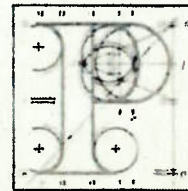**Our Case Number: ABP-314724-22**

An
Bord
Pleanála

Donal O'Brolcain
100 Griffith Avenue
Dublin 9

Date: 10 October 2024

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents
of your letter have been noted.

More detailed information in relation to strategic infrastructure development can be viewed on the
Board's website: www.pleanala.ie.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at
laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or
telephone contact with the Board.

Yours faithfully,

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

RA03

From:	Lauren Griffin
Sent:	Wednesday 9 October 2024 10:52
To:	Donal O'Brollachain
Subject:	RE: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022

A Chara,

The Board acknowledges receipt of your email, official correspondence will issue in due course.

The Board has not decided on your cost claim, when a decision is made, you will be notified.

Kind regards,

Lauren

From: Donal O'Brollachain <brollachaindonalo@gmail.com>
Sent: Tuesday, October 8, 2024 5:25 PM
To: Customer Service <customerservice@pleanala.ie>; Bord <bord@pleanala.ie>
Subject: FW: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022

> **Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

In case I have misaddressed this submission, please forward this to the appropriate people, as I could not find an email address for Railway Orders in your observations submission facility.

From: Donal O'Brollachain <brollachaindonalo@gmail.com>
Sent: Tuesday 8 October 2024 17:19
To: 'LAPS' <laps@pleanala.ie>
Subject: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022

An Bord Pleanála
64 Marlborough Street,
Dublin
D01 V902

A Chara,

I attach my submission on the Further Information on the application for a Railway (MetroLink – Estuary to Charlemont via Dublin Airport) Order 2022.

Is mise

Donal O'Brolcáin

100 Griffith Avenue
Drumcondra
Dublin
D09 T6K3
8th October 2024

An Bord Pleanála
64 Marlborough Street
Dublin
D01 V902

Re. Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022

Your case ref. no ABP-314724-22

A chara,

In response to your advertisement of 8th August 2024, I attach my submission on the Further Information which Transport Infrastructure Ireland submitted during and after the oral hearing held from 19 February to 28 March 2024.

I have already paid the €50.00 fee on making a valid submission on this application for a Railway Order. See attached

I also presented to the oral hearing on Tuesday 19 March 2024 (Day17)

Is mise

Donal O'Brolcáin

100 Griffith Avenue
Drumcondra
Dublin
D09 T6K3
25 NOVEMBER 2022

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022

A Chara

I attach my

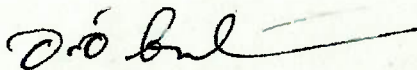1. submission on Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022
2. cheque for €50.00.

Is mise

Donal O'Brolcáin

Submission

on

Further Information

on

Application for

A Railway (MetroLink Estuary to Charlemont via Dublin Airport) Order (2022)

ABP- Ref 314724-22

as advertised in

Irish Independent

on

Friday 9th August 2024

*Among the outputs in 2014 from these economists is the
Comprehensive Expenditure Report 2015-2017, a review of agri-
taxation measures, and* ==an evidence-based Strategic
Framework for Investment in Land Transport.== *This work is
high-quality economic analysis undertaken by Irish Civil
Servants.*

Robert Watt, (then) Secretary General of the Department of Public Expenditure and Reform
"Commentary on public service reform is mired in the past". Business Post 22 Feb 2015
==(my highlighting)==

1. Introduction

1.1. Some of the Further Information which National Roads Authority (operating as Transport Infrastructure Ireland TII, the applicant for this railway order) -submitted shows that the public authorities continue to suppress evidence .

1.2. The process which led to this proposal is marked by suppression of data, as I made clear in my presentation at the Oral hearing on19[th] March 2024.

1.3. Witholding such data makes it very difficult to participate in the process. Without such data, how can we be reasonably certain that the evidence supports the case being presented for an investment of €12bn in a public transport rail system for our our capital city region? This is critically important as this proposed MetroLink will not be interoperable with either of two existing rail based public transport facilities in Dublin ie. the heavy rail-based DART/commuter services, the light rail(LRT) on-street LUAS.

1.4. On the basis of some of the he Further Information provided, the applicant seems to be bending their undoubted professional skills to suit the whimsies of incumbents and insiders who promote this €12bn proposal. This is completely at variance with applicant's claim that *At MetroLink we recognise our obligations under the Aarhus Convention to facilitate public participation in decision making on major public infrastructure projects.*

2. Dublin Airport data dump.

2.1. On Day 17, TII submitted Further Information onDublin Airport - NTA Passenger Survey. This consisted of three documents ie. a Foreword with two spreadsheets (titled Dublin Resident_anon and Dublin Non Resident_anon

2.2. Each spreadsheet has about 90,000 cells. Neither NTA nor TII have provided any summaries of the spreadsheet data in tables or figures, as is normal practice when such amounts of data are gathered. It is clear that both NTA and TII have the capability and resources to do so.

2.3. The Foreword states *that During the Metrolink Oral Hearing a public representative made a request for origin / destination data associated with the National Transport Authority (NTA) State Airports Passenger Survey 20221. TII forwarded this request to the NTA. The NTA have now provided this information in anonymised spreadsheet format and can be found below (and available on* www.metrolinkro.ie*). For clarity, two spreadsheets were provided by the NTA. These spreadsheets are to be read in conjunction with the Survey presented within Appendix D of the NTA State Airports Passenger Survey 2022. One spreadsheet was provided for passengers residing within Dublin, and the other spreadsheet provided for passengers residing outside of Dublin.*[1] (my highlighting)

2.4. Appendix D of the NTA Dublin Airport Passenger Survey consists solely of the questionnaires used for that survey[2]. (see Appendix 1).

2.5. What is the point of providing such raw data by solely referencing the instrument by which data was collected? Do other data-gathering bodies and professions (eg. CSO, ESRI, EPA, opinion polling companies, scientists, technologists, economists, professionals in many sectors) publish their results in voluminous spreadsheets of anonymised data points?

2.6. Would such summaries be inconvenient for those promoting this €12bn project?

2.7. This is in marked contrast with what NTA has published on previous surveys of Airport Passengers [3], prior to the State Airport Survey 2016

    2.7.1. The 2011 Airport Survey report, NTA included summaries of the data collected on the landside origins/destinations of Dublin Airport passengers[4]. See Figures 1-3

Figure 1 From NTA Survey at Dublin Airport 2011[5]

Table 3.2 – Origins of trips to the Airport

Trip Origin	Irish Passengers	% of Total	Non-Irish Passengers	% of Total	All Passengers	% of Total
Dublin City Centre	901	8%	4,551	39%	5,452	24%
Dublin City North	1,385	12%	1,159	10%	2,544	11%
Dublin City South	907	8%	847	7%	1,754	8%
Fingal	1,515	13%	1,562	13%	3,077	13%
South Dublin	972	9%	449	4%	1,421	6%
Dun Laoire / Rathdown	1,047	9%	491	4%	1,538	7%
Meath	506	4%	267	2%	773	3%
Kildare	603	5%	230	2%	833	4%
Wicklow	429	4%	242	2%	671	3%
Outside GDA	3,110	27%	1,971	17%	5,081	22%
Total	**11,375**		**11,769**		**23,144**	**100%**

[1] https://downloads.metrolink.ie/oh/Dublin%20Airport%20-%20NTA%20Passenger%20Survey%20-%20Foreword.pdf

[2] State Airports Passenger Survey 2022 Final Report December 2023 p. 81-84.
https://www.nationaltransport.ie/wp-content/uploads/2023/12/NTA_State-Airports-Passenger-Survey-2022-Final.pdf

[3] Airport Survey Reports from 2001 to 2023
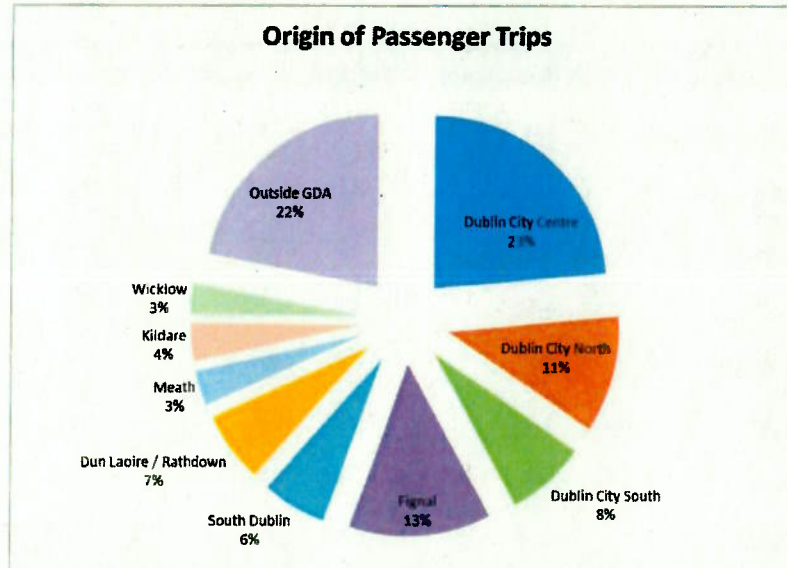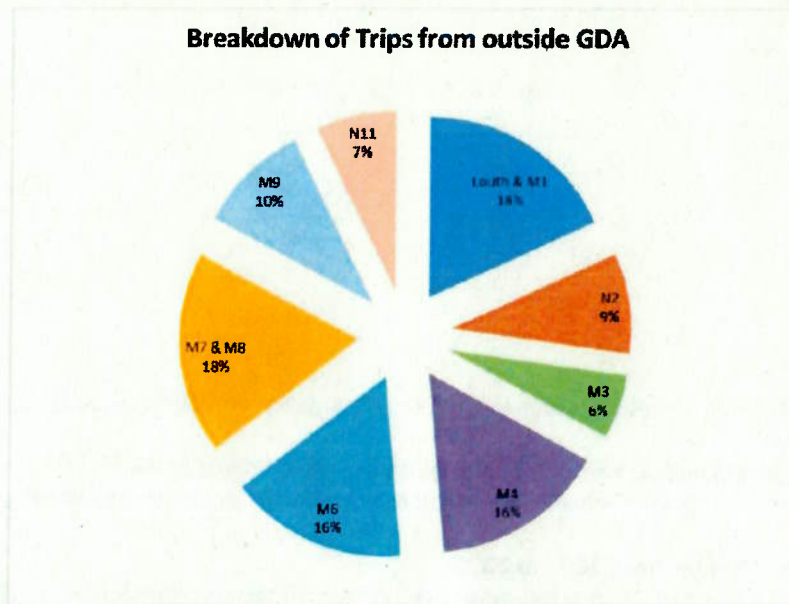https://www.nationaltransport.ie/planning-and-investment/transport-modelling/data/airport-survey-reports-from-2001-to-2023/

