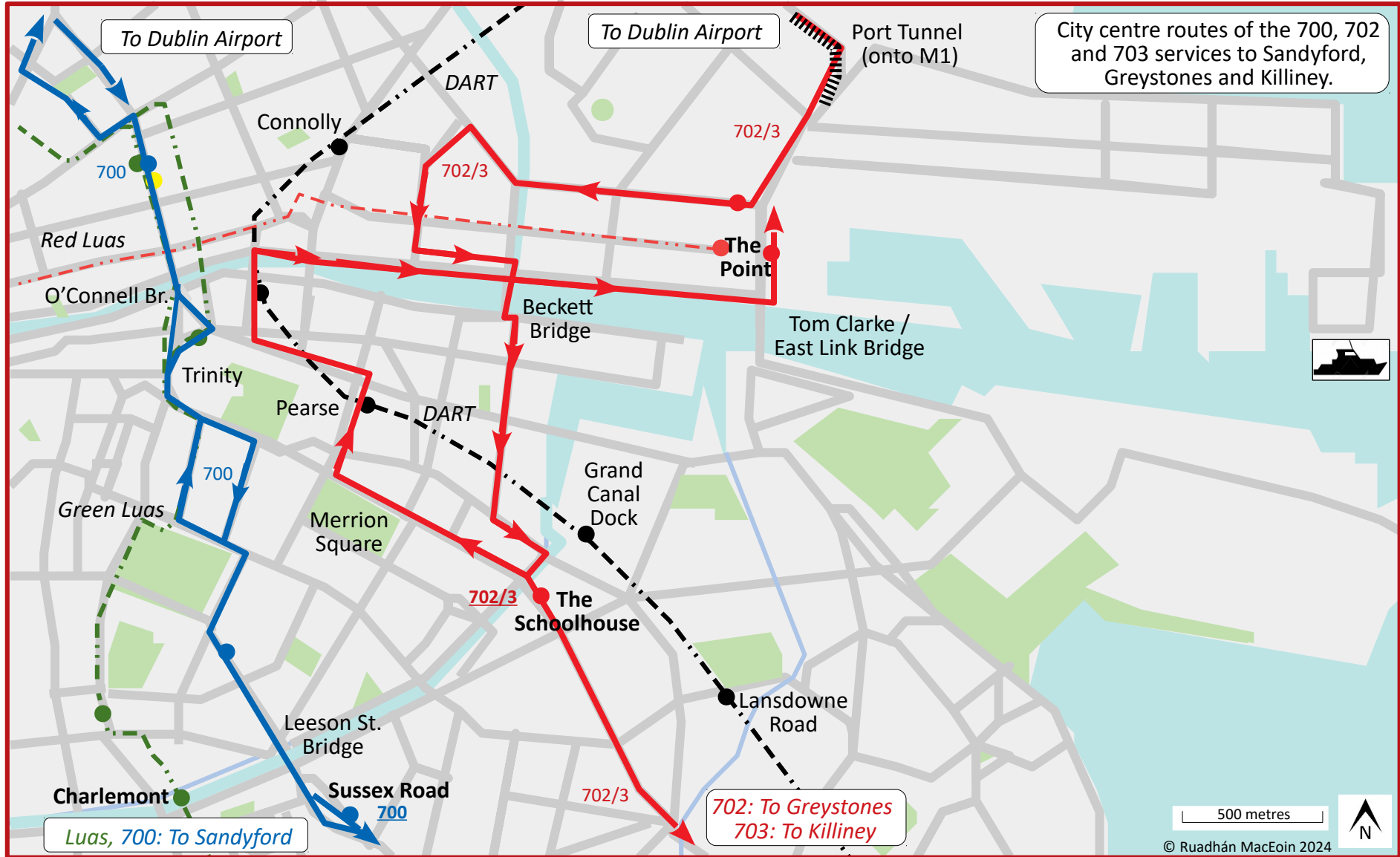
The 700 and 702/3 pass 1 km apart at Leeson Street and Mount Street bridges.



Routes 702/3: Approach to Beckett Bridge in red is 1 km longer than necessary. Northbound route in green is even longer, by 1.6 km.



Routes 700 and 702 again meet near Stillorgan. Stops are about 500 metres apart.




 Visit Aircoach UK Book Tickets Routes & Timetables			
Outbound			
Dublin Airport, Terminal 1 (Zone 2)	10:10	10:25	10:40
Dublin Airport Terminal 2 (Zone 20) (b)	10:15	10:30	10:45
Drumcondra, opp Rail Station (a)	arr 10:35	arr 10:50	arr 11:05
Dublin City Centre, O'Connell St, RIU Gresham Hotel (a)	arr 10:50	arr 11:05	arr 11:20
Dublin City Centre, O'Connell Bridge (a)	arr 10:55	arr 11:10	arr 11:25
Dublin City Centre, Kildare St (a)	arr 10:57	arr 11:12	arr 11:27
Dublin City Centre (Leeson Street Lower) (a)	arr 10:59	arr 11:14	arr 11:29
Burlington Road, Clayton Hotel (a)	arr 11:01	arr 11:16	arr 11:31

700 Dublin Airport Terminal 1 to Sussex Road (Burlington):
51 minutes at peak times, 39 minutes at off-peak times.

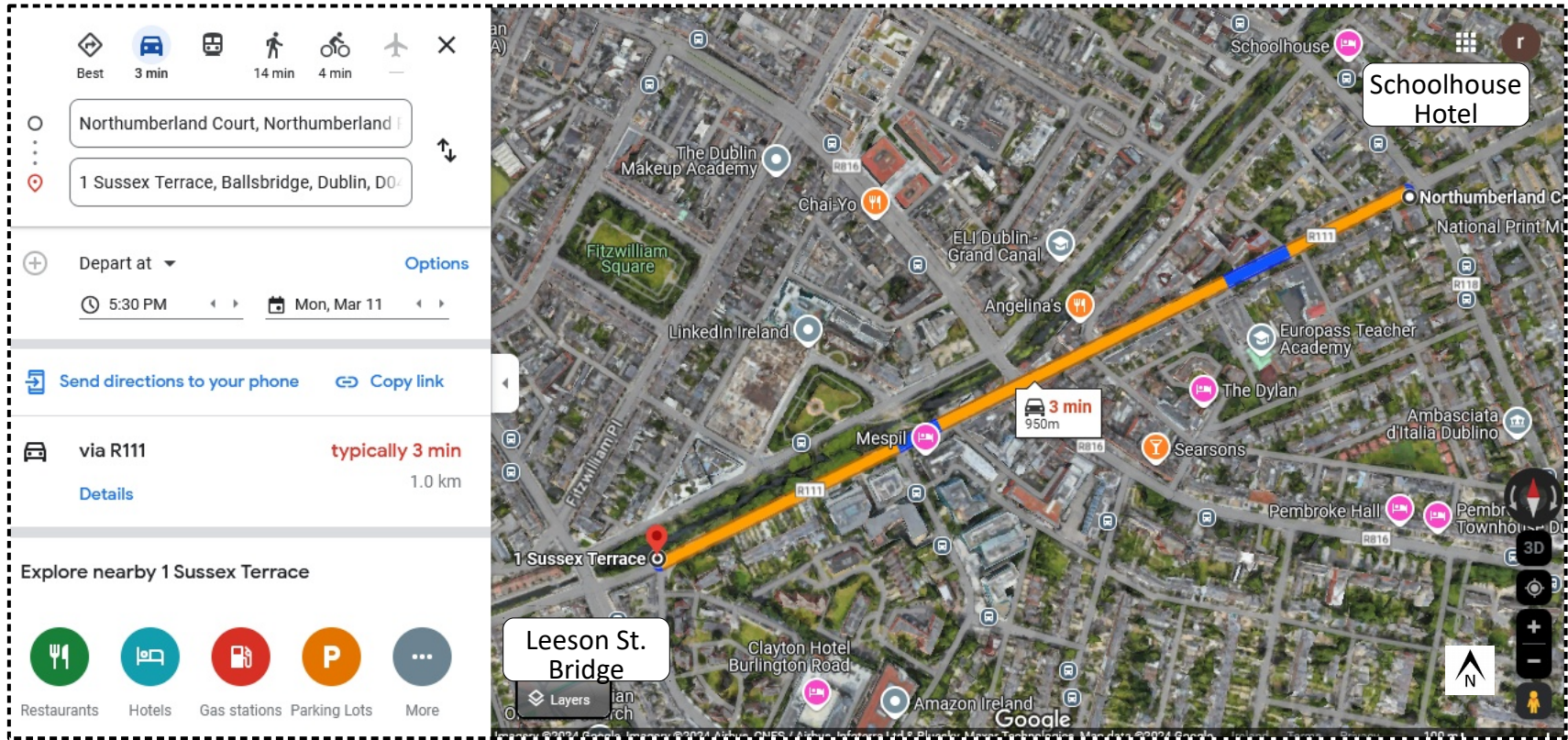
The 702 is also 11 minutes faster to Mt. Merrion Avenue than 700 to Talbot Hotel, despite fewer bus lanes along the 702 route.

