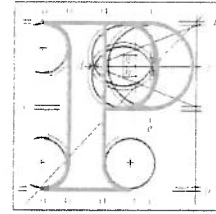


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Royal Canal Clean-Up Group
4 Coke Oven Cottages
Royal Canal Way
Glasnevin
Dublin 11
D11PN59

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.

Please be advised that those who have already paid €50 are not required to pay the €50 fee associated with this Further Information submission, a refund will be issued to the debit/credit card used to make payment for this submission.

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

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Metrolink submission (Railway Order) 2022

Ref: ABP-314724-22

Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order [2022]

Case number 314724

Submission by:

Nessa Winder Resident, also **Royal Canal Clean-Up Group**
4 Coke Oven Cottages, Royal Canal Way, D11PN59.

Firstly, we would like to note that the proposed Metrolink project is welcome. It will hopefully help to solve some of Phibsboro's dire traffic crisis. The area is one of the key routes into the city and suffers from high amounts of daily air and noise pollution due to excessive throughput. By providing a clean, safe and connected public transport system, Metrolink should be hugely transformative for the area and its residents. By the incorporation of local knowledge, we hope that the project can be made even more valuable and its cost to the public be reduced.

At this stage I would like to express my full support with the submission by Shandon Gardens & Coke Oven Cottages Residents and the Phibsboro Tidy Towns Group.

This submission focuses solely on traffic, vehicular access & safety concerns I have as a resident, with regard to the proposed Station at Glasnevin.

The drawings included I hope speak mostly for themselves. I have expressed my concerns regarding access to and from the Royal Canal Way at Glasnevin Station to Metrolink engineers on previous occasions and again at the oral hearing in Feb/March of this year.

However, having reviewed the updated plans I am not reassured that sufficient consideration has been given to the frequency and scale of vehicular access. There also appears to be no obvious plans to widen the towpath at the narrowest section indicated in the photos & drawings to follow.

Below is a list of vehicles that need access to the Royal Canal Way

1) 4 Homes - 13 Residents, 7 cars, (2 houses w/ 3/4 acre)

- Frequent heavy vehicle deliveries
- Septic Tank Vehicles
- Oil Deliveries
- An Post & Courier Deliveries - Very Regular