[4] NTA Survey Report at Dublin Airport 2011 https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf
https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf

[5] NTA Report at Dublin Airport 2011. p.14

Figure 2 from NTA Survey at Dublin Airport 2011[6]

Figure 3.6 – Origins of trips to the Airport

Origin of Passenger Trips

Figure 3 from NTA Survey at Dublin Airport 2011[7]

Figure 3.7 Origins of trips from outside the GDA

Breakdown of Trips from outside GDA

[6] NTA Report at Dublin Airport 2011. p.15
https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf
[7] NTA Report at Dublin Airport 2011. p.16
https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf

2.8. In the following surveys done in2016 and 2022, NTA did not include summaries of the data giving the landside origins/destinations of Dublin Airport passengers in published reports. Why not?

2.9. **Such summaries make it easier for people to participate in the decision-making processes when options for enhancing access to Dublin Airport are being developed and decided on. These summaries enable people to understand where Dublin Airport passengers start and finish their journeys landside in Ireland. Given that many modes of travel are sources of air and noise pollution, it is critical that such data be made publicly accessible in forms which enable people to understand the environmental impact of landside access to Dublin Airport. Data dumps are simply not acceptable.**

2.10. The questionnaire used in the 2016 Survey was attached to the report as an Appendix. . It is clear that this questionnaire was designed to collect detailed data on the addresses from which those surveyed began their journey to the Airport, just has NTA had done for the 2011 survey.

2.11. Just as the 2022 survey did, the 2011 and 2016 surveys sought the same data in respect
2.11.1. Passengers normally resident in Ireland on their outbound and return journeys;
2.11.2. Passenger not normally resident in Ireland on both their outbound and incoming journeys. ;[8] [9]

The 2016 and 2022 Survey reports do not state that this data was not collected.

2.12. In fact, Appendix A of the 2016 Report purports to compare the results of that survey with the data in the 2011 report *to show how the data metrics have changed since 2011* (see Figure 4). **it is striking that NTA chose not to compare the landside origins/destinations of Dublin Airport passengers with the 2011. The report does not contain any explanation for this omission. [10]**

[8] https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf p. 29-32
[9] https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_StateAirportSurvey2016_ReportNovember2017.pdf p.91-105
[10] https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_StateAirportSurvey2016_ReportNovember2017.pdf p.84

Figure 4 Extract from Appendices to the 2016 Report

Appendices

Appendix A   Comparison with 2011 NTA Survey

This section compares 2016 Dublin Airport Survey against the 2011 Dublin Airport Survey to show how the data metrics have changed since 2011. The comparisons are shown through charts below which are broken out looking at Irish residents and visitors. The blue bars represent 2011 while the orange bars represent 2016. There are different questions between the 2011 and the 2016 survey so only metrics that are comparable are included in this section.

The following is outlined and compared

- Survey sample
    - The number of interviews broken out by day
    - Terminals used
    - Nationality of respondents
- Mode share of respondents
- Bus providers
- Private car users
- Journey time to the Airport
- Trip purpose

2.13 Given that the questionnaire used in the 2011 report referred to the same data (see Figures 1-3), why was the data not considered comparable?

2.14   NTA may claim that

2.14.1 The Central Statistics Office (CSO) changed some of geographical designations for Small Area Statistics in the period between the 2011 and 2016 survey reports;

2.14.2 It (NTA) does not have the expertise to make the adjustments needed to provide summary data comparable to the 2011 Report.

2.15   These claims lack merit, as

2.15.1 The changes in geographical designations do not seem significant for public understanding of the landside origin/destinations of Dublin Airport passengers in terms the categories used in the 2011 report as set out in Figure 1 above.

2.15.2 NTA engages many external specialists in the normal course of its work. NTA has the resources to do so in order to prepare summary tables and figures, which are comparable to those published in the 2011 report.

2.16   The applicant for this Railway Order is an independent government agency. It clearly has the skills and resources to see to it that data provided to it by another government agency can be summarised such that the public can grasp the significance of data specifically collected for transport panning and investment. Doing so fits would show a serious intent to comply with obligations under Aarhus Convention, as TII claims.

2.16.1 That the applicant simply chose dump the data in a form that is effectively unusable suggests a lack of understanding of its obligations.

2.17 As I showed in my presentation (on Day 17 19th March 2024) to the Oral hearing on this application , NTA has the capacity to present data needed to understand the impact of airport passengers on landside covering

2.17.1 journey times to Dublin Airport, data is published covering the years 2001, 2011, 2016, 2022 see Figure 5 for chart summarising this data in comparative form;

2.17.2 trip purpose, purpose with data covering 1998, 2001, 2016, 2022. See Figure 6 for chart summarising this data in comparative form;

2.17.2.1 time of arrival at Dublin Airport see Figures 7 and 8

Figure 5 Journey Times to Dublin Airport2001-2022

Journey times to Dubliln Airport
2001/2011/2016/2022
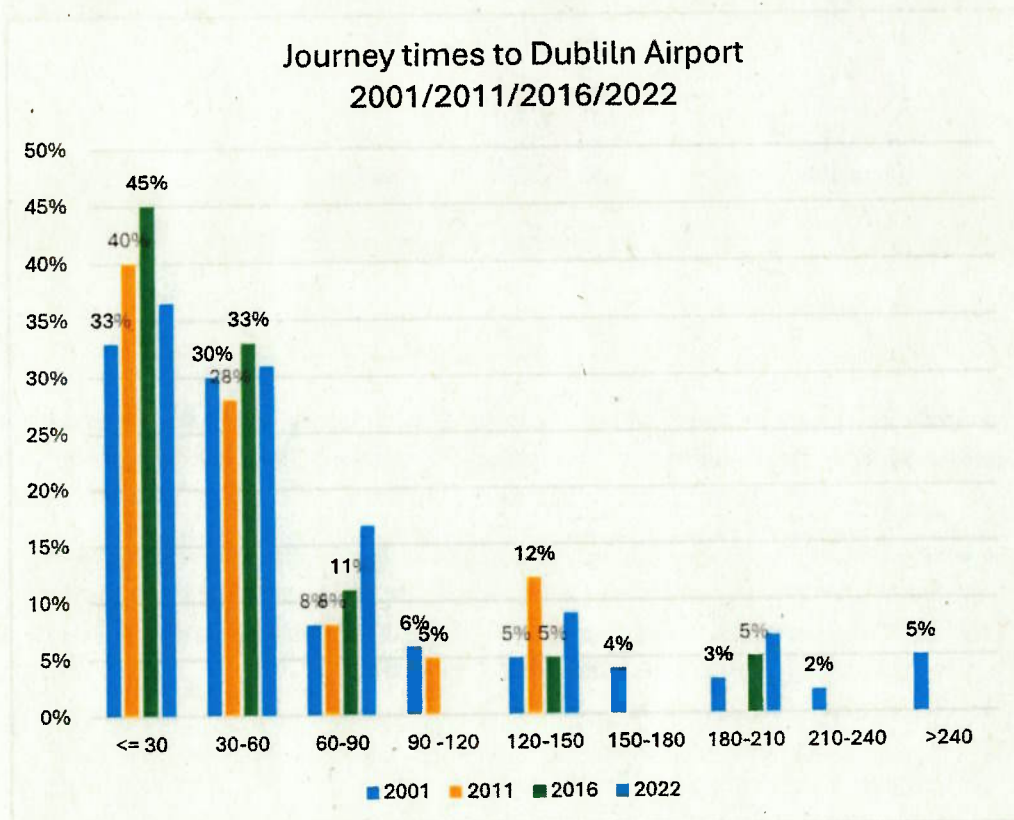
Figure 6 Dublin Airport passengers trip purpose 1998 - 2022