The 702 only goes 8 times daily each way, and likewise with the 703 – yet the 700 goes 50 times often at 15 minute frequency.

As there are 13 stops from Sandyford to Leeson St. Bridge, and only 4 to the airport, it may make sense to send the busiest service the quickest way.

 Visit Aircoach UK Book Tickets Routes & Timetables			
Outbound			
Dublin Airport, Terminal 1 (Zone 2)	06:05	08:05	10:05
Dublin Airport Terminal 2 (Zone 20) (b)	06:10	08:10	10:10
The 3 Arena, East Wall Rd (a)	arr 06:23	arr 08:25	arr 10:25
Grand Canal (Cardiff Lane): opp Clayton Hotel (a)	arr 06:28	arr 08:32	arr 10:32
Ballsbridge, School House Hotel (a)	arr 06:32	arr 08:38	arr 10:38

702/3 Dublin Airport Terminal 2 to Schoolhouse Hotel:
28 minutes at Peak Times, 22 at off-peak times.



The 1 km trip from the Schoolhouse Hotel to Leeson Street bridge is about 3 minutes by car.

The 410 metre walk from Leeson Street bridge to Charlemont Luas Station / MetroLink destination is 4 minutes on foot.

Current Bus Route 6 Mins

Best 6 min 14 min 4 min —

63-55 Sheriff Street Lower, North Dock, D
Samuel Beckett Brg, South-East Inner City

Depart at 5:30 PM Mon, Mar 25

Send directions to your phone Copy link

via Commons St and N Wall Quay/R801 **typically 4–8 min** 1.1 km

Details

Explore nearby Samuel Beckett Brg

Restaurants Hotels Gas stations Parking Lots More

Beckett Bridge: Southbound Approach

Direct Route: 3 Mins

Best 3 min 5 min 2 min —

63-55 Sheriff Street Lower, North Dock, D
Samuel Beckett Brg, South-East Inner City

Depart at 5:30 PM Mon, Mar 25

Send directions to your phone Copy link

via Guild St **typically 3 min** 400 m

Details

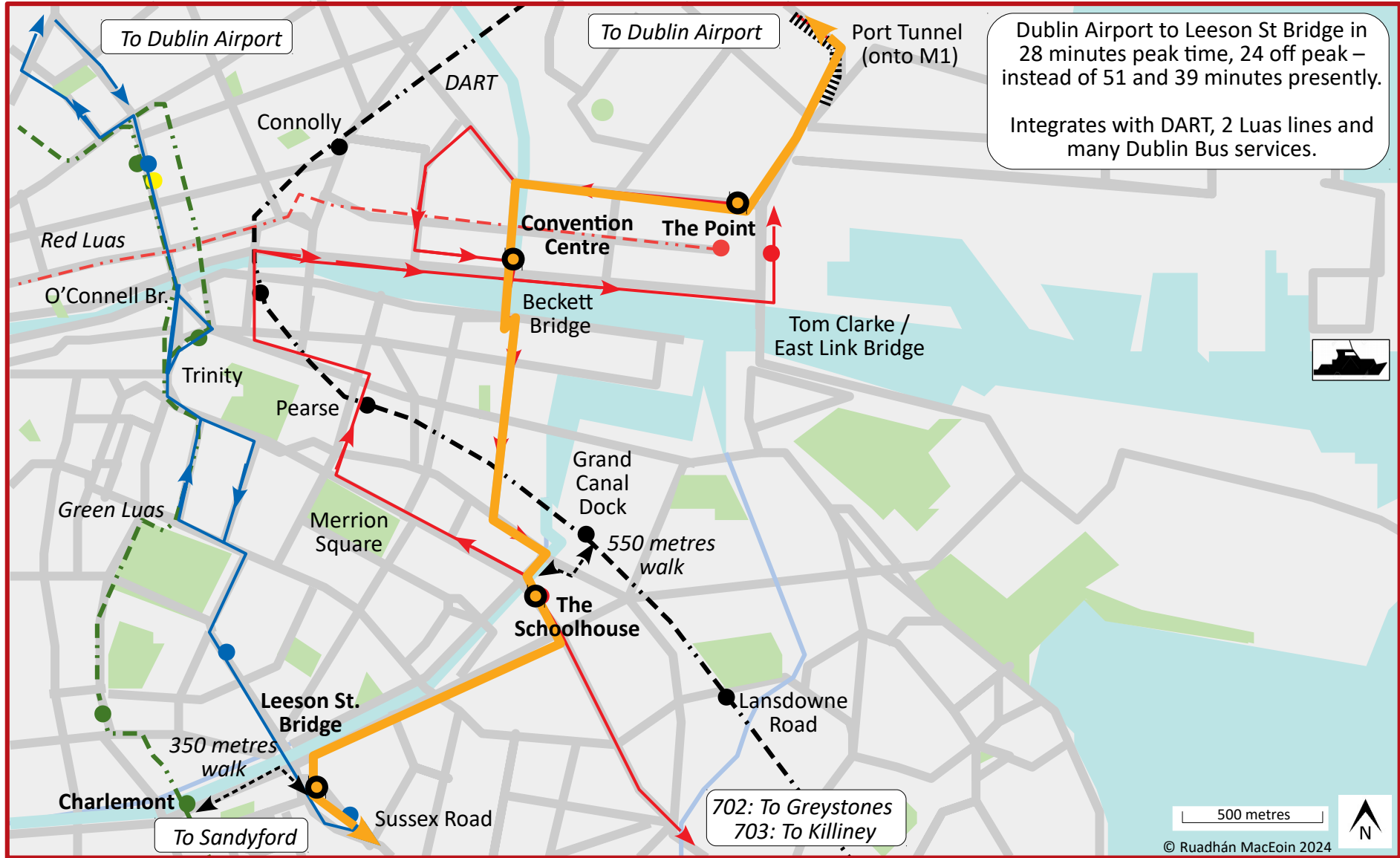
Explore nearby Samuel Beckett Brg

Restaurants Hotels Gas stations Parking Lots More

Let buses turn left onto Guild Street and go straight onto Beckett Bridge (above right), and Dublin Airport to Leeson Street bridge becomes 28 minutes

Compares well with 23 minutes predicted of MetroLink to Charlemont, which excludes descending and ascending escalators.