2) 1 acre of private agricultural land - O'Sullivan Family

3) Sports Centre (Cabra for Youth) - weekly summer regattas 10+ cars

4) DCC (Cabra for Youth) Community Garden - manure trucks and public cars

5) Waterways Ireland farming/maintenance heavy vehicles

6) DCC Large Waste Trucks

7) Irish Rail: Tracked vehicles (2016) & Compound at 6th Lock

8) Emergency Vehicle Access + Fire Service Training at 6th Lock

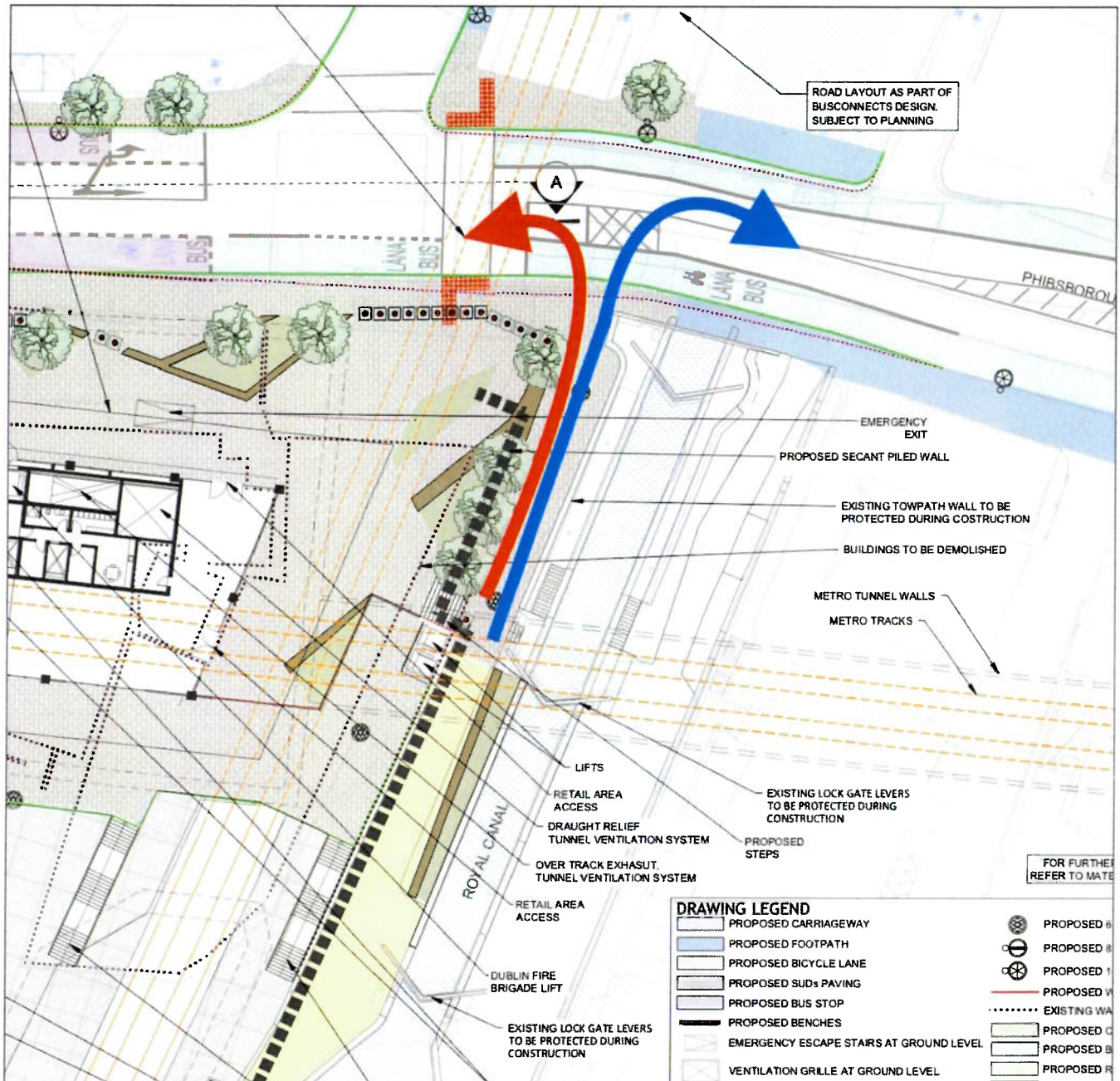
9) Ever increasing Royal Canal Greenway Traffic + Fast moving Scooters & 2 wheeled E.V.s

At the time of Metrolink's oral hearing, a staff member of TII/Jacobs was assigned to do a short survey of the average pedestrian, cyclist and vehicular activity over an certain period of time. However, we were given very little detail on how this was achieved. The figures I felt were vastly out of line with real life experiences, of times such as rush hour and the impact deliveries and maintenance vehicles have on the route in general.

I would like to focus first on vehicles exiting and entering through the concourse at Glasnevin. In my opinion this has not been adequately analysed by Metrolink, especially when one takes into account traffic changes underway at present for the Royal Canal Greenway Phase 3.

I can find very little reference, visual or otherwise, to vehicular access in any of the Metrolink documents and no reference to heavy vehicle access.

TII's Traffic Plan.....Is there one?