Dublin Airport Passengers Trip Purpose
1998 2011 2016 2022
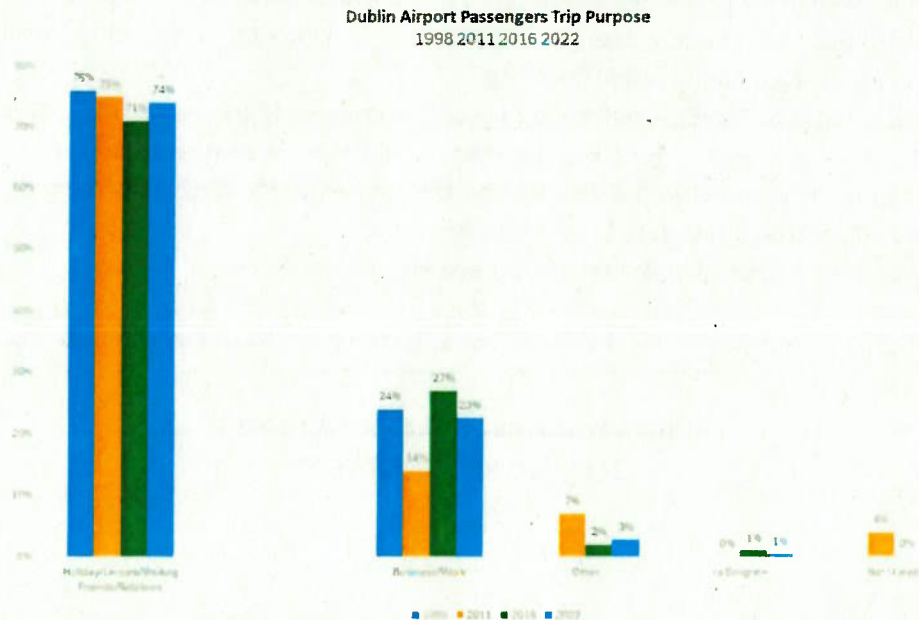
2.18   NTA can give a more precise summary of data collected, if it chooses to focus on some aspect of travel patterns. This is clear from the way in which NTA presented the time of arrival of passengers at Dublin Airport in the reports of the 2001 and 2011 survey, compared with the 2016 and 2022 reports. See Figures 7 and 8[11]. [12]

---

[11] Dublin Transportation Office (DTO) Survey at Dublin Airport 2001 Arrival and departure profiles and travel times p. 12
https://www.nationaltransport.ie/wp-content/uploads/2022/11/DTO_DublinAirportSurvey2001.pdf
[12] NTA Report at Dublin Airport 2011. Arrival and departure profiles and travel times p. 14
https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_Airport_Survey_2011.pdf

Figure 7 Time of arrival at Dublin Airport 2001-2011

Time of Arrival at Dublin Airport
2001, 2011
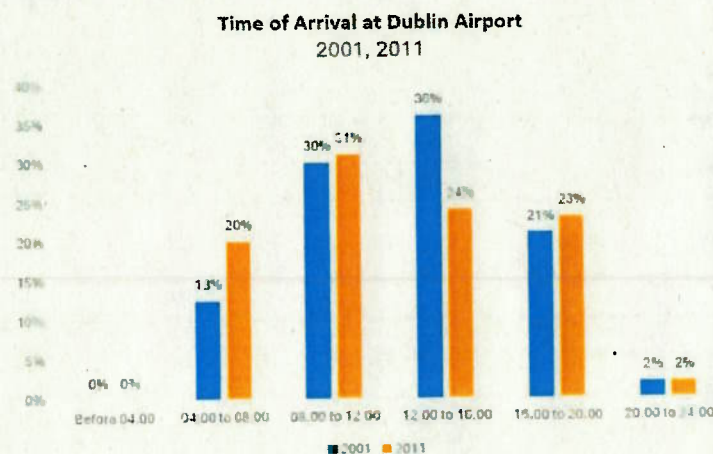
2.19 For the 2016 and 2022 surveys, the time of arrival at Dublin Airport is broken down further (see summary Figure 8)[13].[14]

2.20 If NTA did this for one part of gthe data derived from the questionnaires used in the 2016 and 2022 surveys, why did it not apply the same analytic and presentational skills to data on landside origins/destinatgions passengers at Dublin Airport in the 2016 and 2022 reports.

[13] 2016 Figure 3.1 i– Time profile of arrivals at the Airport at total level
https://www.nationaltransport.ie/wp-content/uploads/2022/11/NTA_StateAirportSurvey2016_ReportNovember2017.pdf p.17

[14] 2022 Report 3.4 Arrival and Departure Profiles and Journey Time
https://www.nationaltransport.ie/wp-content/uploads/2023/12/NTA_State-Airports-Passenger-Survey-2022-Final.pdf p. 22

Figure 8 Time of arrival at Dublin Airport 2016-2022

Time of Arrival at Dublin Airport
2016, 2022
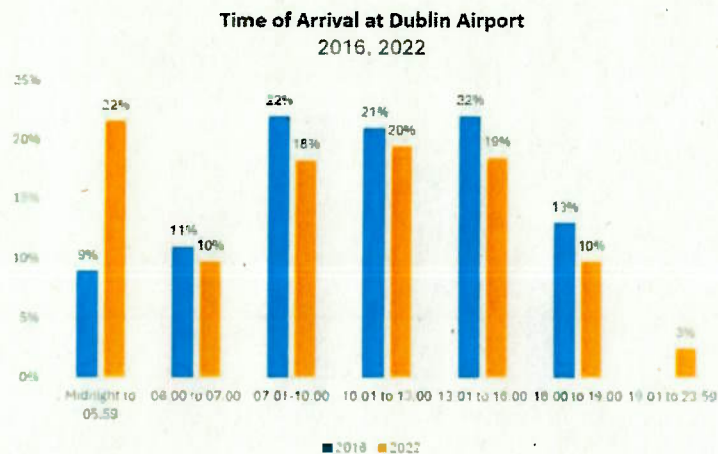
2.19   This is in marked contrast with the presentation of the data on landside origin within Ireland of Dublin Airport passengers.   Figure 9 summarises the data reported in the surveys done in 2001 and 2011.

2.19.1 It is clear from the questionnaires included to the NTA reports of the 2016 and 2022 surveys that the data was collected.

2.19.2 The reports do not offer any explanation for omitting the processing of the data collected and presenting it is forms comparable to that presented in the previous reports as summarised in Figure 9.

Figure 9 Dublin Airport Passengers landside origin 2001, 2011

Dublin Airport Origins of Passenger Trips 2001-2011
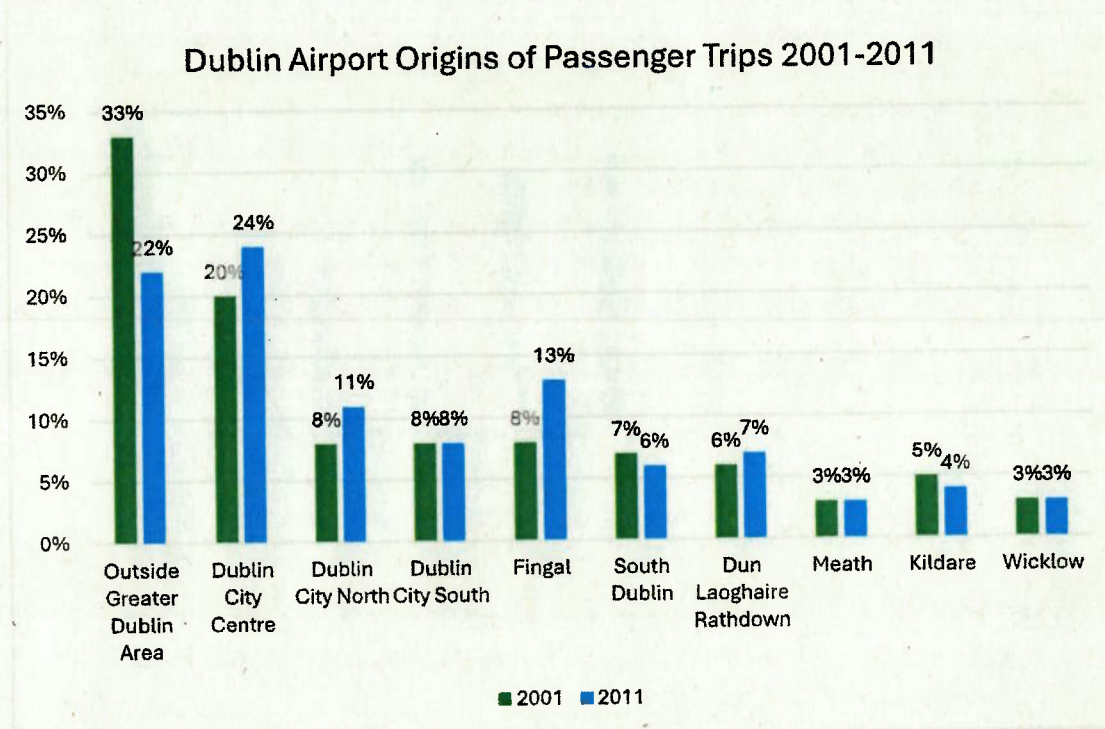
2.20   Why have the public authorities stopped publishing statistics in formats which make it possible for trends over time to be summarised?

3 North part of Dublin City compared with Fingal.

3.1 TII's MetroLink Oral Hearing Opening Statement February 19th 2024, TII used a slide pack[15] which were not numbered. Introducing MetroLink, it is stated that *Need established in every relevant transport study and policy document over the years.*

3.2 The obsession with Metro has become a black hole which has sucked in resources and capacity that could have been better directed to other projects which would have benefited more people at lesser cost.

3.3 In particular this applies to the North part of Dublin City which has more people living in it that in the south part of Dublin City and the other three local authority area of Dun Laoighaire Rathdown, South Dublin and Fingal, as is clear from Figure 10.