Hence travel time is likely to be around the same to Leeson Street by MetroLink as it could be by bus.





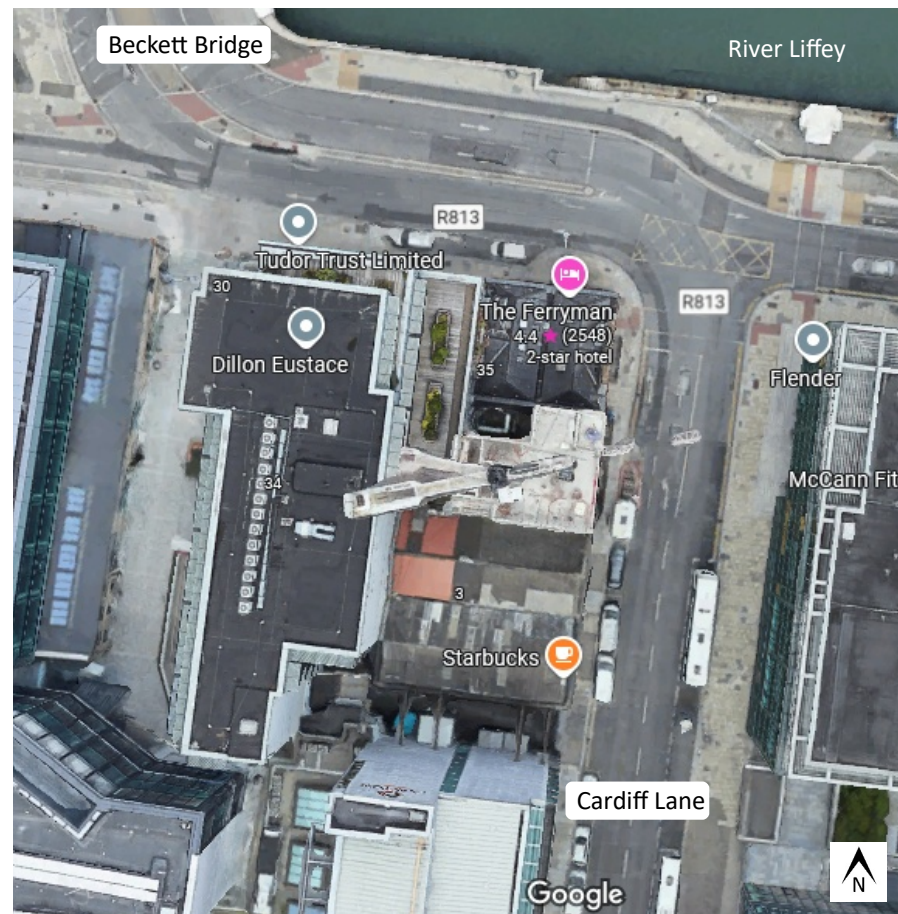
“Except Buses” signs would need to be erected at restricted turns:

- Northumberland Road and Haddington Road junction.
- Sheriff Street and Guild Street junction.
- Sussex Terrace onto Leeson Street Upper, so as to stop at the bus stop in situ near Charlemont Luas Station.





Left: The southbound approach onto Beckett Bridge at Guild Street has 3 lanes, including a little-used right-turn lane onto North Wall Quay, and a 12 metre wide grass area on the east side. **Including a bus lane would help reduce travel times.**



Right: The northbound approach to Beckett Bridge would benefit by similar treatment, where the east side pavement is 5.5 metres wide, with on-street vehicular parking on both sides of Cardiff Lane.

South of Beckett Bridge, a bus lane on the approaches to Pearse Street, from Cardiff Lane, and Macken Street would be useful.