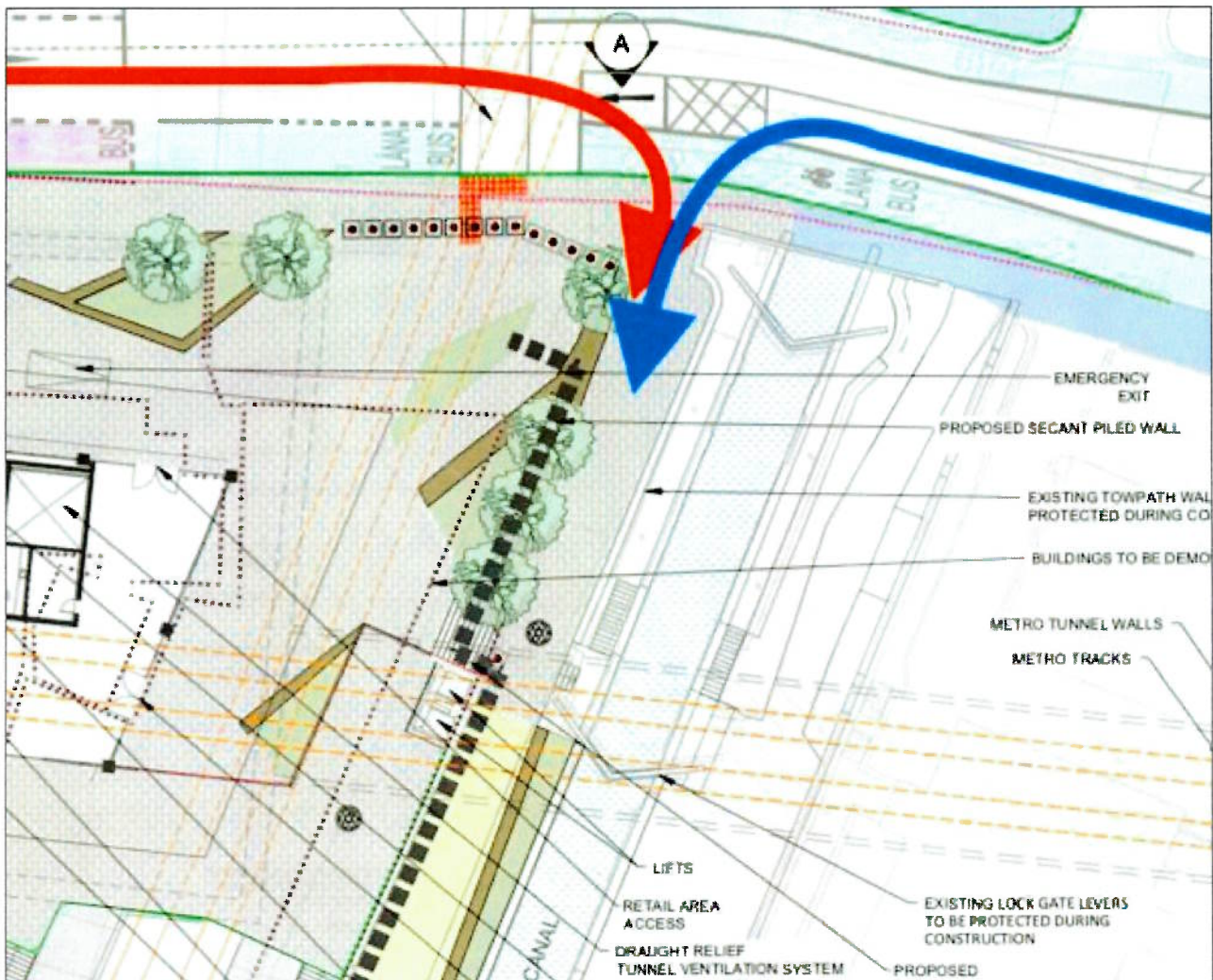


The drawings above & below are TII's most recent drawings, the blue and red arrows are my own and indicate exiting and entering vehicles left (North) and right towards the city centre.

I can find no detail in new plaza layout, indicating how traffic should exit and enter. Will there be a filter light for instance? Also I see only one yellow junction box, in the outer lane, where obviously 2 would be needed, to stop vehicles in the bus lane blocking vehicles exiting from the Royal Canal Way

TII's Traffic Plan?

Enter right coming from the North & left from Phibsboro / City Centre



In the image above, where should traffic approaching from the north (red arrow) wait before pulling across? With the absence of a filter light, it would be absolutely essential that there should be no pedestrians blocking vehicles trying to pull across.