Figure 10 Dublin City North population compared to other areas in Dublin 1991-2022

Greater Dublin Area Population of each local authority 1991-2022

■ Dublin City North ■ Fingal ■ South Dublin ■ Dublin City South ■ Dún Laoghaire-Rathdown
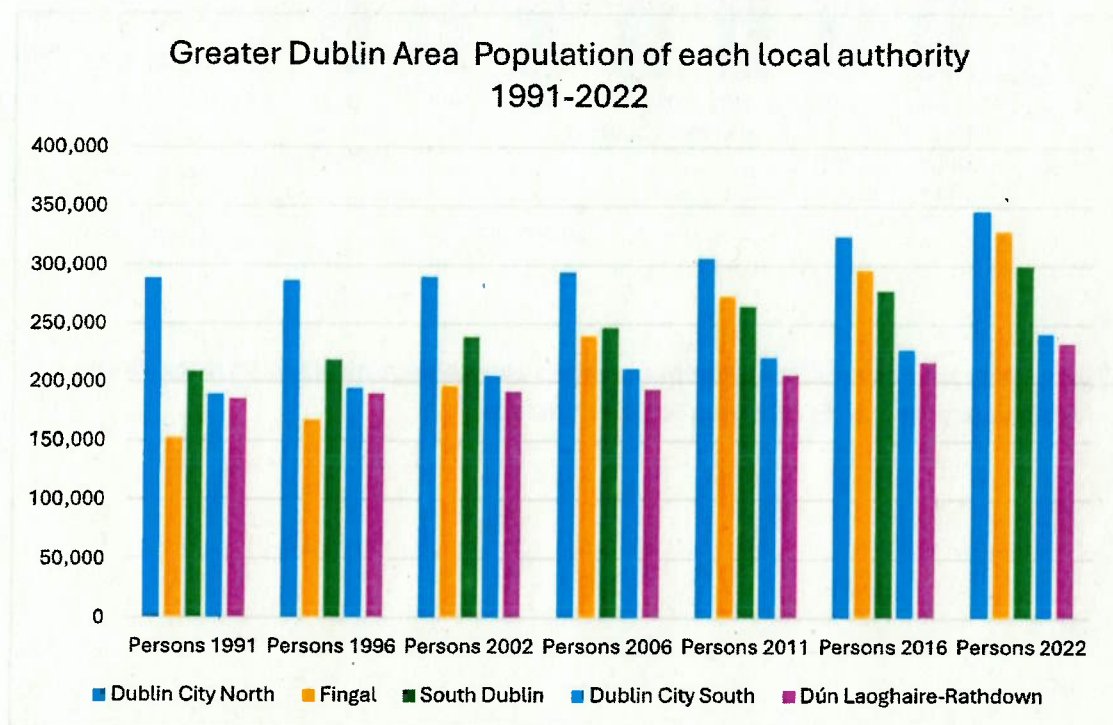
[15] MetroLink Oral Hearing Opening Statement 19Feb2024
https://downloads.metrolink.ie/oh/TII%20Opening%20Day%20Consolidated%20Slide%20Deck_Accessible%20Version.PDF

3.4 The population of Dublin City North is still larger than the population of Fingal and has been so over the past 30 years see figures 10 and 11.

Figure 11 Dublin City North population compared to Fingal 1991-2022

Population of Dublin City North, Fingal (East, West)
1991 - 2022
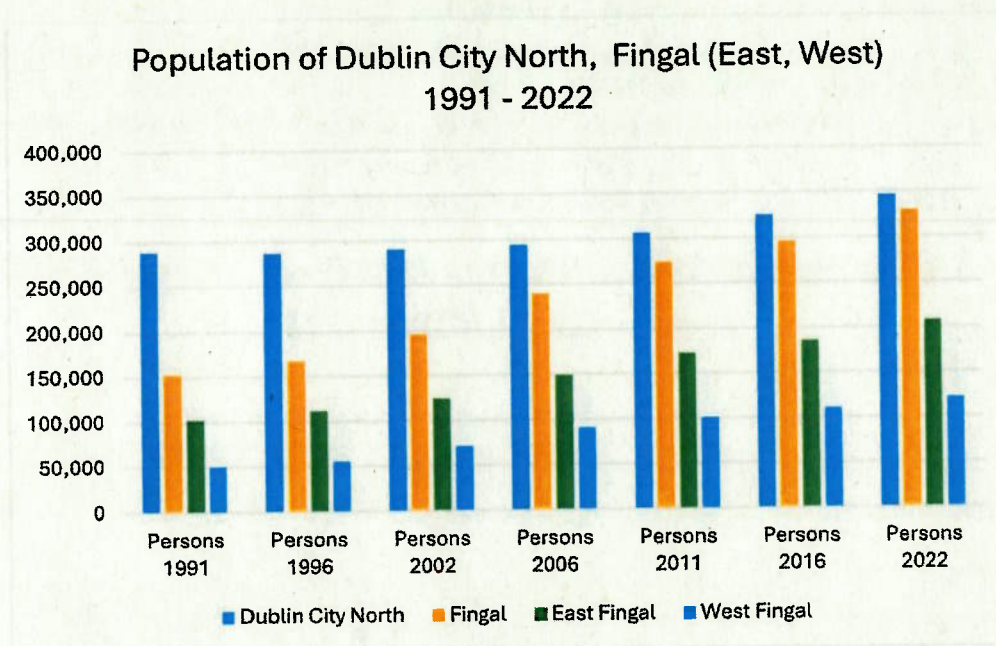
3.5 To ensure good planning for he Greater Dublin Area, the excess commitment to Swords, compared to that given the north part of Dublin City or Blanchardstown, merits some examination.

3.6.Fingal may the fastest growing county in Ireland. Asserting that alone hides the fact that Fingal is actually two distinct areas, ie Fingal West (around Blanchardstown, N3 corridor) and Fingal East (from N/M2 to the coast and north to the Meath border). See Appendix 2 for details.

3.7 Analysing Fingal in this way corresponds to the terms of reference for NTA's Fingal/North Dublin Transport Study 2014-2015[16] [17]. TII claims that this study is the basis for the MetroLink Application. In my presentation to the An Bord Pleanála's oral hearing on 19th March 2024, I pointed that that this study was deeply flawed, based on my direct involvement in one phase of that project.

3.8 The way in which NTA managed that project suggests serious maladministration.

[16] NTA/AECOM Fingal/North Dublin Transport Study. Stage one appraisal Report. November 2014
https://www.nationaltransport.ie/wp-content/uploads/2014/12/Appraisal_Report_19112014_final.pdf
[17]NTA/AECOM Fingal/North Dublin Transport Study. Stage two appraisal report. July 2015
https://www.nationaltransport.ie/wp-content/uploads/2015/09/Fingal_North_Dublin_Transport_Study_Final_June_2015.pdf

Figure 12 Study Area for the NTA/AECOM Fingal/North Dublin Transport Study 2014-2015[18]
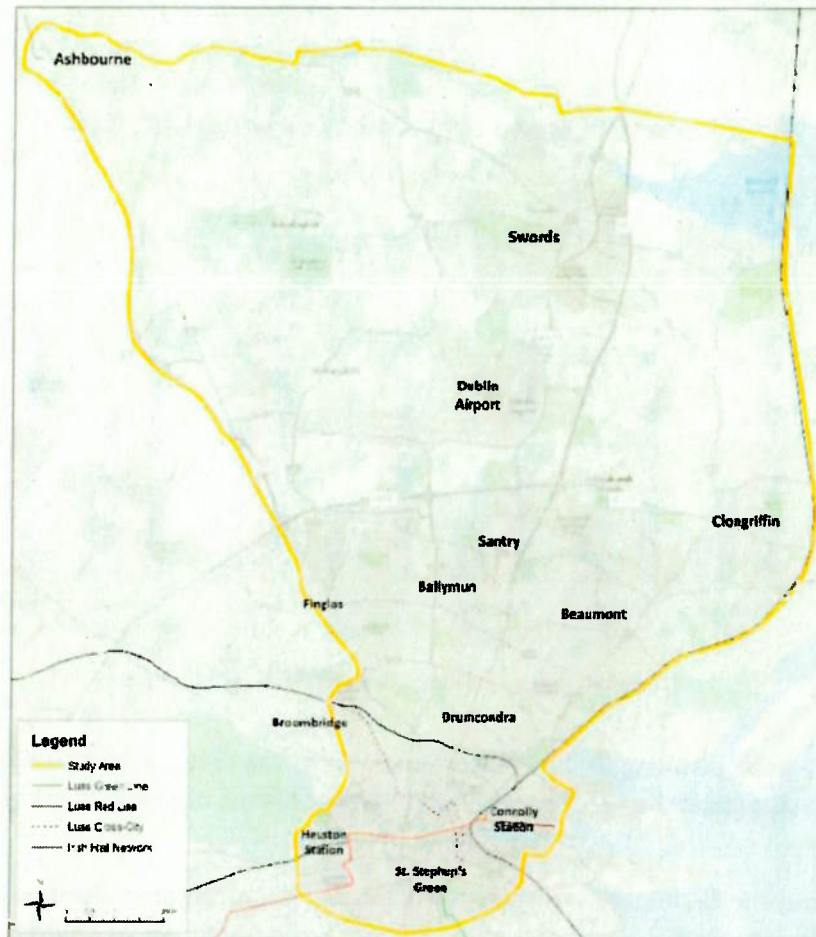
3.9 The CSO 2016 Census report included a report on Commuting in Ireland. [19] This
   included two maps which summarised in a easily understood graphic
3.9.1   Feeder towns into each city (see Figure 12)
3.9.2   Workplace location catchment areas (see Figure 13).

   Note. I saved these maps some years ago. However, I could not regenerate these
   maps as I compiled these notes. The link on the CSO website was not working when
   preparing this submission.