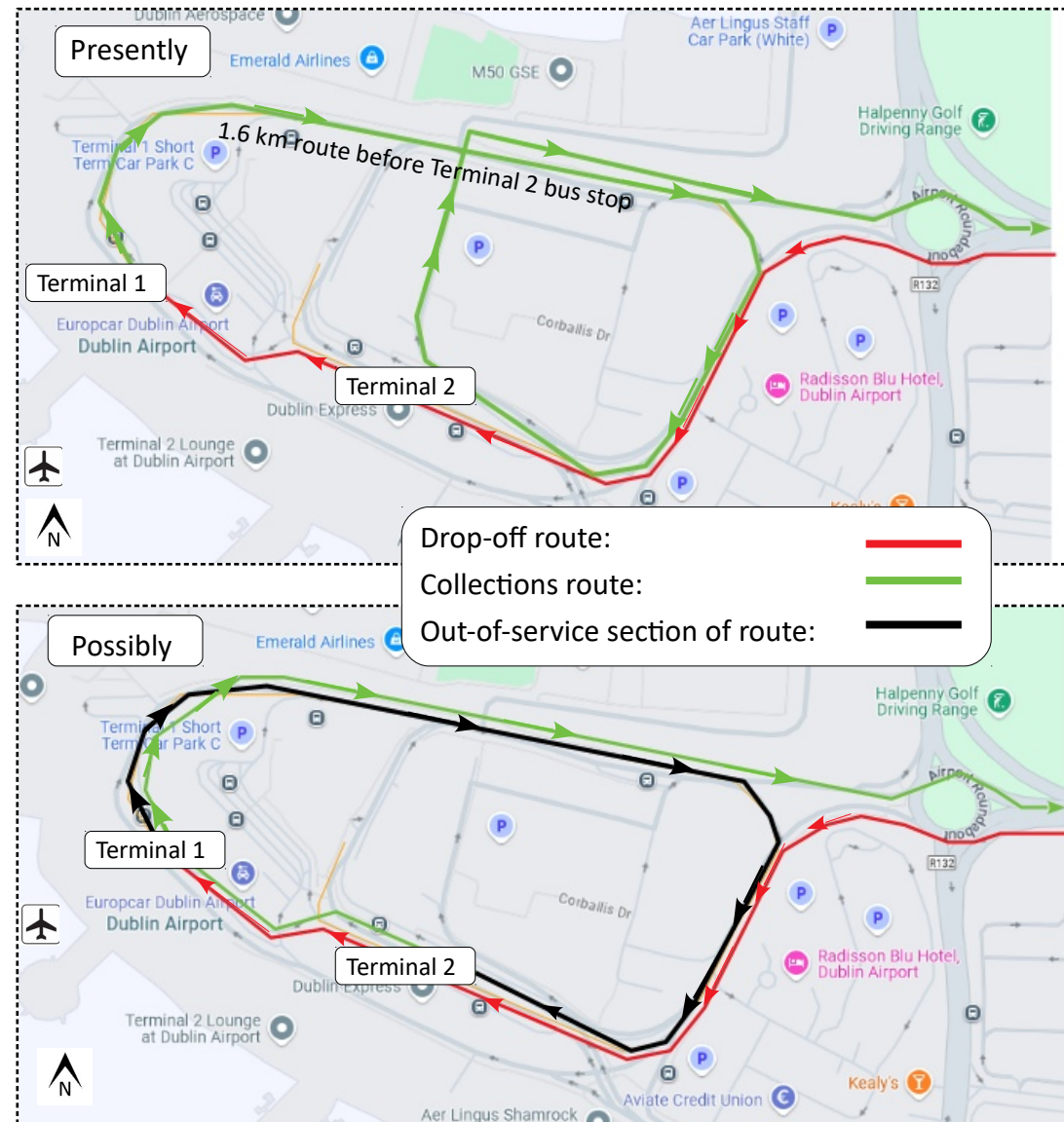


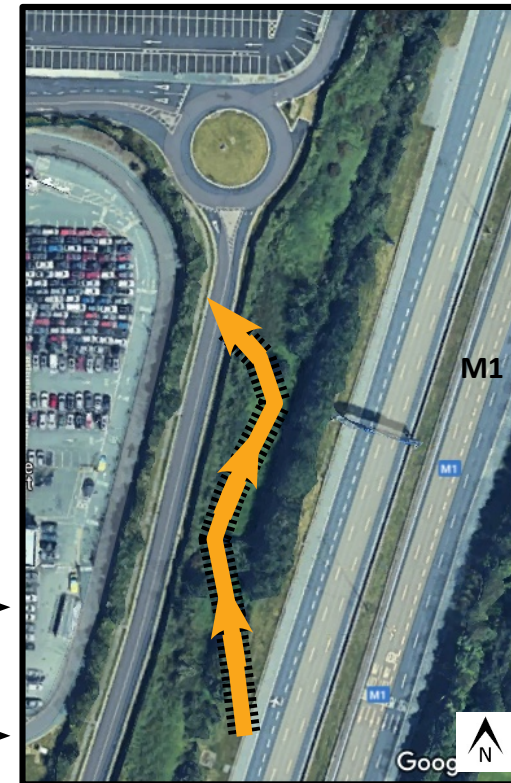
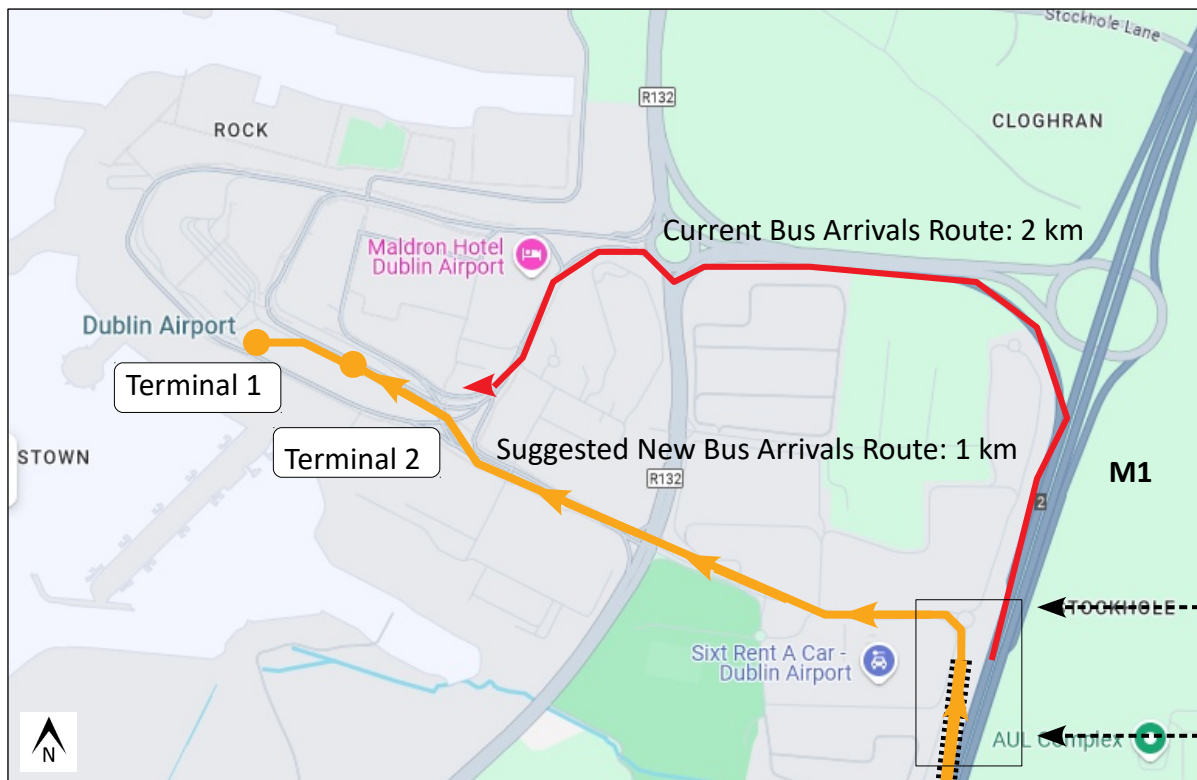
Collection arrangements on coach services at Dublin Airport

Terminal 1 passengers have a longer journey with 5 minutes more travel time than passengers from Terminal 2.

If services were to start at Terminal 2, then collect at Terminal 1 so as to directly leave the airport, this would cut travel time.

Alternatively, there could be one bus stop, which is most efficient – as per Dublin Bus route 16.





A new bus only off-ramp from the M1 onto the Airport Red Car Park southern perimeter road would cut 1 km off the arrivals route, and a minute off travel times..

Estimated travel time: 24 minutes between Dublin Airport and Charlemont by reformed bus / coach route via Port Tunnel

A mega benefit of linking Leeson Street with a faster airport bus is the Stillorgan QBC leads towards Sandyford – and Dublin Airport has a QBC to Swords. Thus **a Swords to Sandyford public transport corridor can happen**, in line with national policy.

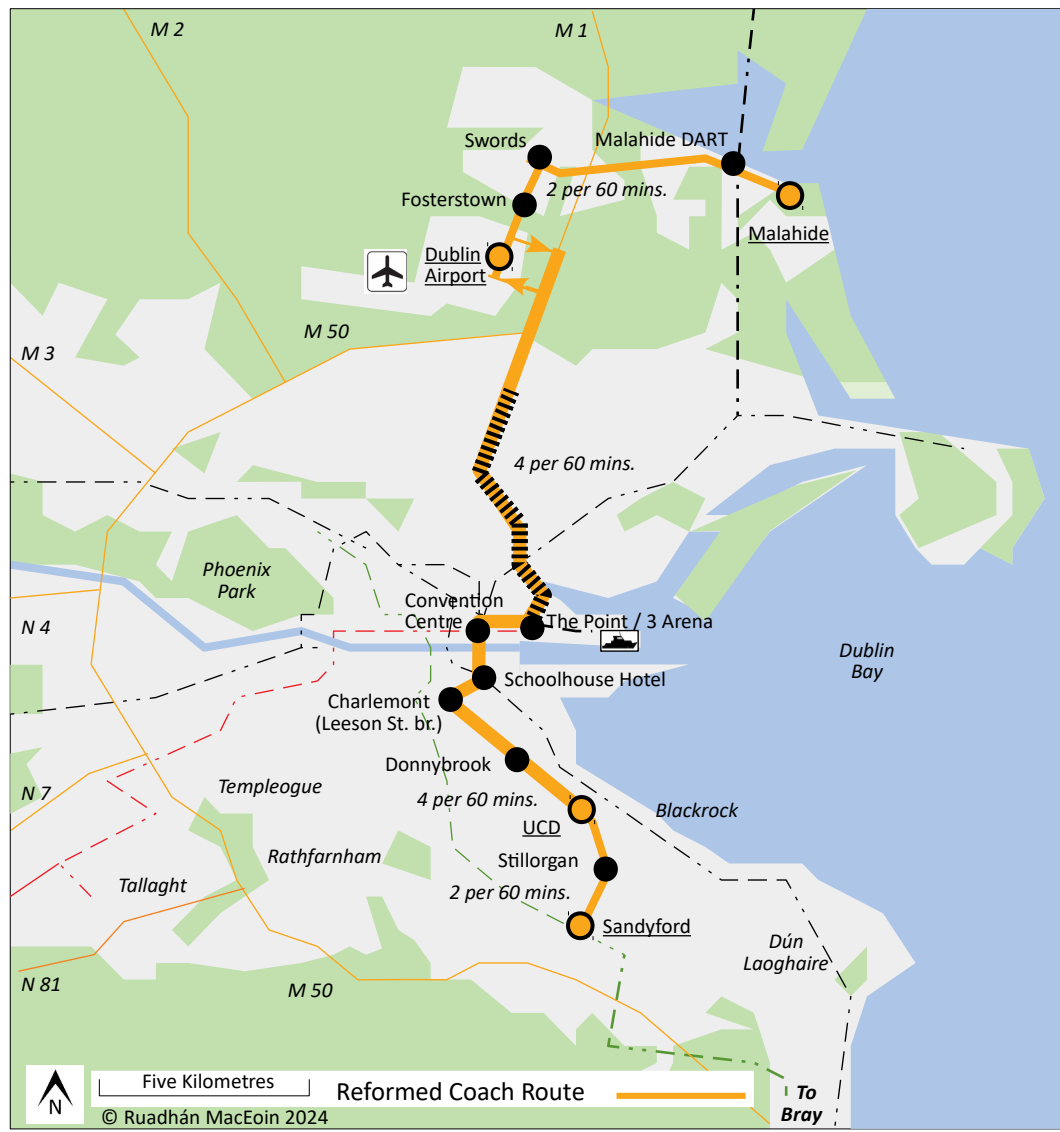
Currently, the Aircoach 700 stops 3 times within 900 metres on Morehampton Road and Upper Leeson Street. For a faster service, **minimise stops and let existing buses provide feeder services in between.**