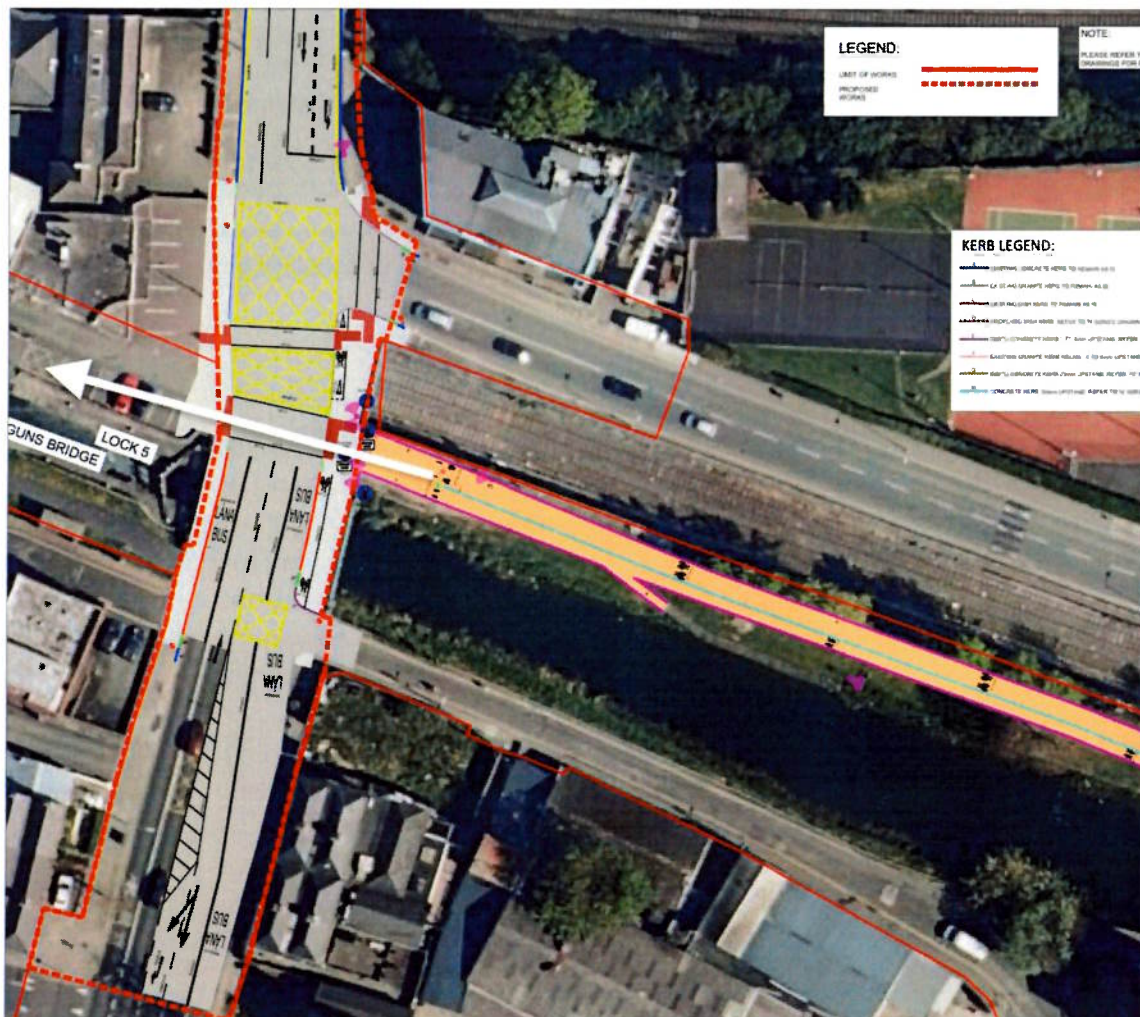
How is this to be achieved?

Royal Canal Greenway Phase 3

The RCG (Royal Canal Greenway) Phase 3 (under construction at present) traffic management plans for Cross Guns Bridge (which I believe are also flawed), have **2 pedestrians crossings running parallel to each other**. The larger of the two is the RCG crossing, linking in a direct line, the eastern & western sections of the greenway.

Exiting and entering traffic will have to somehow manoeuvre between these two crossings. **Is this pedestrian plan be left in place after the construction of the station at Glasnevin?**

If so vehicular traffic will have to be moved further north into Glasnevin Station's concourse to allow for Royal Canal Greenway users travelling in a straight line from one section of the Greenway to the next.