[18] NTA/AECOM Fingal/North Dublin Transport Study. Stage one appraisal Report. November 2014. p. 1 see
Footnote 17.

3.10   These Census 2016 maps suggest that most commuting within the Greater Dublin
Area is

3.10.1 Within the M50;

3.10.2 Along corridors
3.10.2.1   to the North West (Blanchardstown N3/M3 corridor);
3.10.2.2   the west (north/south of the N4/M4 Lucan Clondalkin area)
3.10.2.3   The south-west (N7 Naas Road, N82 Tallaght).

3.11   Neither Dublin Airport nor Swords standout stand out as places which call for
exceptional investment to enhance public transport for the people who live and work in
those locations.

Figure 13 Feeder Towns into each City Census 2016

Source: CSO. Census of Ireland 2016 . Commuting in Ireland. http://census.cso.ie/p6map42/

[19] Census 2016 Profile 6 - Commuting in Ireland

https://www.cso.ie/en/csolatestnews/presspages/2017/census2016profile6-commutinginireland/

Figure 14 Catchment area of major workplace location Census 2016

Source: CSO. Census of Ireland 2016 . Commuting in Ireland. http://census.cso.ie/p6map43/
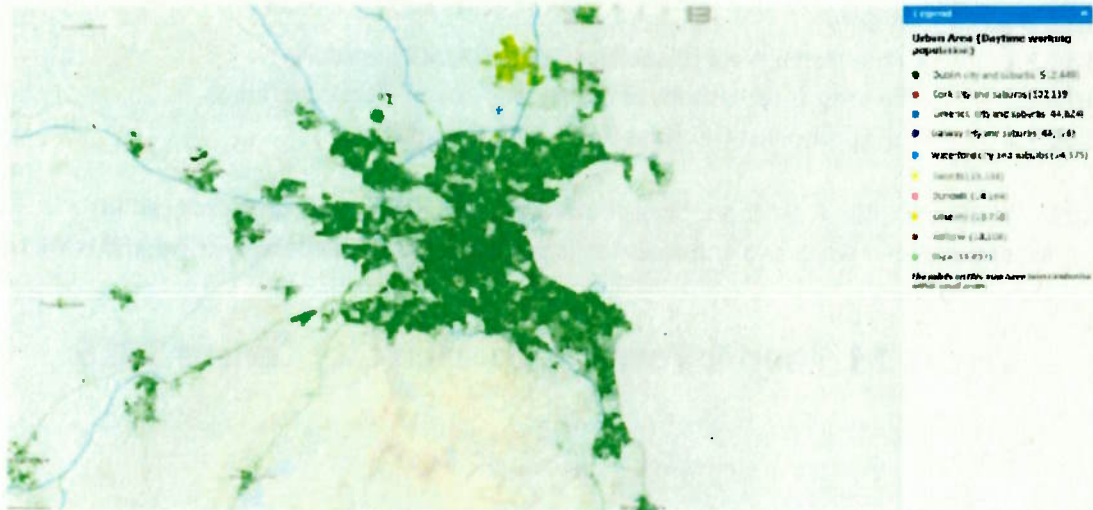
3. Refuse this application for a Railway Order

3.1 Given the deliberate suppression of options and withholding of data which mark the way in which this project has developed, I ask An Bord Pleanála to refuse this Railway Order.

3.2 Is it really worth spending €12bn on the proposed project Is it really worth spending €2.4.bn (excluding VAT) on trying to get a 14 minute saving on gthe journey time from (a destroyed) Stephens Green Dublin Airport, given that

3.2.1   The journey time to the Airport is less than

3.2.1.1   30 minutes for nearly half the passengers;

3.2.1.2   hour for 75% of passengers
See Figure 5;

3.2.2   75% of all Airport passengers are travelling for leisure or visiting family/friends
See Figure 6;

3.3 about two-thirds of passengers arrive at Dublin Airport outside the normal peak commuting times in the Greater Dublin Area see Figure 8

3.4 NTA has stopped publishing data on the landside origin/destinations of Dublin Airport passengers.

4 A North City LUAS loop as an alternative

4.1 As I pointed out during my presentation on Day 17 (19th March 2024) to the Oral hearing, I have commissioned maps based the three censuses of 2011, 2016 and 2022.

4.2 These maps were superimposed the then existing and proposed rail-based public transport on maps showing

4.2.2   Population density

4.2.2   Core Economic Area as indicated by having over 700 jobs per Km² in electoral divisions.

4.3   On the next pages, I have superimposed a proposed North City LUAS loop on maps using the 2022 Census data.

4.4   I suggest that this loop would better serve the Greater Dublin Area as it forms a network with the exiting LUAS system and corresponds to the fact that most commuting takes place inside the M50, as shown in Figure 13 and 14 above.

4.5   This proposed loop

4.5.2   serves the northern part of Dublin's Core Economic Area and the populated areas comprehensively, taking in

4.5.2.1 Northwood, Santry, Drumcondra, North East Inner City

4.5.2.2 Kilmore, Beaumont, Coolock, Edenmore, Donaghmede;

4.5.2.3 Ballymun, Poppintree, Charlestown, Finglas.

4.5.3   is Integrated with Dublin 's existing light rail system LUAS;

as it extends LUAS CrossCity and could link with LUAS in the Docklands (North and South) using the Samuel Becket Bridge (which is designed to carry LUAS);

4.6   offers two rail-based links between the Central Business District and Dublin Airpor

    4.6.2   Directly on LUAS via either Drumcondra or LUAS CrossCity;

    4.6.3   Using LUAS to get to Howth Junction to connect with DART services to Connolly, Tara and Pearse Stations;

4.7   It links with heavy rail services

    4.7.2   at Howth Junction;, which has DART and Commuter services;

    4.7.3   The Maynooth line at both Drumcondra and Broombridge;

4.8   Serves more the Deprivation area which TII identified in Slides 69 and 70 of the Opening Day Consolidated Slide Deck [20] see Figure 15

---

[20]

https://downloads.metrolink.ie/oh/TII%20Opening%20Day%20Consolidated%20Slide%20Deck_Accessible%20Version.PDF

Rail Legend

Existing Rail and DART: - - -
LUAS - Red:
LUAS - Green:
LUAS - Finglas (Proposed):
MetroLink 2022 (Tunnel):
MetroLink 2022 (Surface):

Dublin Economic Core Area*

*>= 700 jobs per KM2 (Electoral Divisions)
Source: Census 2022

Proposed North ||||||||||||||||||
City LUAS Loop

8 October 2022

Donal O'Brolchain

Navan

Balbriggan

Skerries

Dunshaughlin

Dunboyne

M2

Estuary

Donabate

Swords

Malahide

M3

Dunboyne

N7

N2

Dublin Airport

M1

Dardistown

Charlestown

North Junction

Blanchardstown

N3

Nort...

Maynooth

Finglas

Glas...

M50

Diamondra

Broombridge

Dun Laoghaire

Phoenix Park

N4

Charlestown

Sandyford Industrial Estate

M4

N7

City West

M50

Tallaght

Brides Glen

N81

Naas

M7

Bray

**Proposed North
City LUAS Loop**

Rail Legend

Population Density per sq. KM, 2022

Existing Rail and DART: `- - -`

LUAS - Red:

LUAS - Green:

LUAS - Finglas (Proposed):

MetroLink 2022 (Tunnel):

MetroLink 2022 (Surface):