Services could be most frequent where demand is highest, i.e. the core corridor (indicated frequencies are for suggestion purposes only_.

A new coach service could adopt a ‘Ryanair’ approach to speed up travel:

- 1. Incentivise **prepaid fares** and discourage onboard payments
- 2. **Charge for luggage** over a certain size that goes in the hold.
- 3. **Allow boarding and alighting at every stop**, unlike now.
- 4. **Reasonable priced fares: Dubliners pay 5 – 6 times cost per kilometre** travelled than passengers carried by the same operators from Dublin Airport to Belfast and Cork.

Passenger capacity may arise as an issue, and demand from other areas.



MetroLink: Not open until “at least 2035” = life span of a public bus.

As travel time between Charlemont and Airport can be the same by bus via Port Tunnel and Beckett Bridge, using interim buses makes sense.

2 big benefits of single-decker articulated buses:
Capacity of up to 150 passengers
Lower roofs = more routes are passable. A direct way by Ringsend and Tom Clarke Bridge, or Erne St., cuts travel time by another 5 minutes.

1 bus every 2 minutes could deliver 4,500 passengers per direction per hour, from Dublin airport to Charlemont. If doubled to 1 a minute at peak times, this could carry 9,000 ppdp. Green Luas carries 6,404 at peak times, and MetroLink is to carry 20,000 ppdp.

Advanced priority signals could further quicken services at key junctions. Another bus exemption sign at Rathmines canal junction would enable rapid services along the Rathmines QBC to Ballinteer and Tallaght.





Presently: No direct bus services from Airport to Ballymun, Glasnevin, and Phibsborough.
 New MetroLink is being aligned this way to deal with demand?
 Journeys that should be 12 minutes instead take 35 minutes, as above.

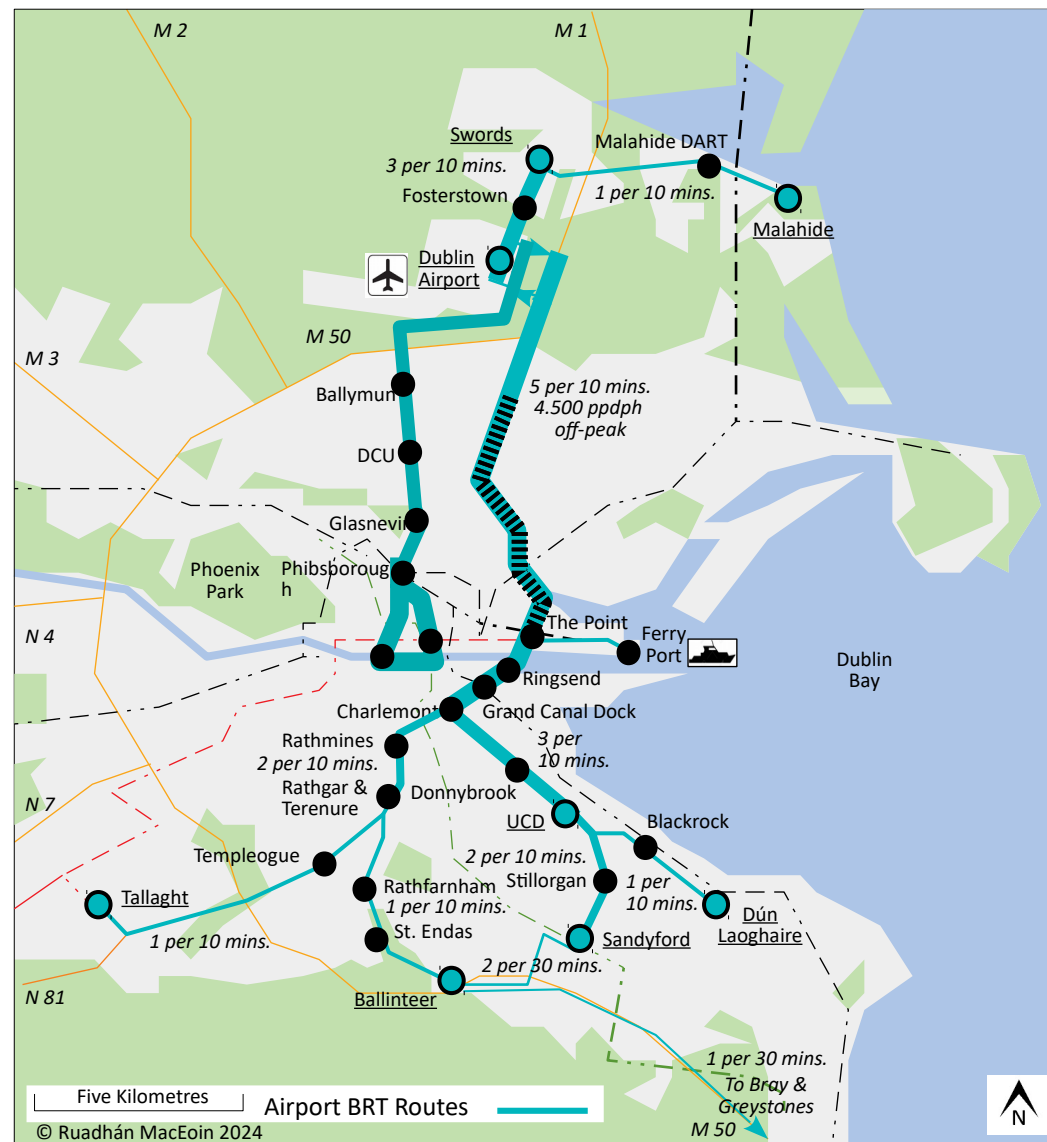
The Ballymun Road has a QBC less congested than the Drumcondra road to the airport.
 The Dublin Bus routes 4 and 155 frequently go to Ballymun from Monkstown and Bray.
 It may make sense to extend these services to the airport and Swords.

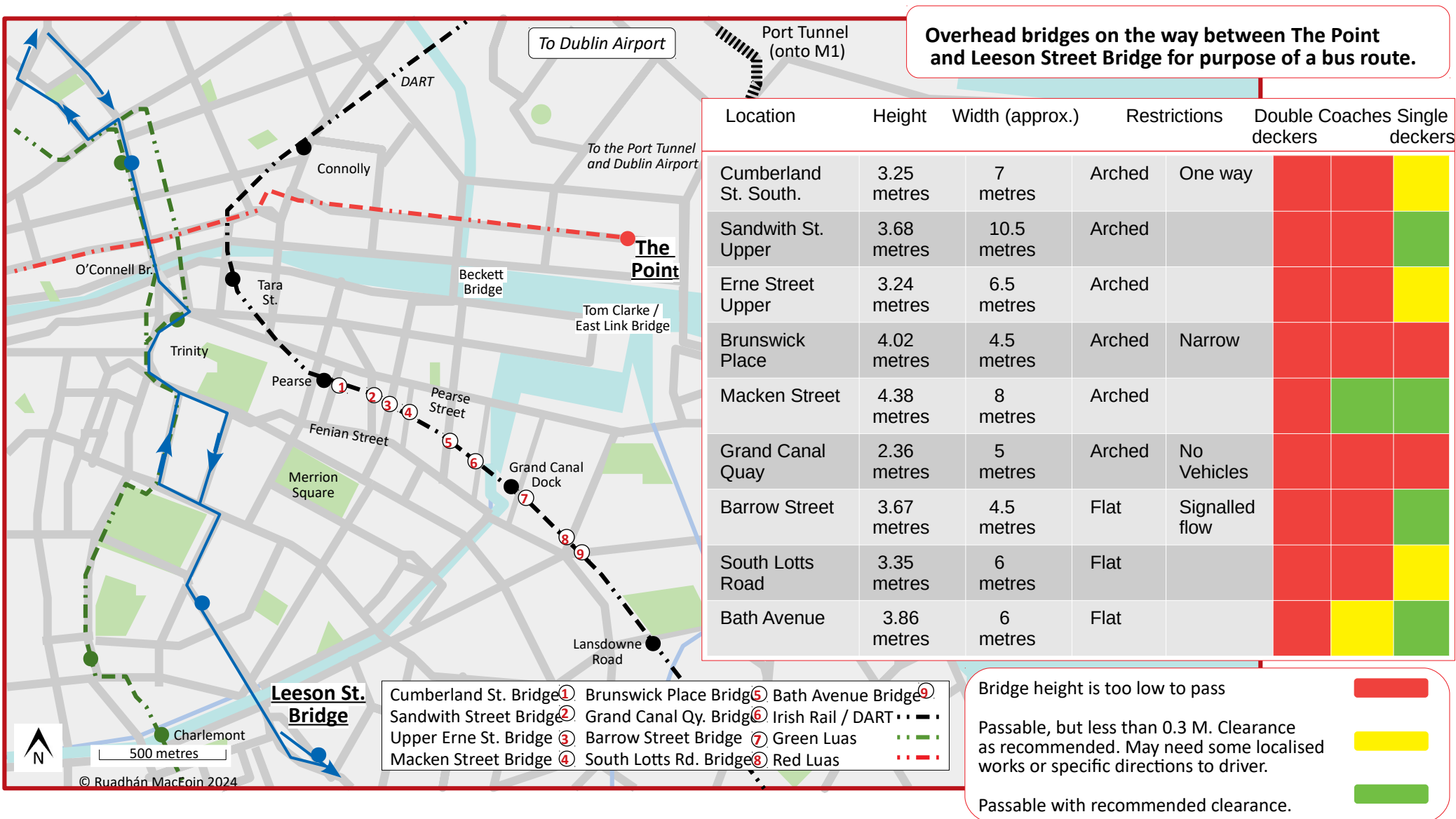
The rapid bus through the Port Tunnel to the south city could be complemented by a north side service, from the airport to Ballymun, and along the QBC via DCU, Glasnevin, Phibsborough, into the city. Again, Fewer stops = Faster journey times.

Dublin Airport, Swords, and city can be served by two corridors of quality public transport carrying 18,000 at peak times, comparable to MetroLink. Cost of set-up and fleet acquisition may be €100 – 200 million, i.e. One thousandth of the €10 – 20 billion cost of MetroLink.



Van Hool articulated buses are already in use in Belfast; battery – trolley are also available. With 24 minutes travel time to Charlemont via Port Tunnel, service levels could compare with Paris Metro lines.





Recap

Existing frequent services are 51 minutes from Terminal 1 to Grand Canal, yet **its 28 minutes on rarer services** from T 2 to Grand Canal at the same time.

Fairer fares: Dubliners pay 5 – 6 times price per kilometre for a trip to Dublin Airport than passengers coming from Belfast and Cork with the same operator.

23 minutes is the proposed MetroLink travel time from Dublin Airport to Charlemont. **Bus can do this in 24 minutes** and carry people further.

MetroLink is to 'ultimately' carry 20,000 per hou. 2 rapid bus services could carry 9,000 x 2 in the interim at the cost 1/1000 of MetroLink.

Fewer stops = quicker service, not 3 stops within a kilometre. Incentivise prepaid fares and charge for luggage loading. Coaches are not optimum.

MetroLink is not due to open until 2035, i.e the life span of a bus. It makes sense to **get buses with lower roofs that can fit under Irish Rail bridges to enable quick services to the south city via the Port Tunnel and Beckett / Tom Clark bridge – with the north city suburbs served by a direct service.**

Can ABP request “Except Buses” signs be put at Sheriff / Guild St junction and that the applicant ensures a faster bus service occurs as ancillary works?



Part 2: Outstanding questions from submission; seemingly omitted canal railway re airport DART, option of 2 Luas lines to airport?

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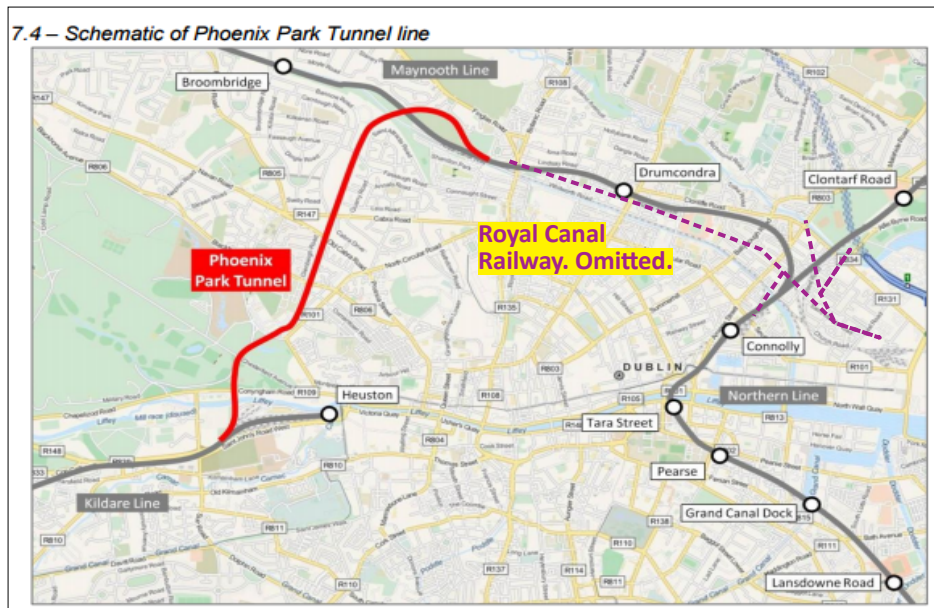
Part II: Outstanding Concerns

1. Project Splitting and the “Forgotten railway” (i)

TII Response 1 to my written submission:

As part of the assessment of the baseline traffic network in section 4.2.2.4 of EIAR Appendix A9.2 Overall Project Traffic and Transportation Assessment, the Dublin Dunboyne/M3 Parkway rail line ('Maynooth Line' operating from Connolly Station) has been included. TII cannot comment on its omission from other rail plans, however confirm it has been included within the MetroLink assessment. **See text to the right >**

The 'Maynooth Line' has indeed been included, but where is the Royal Canal railway?