2,000 to <= 5,000

> 5,000 to <= 12,000

> 12,000 to <= 23,000

> 23,000 to <= 45,000

Greater than 45,000

People
&Place

8 October 2022

Figure 15 Proposed MetroLink alignment serves less of the deprived areas shown in this map taken from the TII Consolidated Slide Pack (Slides 69 and 70)
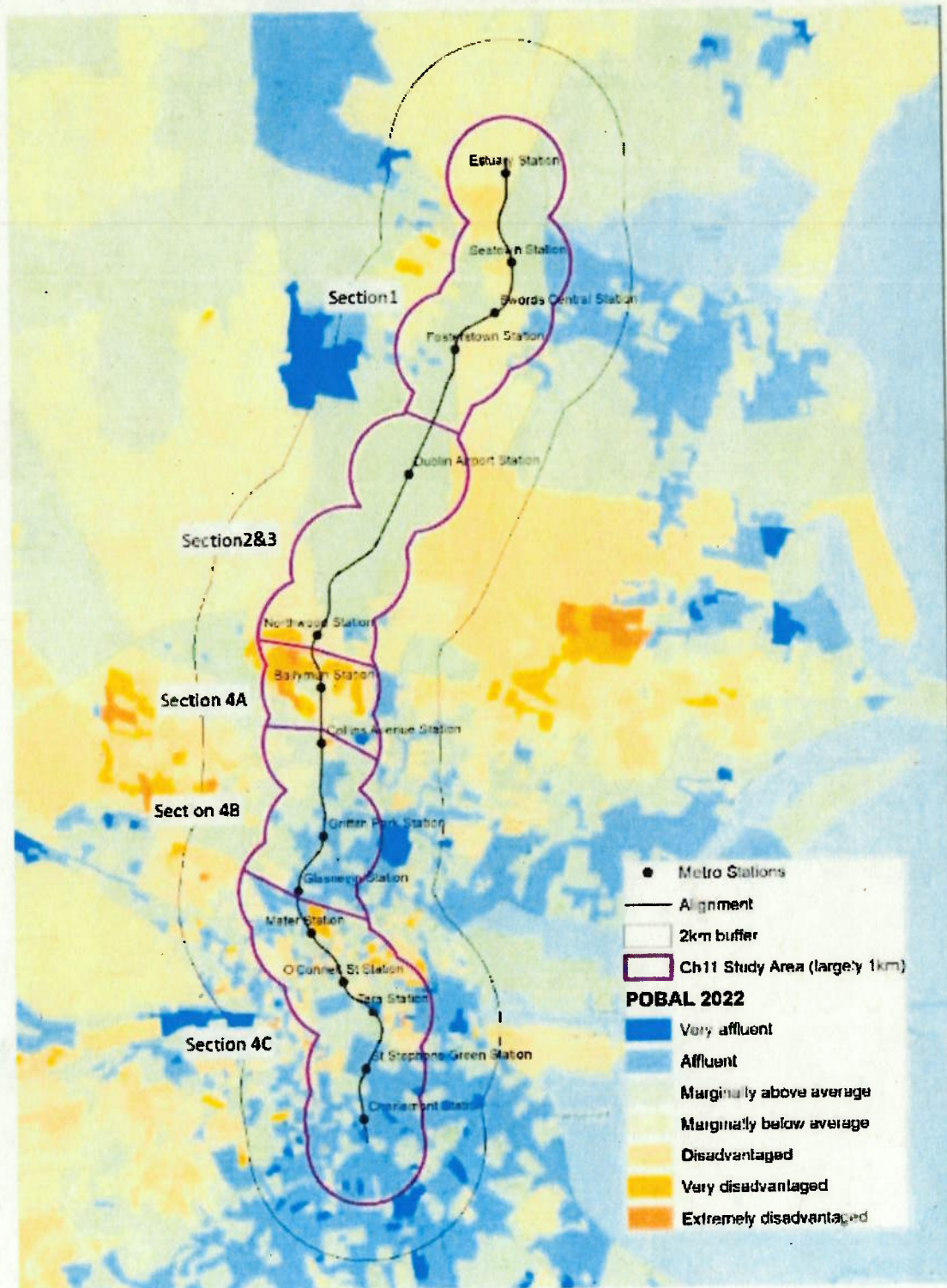
4.9 Is a better fit for the demographic characteristics which were set out in2018 (based
on the 2016 Census) an alternatives proposal for the then emerging preferred
MetroLink route see Appendix 3. This Eastern Variation Route had more people in
the catchment area than the then emerging MetroLink preferred route. See next
page

Donal O'Brolchain

Project Title						
METRO NORTH TRANSPORTATION AND ENGINEERING REVIEW						
Drawing Title						
ROUTE OPTIONS						
Date	Scale	CAD File	Project No	Drawn	Checked	Approved
May 18	1:25000 (A3)	06.145.F1	06.145	EB	EOC	SMG

Drawing No. **FIGURE 1**

Rev **E**

8 October2022
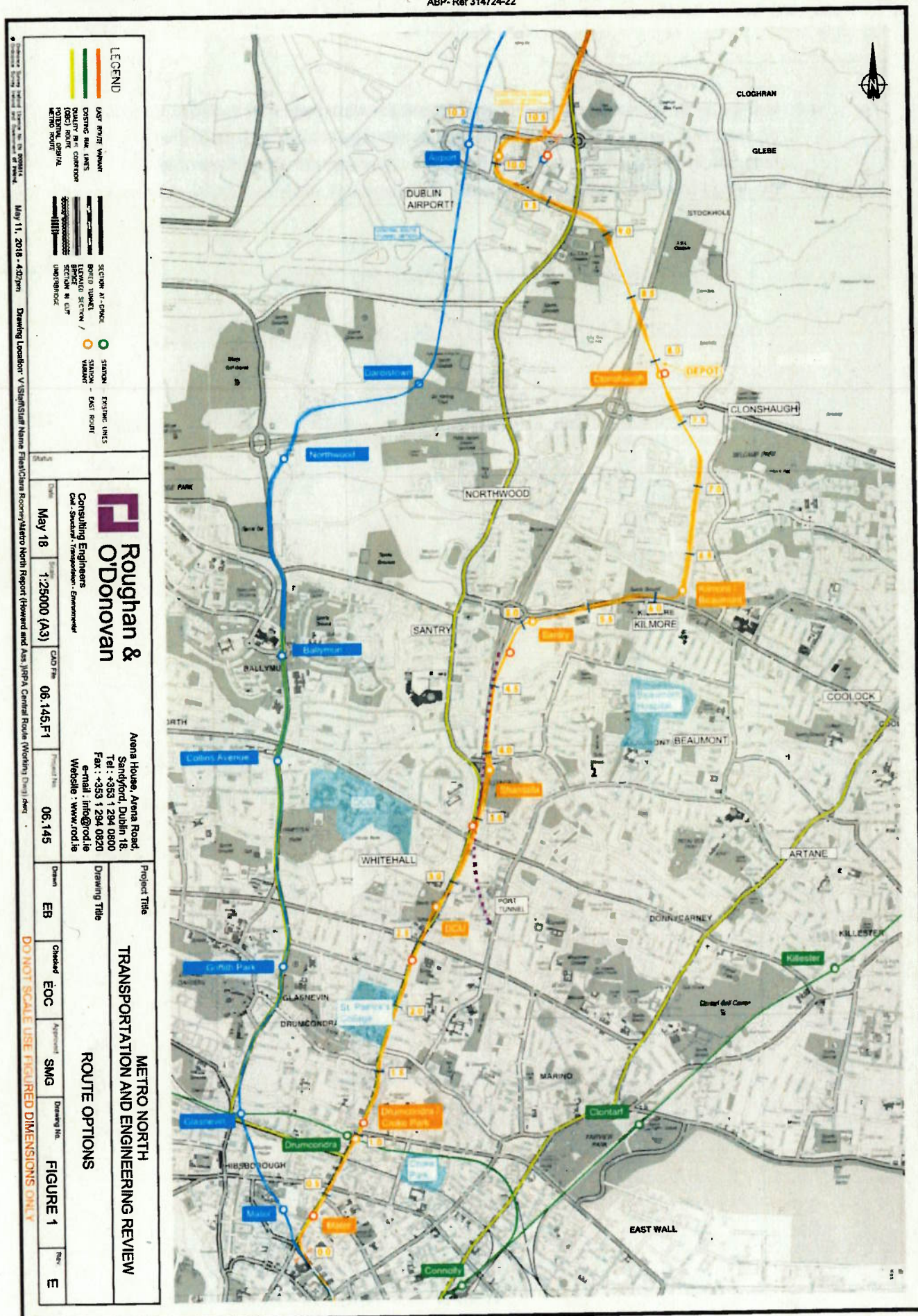
4.10 Using exactly the same tables, I have updated the data based on the 2022 Census. The Easter Variation Route would serve more people who live, work and are in education in the catchment areas (taken from CSO maps) than the MetroLink Emerging Preferred Route in 2018 catchment areas.

Table 1 Eastern Variation Route

Population, Employment/Education 2022 Census

Electoral Division	Totals on Eastern Route Variation			Factored Totals on Eastern Route Variation			
	Population	Employed	Education	Factor	Population	Employed	Education
Rotunda A	6,528	3,392	703	35%	2,285	1,187	246
Mountjoy B	4,357	2,538	698	65%	2,832	1,650	454
Ballybough B	4,184	2,422	417	100%	4,184	2,422	417
Mountjoy A	7,374	3,244	1,108	20%	1,475	649	222
Ballybough A	4,004	1,974	349	50%	2,002	987	175
Drumcondra South B	1,889	1,109	131	100%	1,889	1,109	131
Drumcondra South A	5,923	3,367	511	100%	5,923	3,367	511
Grace Park	6,272	3,039	592	50%	3,136	1,520	296
Whitehall D	3,279	1,490	237	100%	3,279	1,490	237
Beaumont F	3,893	1,840	324	90%	3,504	1,656	292
Beaumont A	2,668	1,212	181	100%	2,668	1,212	181
Beaumont B	5,103	2,166	326	60%	3,062	1,300	196
Kilmore B	2,546	1,047	181	100%	2,546	1,047	181
Kilmore A	3,678	1,919	288	100%	3,678	1,919	288
Priorswood A	1,574	736	111	95%	1,495	699	105
Balgriffin	5,544	2,233	404	5%	277	112	20
Airport	6,152	3,423	398	30%	1,846	1,027	119
Turnapin	1,730	904	150	100%	1,730	904	150
Whitehall C	2,908	1,537	270	100%	2,908	1,537	270
Whitehall B	4,317	2,127	404	50%	2,159	1,064	202
Whitehall A	3,117	1,268	520	65%	2,026	824	338
Drumcondra South C	3,337	1,665	328	100%	3,337	1,665	328
Botanic A	3,331	1,699	301	35%	1,166	595	105
Botanic B	3,606	2,029	348	100%	3,606	2,029	348
Botanic C	2,362	1,332	269	100%	2,362	1,332	269
Inns Quay A	4,033	1,716	256	100%	4,033	1,716	256
Inns Quay B	4,537	2,472	761	65%	2,949	1,607	495
Arran Quay A	1,784	1,054	214	90%	1,606	949	193
Cabra East A	5,910	3,389	484	100%	5,910	3,389	484
Kilmore D	2,149	852	173	5%	107	43	9
Kilmore C	1,413	577	116	15%	212	87	17
Priorswood E	2,771	1,275	211	35%	970	446	74
Totals	**122,273**	**61,047**	**11,764**		**81,161**	**41,537**	**7,608**