Above: The Royal Canal line as denoted by the dashed violet line is omitted from the DART Expansion Business Case, page 53 (2015).

4.2.2.4 Heavy Rail

Dublin is serviced by 4 main rail lines (North Coastal, South Coastal, Kildare Line and Maynooth Line), and has Connolly and Heuston as the main rail stations. Additional city centre stops such as Pearse Street and Tara Street also provide interchange to regional rail services. Drumcondra Railway station also provides an interchange with heavy rail services on the Maynooth line, Dublin Connolly-Sligo line, and Grand Canal Dock and Dublin Heuston to Portlaoise line.

Commuter services are provided by the DART which runs along the east coast from Malahide or Howth in the North of the city to Bray or Greystones in the South of the city (extending into County Wicklow). Pearse and Tara Street stations provide interchange for DART services.

There are also a number of 'commuter services' including the:

- Dublin Northern Commuter (operates from Connolly)
- Dublin Portlaoise Commuter (operates from Heuston)
- Dublin Longford Commuter (operates from Connolly)
- Dublin Dunboyne / M3 Parkway (operates from Connolly)
- Dublin Southern Commuter (operates from Connolly)
- Mallow – Cork – Cobh – Midleton Commuter

The proposed Project alignment allows interchange to the Maynooth Line at Glasnevin Project Station, as well as interchange with the Northern and South Eastern Line at Tara Street Station.

Passenger Rail connectivity with the proposed Project alignment is also available in the City Centre where the route alignment is in proximity to Tara Station. Connections to Heuston Station are also possible via the Luas Red Line. Intercity connections are provided at Connolly onward to Belfast, Sligo and Rosslare Europort and from Heuston to Cork and Galway

4.2.2.4 in entirety. There is reference to connectivity to existing Maynooth services, but there is no reference to the option of re-routing that traffic along the Royal Canal railway, which would create a pathway for an Airport DART.

Part II: Outstanding Concerns

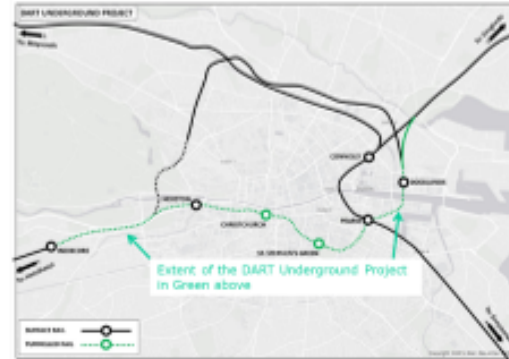
The “Forgotten railway” (ii)

Right: Slides showing lower cost alternatives to DART Underground considered by the National Transport Authority in 2015.

Again the Royal Canal railway is not shown in its entirety, with Docklands Station shown to be linked by the Drumcondra line alone.

The option of diverting Maynooth and Sligo traffic onto the Royal Canal line so as to leave the Drumcondra route free for *DART Underground* traffic was not addressed.

DART Underground Project



Alternative 1- Tunnel to Heuston not Inchicore



Alternative 2 – Tunnel only between Heuston and Pearse



Alternative 3 – Shorter Tunnel and Fewer Stations



Part II: Outstanding Concerns

1. Project Splitting and the “Forgotten railway” (iii)

The applicant has asserted:

“the Dublin Dunboyne/M3 Parkway rail line ('Maynooth Line' operating from Connolly Station) has been included”. Section 4.2.2.4 of EIAR Appendix A9.2 mentions the Maynooth and refers to connectivity of the proposal with existing services. **It does not seem to refer to the idea of a new airport DART being routed onto an existing line, i.e. the Drumcondra line – unless the applicant can explain otherwise?**

A more relevant reference to the idea of the Drumcondra line being used for a new airport DART service can be found on page 92 in the original appraisal *“The Fingal/North Dublin Transport Study 2014-15 (Part ii)”*, from which MetroLink has emerged as the best option. In that it is stated:

“as outlined in Section 7.3.2, the operational feasibility of HR8 is largely dependent on capacities available on the Western Suburban Line. Unless services are removed from this line the maximum frequency of the HR8 service is constrained to 4 trains per hour which as outlined graphically in Figure 7.17 is insufficient to meet demand and therefore does not meet the objectives of this study.”

Can the applicant explain:

A) Where is the Royal Canal railway in the map, that features in the appraisal prior to MetroLink, as reproduced to the right?

B) As above, the assessment discounted the option of “HR8”, the option of using the Drumcondra line for airport DART because of *capacities available on the Western Suburban Line*. As services can be “removed” by diverting Maynooth and Sligo traffic onto the Royal Canal line, can the applicant explain where this option was addressed?

C) As Sligo and Maynooth traffic can be routed onto the Royal Canal railway, what obstacle prevents the Drumcondra route being used by an airport DART, thus negating the need to tunnel to Charlemont?

Figure 1.1: Study Area for the Fingal/North Dublin Transport Study



1. Project Splitting and the “Forgotten railway” (iv)

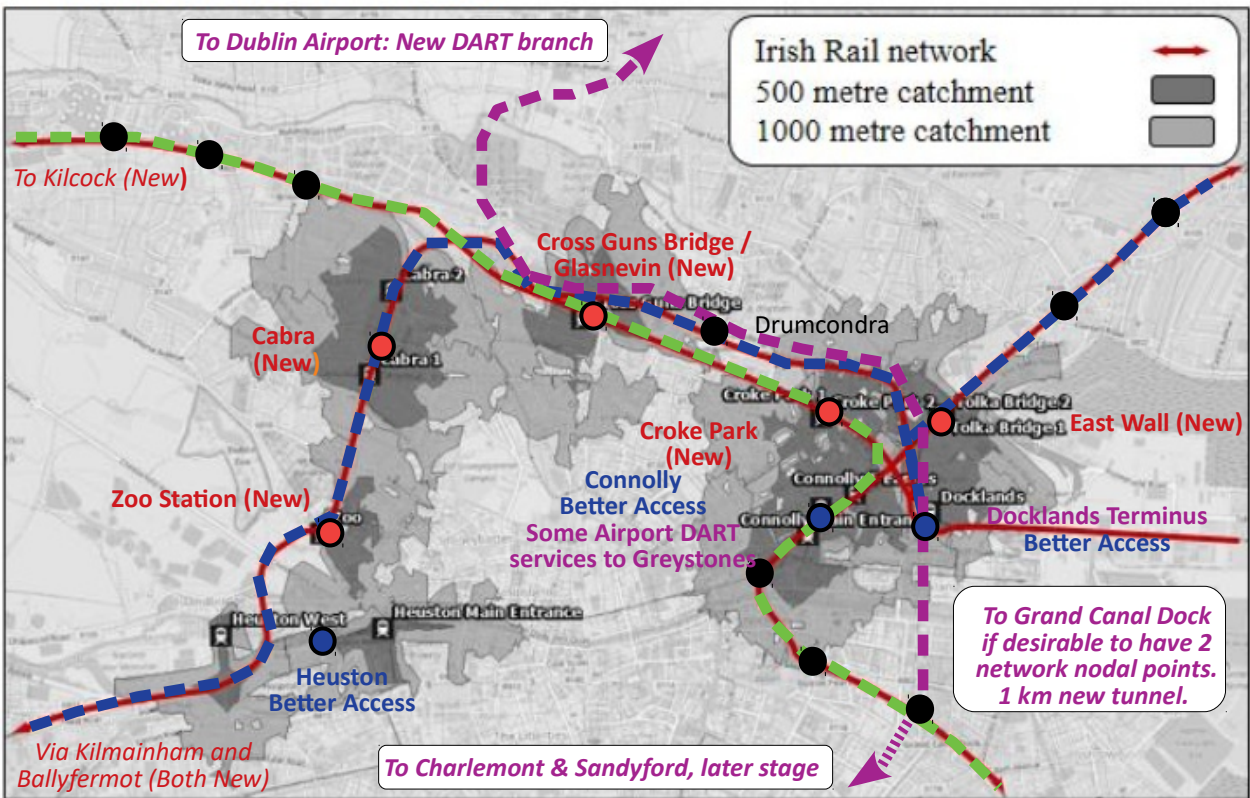
When the new DART South West service opens, it will only stop twice in the 12 kilometres between Connolly Station and Clondalkin Station by the M50.