Table 2 Emerging Preferred Route MetroLink 2018

Population, Employment/Education 2022 Census

Electoral Division	Totals on Emerging Preferred			Factored Totals on Emerging Preferred			
	Population	Employed	Education	Factor	Population	Employed	Education
Rotunda A	6,528	3,392	703	35%	2,285	1,187	246
Mountjoy B	4,357	2,538	698	65%	2,832	1,650	454
Ballybough B	4,184	2,422	417	75%	3,138	1,817	313
Inns Quay A	4,033	1,716	256	100%	4,033	1,716	256
Botanic C	2,362	1,332	269	100%	2,362	1,332	269
Botanic B	3,606	2,029	348	100%	3,606	2,029	348
Drumcondra South C	3,337	1,665	328	100%	3,337	1,665	328
Whitehall A	3,117	1,268	520	90%	2,805	1,141	468
Whitehall B	4,317	2,127	404	85%	3,669	1,808	343
Ballymun C	5,729	2,554	536	100%	5,729	2,554	536
Airport	6,152	3,423	398	100%	6,152	3,423	398
Ballymun B	4,273	1,678	449	100%	4,273	1,678	449
Ballymun D	2,551	1,081	214	100%	2,551	1,081	214
Ballymun E	1,674	751	152	100%	1,674	751	152
Ballygall C	3,646	1,542	289	100%	3,646	1,542	289
Botanic A	3,331	1,699	301	90%	2,998	1,529	271
Cabra East A	5,910	3,389	484	75%	4,433	2,542	363
Arran Quay A	1,784	1,054	214	90%	1,606	949	193
Inns Quay B	4,537	2,472	761	65%	2,949	1,607	495
Cabra East B	3,746	1,889	257	95%	3,559	1,795	244
Drumcondra South A	5,923	3,357	511	20%	1,185	671	102
Whitehall C	2,908	1,537	270	65%	1,890	999	176
Turnapin	1,730	904	150	30%	519	271	45
Balgriffin	5,544	2,233	404	1%	55	22	4
Ballymun A	5,735	2,629	500	25%	1,434	657	125
Ballygall B	1,930	787	160	20%	386	157	32
Ballygall D	2,526	1,169	177	45%	1,137	526	80
Cabra East C	4,239	2,414	350	30%	1,272	724	105
Arran Quay B	5,529	2,980	1,107	35%	1,935	1,043	387
Totals	115,238	58,031	11,627		77,449	38,866	7,684

Appendix 1

NTA Questionnaire 2022.

Appendix D: Survey Questionnaires

Survey 1 – Residents of Ireland/Northern Ireland

DRAFT   NTA State Airport Passenger Survey 2022   Resident of Ireland / NI   0000

(A) Transferring passenger? Make sure "No"

(B) What is your Country of Residence?

- -

DAY [D][D] [ ] (1 Mon, 2 Tues,...)   TERMINAL: [ ]
DATE: [D][D][M][M]   PIER: [ ]
TIME: [H][H][M][M]   GENDER: [ ]
INTERVIEWER: _____   AGE (approx.): [ ]

(1) What is your Flight Number? [ ][ ][ ][ ][ ]

(2) How many passengers are travelling in your group (including you)? [ ]

(3) Did you "overnight" at a hotel / B&B en route to this airport? No [1] Yes [2]

(4) From which town did you begin your journey to this airport today?

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

Or, from which Hotel / B&B?

Hotel Name: _____

Street / Road _____

City / Town / Village _____

County _____

Post Code (if known) _____

(5) What time did you arrive at this airport today? [H][H][M][M]

(6) What time did you begin your journey to this airport? [H][H][M][M]

Journey time to this airport (interviewer calculate) [H][H][M][M]

(7) What is / was the **main** purpose of your journey?   please mark just one box

Holiday/Leisure [1]   Visit Friends/Relatives [2]   Business / work [3]   Emigrate [4]   Other [99]

(8) How did you get (most of the way) to this airport?   please mark just one box

Bus [1]   Passenger in car [4]   Motorcycle [7]   Another Flight [10]

Taxi [2]   Rental Car / Van [5]   Bicycle [8]   Other (specify) [99]

Drove own Car / Van [3]   Hotel shuttle bus [6]   On Foot [9]   _____

(9) Did you travel by **rail** at any part of your trip to this airport? No [1] Rail [2] Luas [3]

(10) If you arrived by **BUS (i.e. Code 1 in Q.8 above)** what bus company provided the service?

If yes, please specify _____   Or, Don't Know [99]

(11) If you were driven to the airport as a **PASSENGER** did the person with you: please mark just one box

Drive away after dropping you? [1]   Park the car and accompany you into the terminal? [2]   Not Applicable [99]

(12) If you arrived by **CAR (i.e. Codes 3, 4 or 5 at Q.8 above)** where did you **PARK** the car?

Hotel [1]   DAA Long term [2]   Private Long term [3]   DAA Short Term [4]   Other [99]

(13) Did you have a car / van available to drive yourself to the airport today? No [1] Yes [2]

(14) When did you last fly **out of** Ireland or Northern Ireland?

[Y][Y][M][M]   Or, never / first time [1]

PTO

8 October 2022

DRAFT   NTA State Airport Passenger Survey 2022   Residents of Ireland / NI

For your Future / Return Journey through this Airport

15) On what date will you return to this airport? | D | D | M | M | Please enter 9999 if N/A

16) What time will you arrive at this airport? | H | H | M | M | Please enter 9999 if N/A

17) How do you intend to get (most of the way) back to your final destination from this airport (when you return)?

Bus	1	Passenger in car	4	Motorcycle	7	Another Flight	10
Taxi	2	Rental Car / Van	5	Bicycle	8	Other (specify)	99
Drive own Car / Van	3	Hotel shuttle bus	6	On Foot	9		

18) Do you intend to travel by **rail in Ireland** at any part of your trip home on your return?

| No | 1 | Rail | 2 | Luas | 3 |

19) If your final destination will be other than that given in Q4— **Please provide the full address:**

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

20) How long will the journey take you to get to the address above (approximately)?

| H | H | M | M |

Thank Passenger(s) and End Interview

8 October 2022

Survey 2 - Visitors

DRAFT NTA State Airport Pass. Survey 2022   Returning (after visit to Ireland) 0000

(A) Are you returning home after visiting Ireland?

(B) What is your Country of Residence?

- -

(1) What is your Flight Number?

DAY	D	D		(1 Mon, 2 Tues,...)	TERMINAL:	
DATE:	D	D	M	M	PIER:	
TIME:	H	H	M	M	GENDER:	
INTERVIEWER:					AGE (approx.):	

(2) How many passengers are travelling in your group (including you)? [ ]

(3) Did you "overnight" at a hotel / B&B en route to this airport? No `1` Yes `2`

(4) From what address did you begin your journey to this airport today?

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

Or, from which Hotel / B&B?

Hotel Name: _____

Street / Road _____

City / Town / Village _____

County _____

Post Code (if known) _____

(5) What time did you arrive at this airport today? | H | H | M | M |

(6) What time did you begin your journey to this airport? | H | H | M | M |

Journey time to this airport (interviewer calculate) | H | H | M | M |

(7) What is / was the **main** purpose of your journey?   *please mark just one box*

Holiday/Leisure `1`   Visit Friends/Relatives `2`   Business / work `3`   Emigrate `4`   Other `99`

(8) How did you get (most of the way) to this airport?   *please mark just one box*

Bus	`1`	Passenger in car	`4`	Motorcycle	`7`	Another Flight	`10`
Taxi	`2`	Rental Car / Van	`5`	Bicycle	`8`	Other (specify)	`99`
Drove own Car / Van	`3`	Hotel shuttle bus	`6`	On Foot	`9`		

- - - - - - - - - - - - - - - - -

(9) Did you travel by **rail** at any part of your trip to this airport? No `1` Rail `2` Luas `3`

(10) If you arrived by **BUS (i.e. Code 1 in Q.8 above)** what bus company provided the service?

If yes, please specify - Or, Don't Know `99`

(11) If you were driven to the airport as a **PASSENGER** did the person with you: *please mark just one box*

Drive away after dropping you? `1`   Park the car and accompany you into the terminal? `2`   Not Applicable `99`

(12) If you arrived by **CAR (i.e. Codes 3, 4 or 5 at Q.8 above)** where did you **PARK** the car?

Hotel `1`   DAA Long term `2`   Private Long term `3`   DAA Short Term `4`   Other `99`

(13) Did you have a car / van available to drive yourself to the airport today? No `1` Yes `2`

(14) When did you last fly **out of** this country?

| Y | Y | M | M | Or, never / first time `1`

PTO

DRAFT   NTA State Airport Pass. Survey 2022   Non-Residents of Ireland / NI

For your __Incoming__ Journey through this Airport (Thinking back to your arrival)

(15)   On what date did you arrive at this airport? | D | D | M | M | Please enter 9999 if N/A

(16)   What time did you leave this airport? | H | H | M | M | Please enter 9999 if N/A

(17)   How did you get (most of the way) to your first destination from this airport?