The potential utility of Dublin's Irish Rail lines seems to be ignored for purpose of new systemic uses, i.e. an airport DART line – and also for use by natives living adjacent.

It would have been better to have avoided project splitting contemporaneous railway development in Dublin into separate projects, if a railway to the airport is to be built at specification different to Luas.

Population estimates are based on ArcGIS generated data as per CSO.

The forgotten railway and possible airport DART could be part of a bigger resolution of Dublin's transport challenges, in line with national policy, EU policy, and OECD philosophy.



Circa **150,000 Dublin residents could be served by existing railways with new stations / access**
A DART service to the airport could be accommodated on the existing network if the Maynooth
and Sligo traffic is rerouted onto the Royal Canal railway. This means **tunnelling south of**
'Glasnevin' / Cross Guns Bridge to Charlemont is unnecessary if a rail tunnel option is desired.

Part II: Outstanding Concerns: 2. Option of 2 overland Luas airport lines.

Luas Network Expansion: 2 Luas lines to the airport

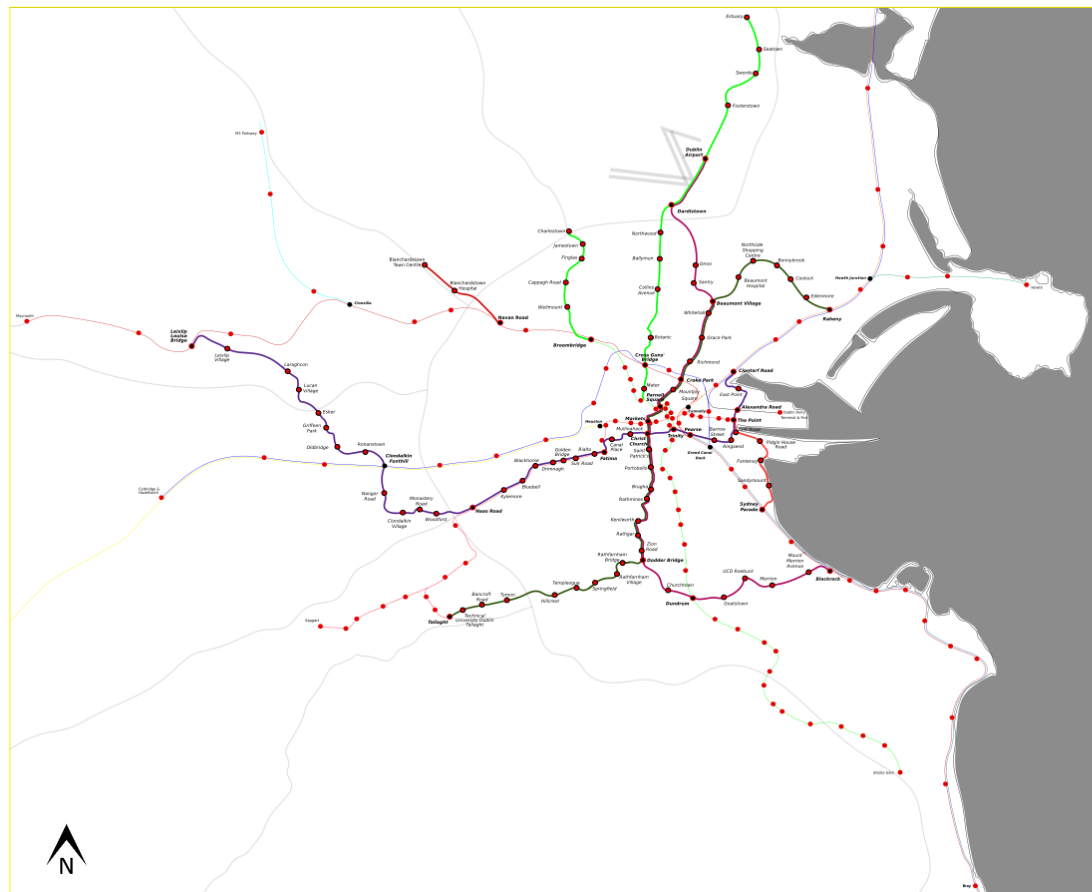
Tunnelling is exorbitantly costly and huge GHG / environmental impact. It needs to be properly justified.

- Concept shown right: Dublin Airport to be served by 2 Luas lines; an extension of the Green Luas line to Swords – and a new line via Beaumont to the city centre. The new line would avoid arterial routes.
- The new line would have branches to Raheny and Tallaght, serving Coolock, Rathfarnham, Templeogue – as well as Rathgar, Churchtown, Dundrum, Goatstown, UCD, Merrion, and Blackrock.
- The Lucan Luas would be routed from Red Cow via Clondalkin to Leixlip, enabling easier movement around Dublin's west suburbs..
- The Poolbeg Luas would be built as far as Sydney Parade Station, so as to connect the Luas with the DART network.
- The Finglas Luas would be built as already planned.
- Blanchardstown would get a DART branch from the Maynooth line.
- 9 of the 12 BusConnects destinations would be served.

Cost: €3,077.25 – €4,407 million, including other highlighted lines (2019 estimate).

As per Donal O'Brolchain's submission, the concept shown to the right would address the airport with 2 overland Luas lines. The idea of serving the airport and Swords by overland Luas was seemingly ruled out before MetroLink because there would be too little passenger capacity on one line, such as a Green Luas branch.

Can the applicant show where consideration was given to the idea of developing two overland Luas light rail lines to the airport?



To close:

1. Can An Bord Pleanála get the applicant to address matters raised in this presentation to a standard to pass a test of external reasonable opinion?
2. As per Part 1 of this presentation, **can An Bord Pleanála request or direct that ‘Except Buses’ signs be erected** at the junctions of Sheriff and Guild streets, and Haddington and Northumberland Roads?
3. In the event of consent being granted, **can An Bord Pleanála condition as part of the project that better bus services are provided in the interim at a reasonable cost to users?**
4. Hitherto, Dublin airport underground railway projects have had a dismal record of non-delivery (RAPID 1972, CIE 1974, and Metro North 2011). Last time the exercise cost circa €250 million for planning, which would have been nearly enough to build an overland Luas branch to the airport, as per state policy in the 1990s. Yet the only physical result is an underground station at the Mater Hospital that is idle and unconnected.

The unused Mater station is comparable with the Beckett Bridge, where unused Luas lines are buried on each side, and where there are two bus lanes – one of which is not used by any regular service (northbound), with the other bus lane used only hourly by 702/3 southbound services .

Perhaps Dublin has been unlucky with repeated project collapses of previous airport underground projects?

Or maybe settlements with typography of less than 6 storeys high do not tend to economically justify astronomically expensive underground lines.

What assurance or contingency plan does the applicant have which the Bord can find satisfactory, in the event of project collapse?

Thank you for consideration of these matters.