Bus	1	Passenger in car	4	Motorcycle	7	Another Flight	10
Taxi	2	Rental Car / Van	5	Bicycle	8	Other (specify)	99
Drive own Car / Van	3	Hotel shuttle bus	6	On Foot	9	--------------------

(18)   Did you travel by **rail in Ireland for any part of** this first trip?

| No | 1 | | Rail | 2 | | Luas | 3 |

(19)   When you arrived at this Airport what was your first destination — **Please provide the full address:**

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

(20)   Can you remember how long did the journey take you to get to the address above (approximately)?

| H | H | M | M |

Thank Passenger(s) and End Interview

Appendix 2

Fingal

Using an Ordnance Survey map of Dublin Administrative Counties, I allocated District

Electoral Divisions as follows (Number preceding each DED is that given the Census tables)

East Fingal :- 001Airport, 002 Balbriggan Rural, 003 Balbriggan Urban, 004 Baldoyle, 005

Balgriffin, 006 Ballyboghil, 007 Balscadden, 018 Clonmethan, 019 Donabate, 020 Dubber,

021 Garristown, 023 Hollywood, 024 Holmpatrick, 025 Howth, 026 Kilsallaghan, 027

Kinsaley, 028 Lusk, 029 Malahide East, 030 Malahide West, 031 Portmarnock North, 032

Portmarnock South, 033 Rush, 034 Skerries, 036 Sutton, 037 Swords-Forrest, 038 Swords-

Glasmore, 039 Swords-Lissenhall, 040 Swords-Seatown, 041 Swords Village, 042 Turnapin,

West Fingal 008 Blanchardstown-Abbotstown, 009 Blanchardstown-Blakestown, 010

Blanchardstown-Coolmine, 011 Blanchardstown-Corduff, 012 Blanchardstown-Delwood,

013 Blanchardstown-Mulhuddart, 014 Blanchardstown-Roselawn, 015 Blanchardstown-

Tyrrelstown, 016 Castleknock-Knockmaroon, 017 Castleknock-Park, 027 Lucan North, 041

The Ward, I

Appendix 3

Submission

From

private developer

To

TII

on

MetroLink Consultation

May 2018

The Project Manager

MetroLink
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8

Date: 11/05/2018
Subject: MetroLink Public Consultation

A chara,

In 2006, William Murray & Associates made a submission to the route selection process for the then Metro North project, advocating an eastern route option – generally east of the R132 north of Drumcondra. The eastern route was proposed to pass through Drumcondra, Whitehall, Santry, Kilmore, and Clonshaugh, with a stop provided in each place. The currently proposed Metro alignment instead runs through Phibsboro, Glasnevin and Ballymun. Refer to enclosed Drawing Figure 1.

The 2006 submission was supported by comprehensive planning, economic and engineering analysis in favour of the proposed alignment. All of the analysis demonstrated a robust business case in favour of the eastern route, which would serve a larger population catchment, support significant redevelopment of brownfield sites, and would not differ appreciably from the then-proposed RPA alignment cost-wise. Furthermore, the eastern alignment would have the significant advantage of serving catchments not already served by high quality public transport along existing QBCs.

The intervening period has seen various developments, the most significant and relevant of which is the BusConnects project. The state has committed €2bn in funding to this project under the National Planning Framework. This will see a comprehensive redesign of Dublin's bus network to enhance the reliability and quality of service along the principal bus corridors. This plan will see considerable investment in enhanced public transport along the Ballymun and Swords Quality Bus Corridor [QBC] corridors. The proposed MetroLink route will duplicate these QBCs.

8 October2022

Emerging Preferred Route vs Eastern Variation Route Catchment Analysis

2016 Census data for the electoral divisions within the catchment of the section of the MetroLink 'Emerging Preferred Route' between the Royal Canal and Dublin Airport and the 2006 Eastern Route Variation has been collated and assessed, and are summarised in *Table 1* below.

Table 1: 2016 CSO Summary Data for Metrolink 'Emerging Preferred Route' and Eastern Route Variation

Route	Emerging Preferred Route Catchment	Eastern Route Variation Catchment
Population	73,071	75,890
Employed	33,092	36,176
Education	8,883	8,501

Detailed analysis for the 'Emerging Preferred Route' is presented in *Table 2* below. Similar data for the 2006 Eastern Route Variation, proposed in the 2006 submission to the Metro North public consultation, was assessed and is presented in *Table 3*. The total resident population numbers within each electoral division have been considered, along with the numbers of people employed and in education within the division as these people are likely to use the proposed MetroLink service as part of their daily commute.

The catchment area considers the 2km corridor around each route option. As the electoral division boundaries do not always align with the catchment corridor of each proposed route option, catchment factors have been applied to each electoral division according to the approximate proportion of the area that falls into the catchment corridor.

Table 2: 2016 CSO Data for MetroLink 'Emerging Preferred Route' (from CSO SAPMAPS):

Electoral Division	Totals on Emerging Preferred Route			Factored Totals on Emerging Preferred Route			
	Population	Employed	Education	Factor	Population	Employed	Education
Rotunda A	5,965	3,231	616	35%	2,088	1,131	216
Mountjoy B	3,963	1,987	674	65%	2,576	1,292	438
Ballybough B	3,698	1,954	406	75%	2,774	1,466	305
Inns Quay A	3,919	1,626	387	100%	3,919	1,626	387
Botanic C	2,222	1,211	285	100%	2,222	1,211	285
Botanic B	3,481	1,800	419	100%	3,481	1,800	419
Drumcondra South C	3,517	1,665	510	100%	3,517	1,665	510
Whitehall A	3,286	1,085	834	90%	2,957	977	751
Whitehall B	4,128	1,688	643	85%	3,509	1,435	547
Ballymun C	6,112	2,147	709	100%	6,112	2,147	709
Airport	5,018	2,938	372	100%	5,018	2,938	372
Ballymun B	4,379	1,397	422	100%	4,379	1,397	422
Ballymun D	2,458	770	246	100%	2,458	770	246
Ballymun E	1,562	635	149	100%	1,562	635	149
Ballygall C	3,521	1,314	354	100%	3,521	1,314	354
Botanic A	3,174	1,514	331	90%	2,857	1,363	298
Cabra East A	5,650	3,054	592	75%	4,238	2,291	444
Arran Quay A	1,785	866	315	90%	1,607	779	284
Inns Quay B	3,666	1,954	503	65%	2,383	1,270	327
Cabra East B	3,737	1,618	300	95%	3,550	1,537	285
Drumcondra South A	5,064	2,868	514	20%	1,013	574	103
Whitehall C	2,153	968	217	65%	1,399	629	141
Turnapin	1,700	822	174	30%	510	247	52
Balgriffin	3,113	1,464	183	1%	31	15	2
Ballymun A	4,765	2,059	371	25%	1,191	515	93
Ballygall B	1,887	711	1,887	20%	377	142	377
Ballygall D	2,531	1,123	180	45%	1,139	505	81
Cabra East C	4,085	2,077	434	30%	1,226	623	130
Arran Quay B	4,166	2,289	451	35%	1,458	801	158
Totals	Population	Employed	Education		Population	Employed	Education
	104,705	48,835	13,478		73,071	33,092	8,883

Table 3: 2016 CSO Data for Eastern Route Variation (from CSO SAPMAPS):

Electoral Division	Totals on Eastern Route Variation			Factored Totals on Eastern Route Variation			
	Population	Employed	Education	Factor	Population	Employed	Education
Rotunda A	5,965	3,231	616	35%	2,088	1,131	216
Mountjoy B	3,963	1,987	674	65%	2,576	1,292	438
Ballybough B	3,698	1,954	406	100%	3,698	1,954	406
Mountjoy A	5,389	2,819	629	20%	1,078	564	126
Ballybough A	3,718	1,540	357	50%	1,859	770	179
Drumcondra South B	1,697	976	177	100%	1,697	976	177
Drumcondra South A	5,064	2,868	514	100%	5,064	2,868	514
Grace Park	5,806	2,669	603	50%	2,903	1,335	302
Whitehall D	3,456	1,568	281	100%	3,456	1,568	281
Beaumont F	3,590	1,629	391	90%	3,231	1,466	352
Beaumont A	2,463	1,011	206	100%	2,463	1,011	206
Beaumont B	4,962	2,074	358	60%	2,977	1,244	215
Kilmore B	2,681	899	180	100%	2,681	899	180
Kilmore A	3,660	1,659	400	100%	3,660	1,659	400
Priorswood A	1,618	708	131	95%	1,537	673	124
Balgriffin	3,113	1,464	183	5%	156	73	9
Airport	5,018	2,938	372	30%	1,505	881	112
Turnapin	1,700	822	174	100%	1,700	822	174
Whitehall C	2,153	968	217	100%	2,153	968	217
Whitehall B	4,128	1,688	643	50%	2,064	844	322
Whitehall A	3,286	1,085	834	65%	2,136	705	542
Drumcondra South C	3,517	1,665	510	100%	3,517	1,665	510
Botanic A	3,174	1,514	331	35%	1,111	530	116
Botanic B	3,481	1,800	419	100%	3,481	1,800	419
Botanic C	2,222	1,211	285	100%	2,222	1,211	285
Inns Quay A	3,919	1,626	387	100%	3,919	1,626	387
Inns Quay B	3,666	1,954	503	65%	2,383	1,270	327
Arran Quay A	1,785	866	315	90%	1,607	779	284
Cabra East A	5,650	3,054	592	100%	5,650	3,054	592
Kilmore D	2,032	807	147	5%	102	40	7
Kilmore C	1,490	446	133	15%	224	67	20
Priorswood E	2,839	1,230	185	35.0%	994	431	65
Totals	Population	Employed	Education		Population	Employed	Education
	110,903	52,730	12,153		75,890	36,176	8,501

Comparison of the totals within the catchment of each route shows that the overall population within the catchment area of the *'Eastern Route Variation'* is higher than along the current *'Emerging Preferred Route'* and therefore the TII should consider the Eastern Route Variation as a viable option for MetroLink.

Donal O'Brolchain

Project Title

**METRO NORTH
TRANSPORTATION AND ENGINEERING REVIEW**

Drawing Title

ROUTE OPTIONS

FIGURE 1

Date	Scale	CAD File	Project No.	Drawn	Checked	Approved	Drawing No.	Rev.
May 18	1:25000 (A3)	06.145.F1	06.145	EB	EOC	SMG		E

8 October 2022