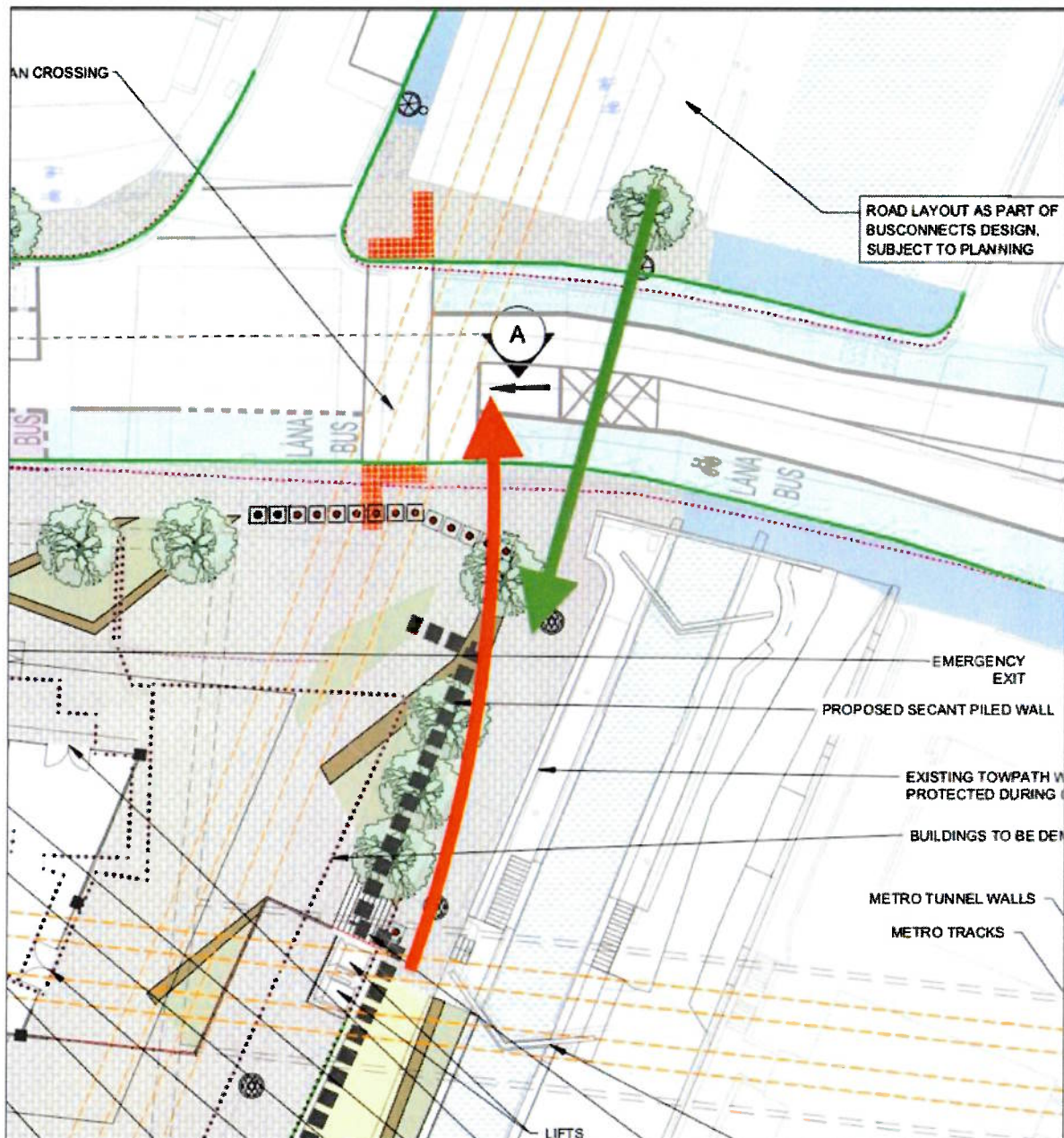
The white arrow indicates the route of
Royal Canal Greenway Phase 4



Above is a photo of the ongoing Royal Canal Greenway works due to be completed Q.2 2025. It is very hard to see how TII Metrolink & DCC's Greenway plans marry



Has there been consultation between the two bodies? I believe this is absolutely essential with large costly state infrastructure overlapping like this. Otherwise it is the unfortunate tax payer that pays the cost, both financially and in time wasted.



Above Red arrow indicates RCW Vehicular Traffic,
Green arrow RCG Commuters

Metrolink drawings at present do not allow sufficient room for exiting & entering vehicles combined with the ever, growing Greenway Commuters.



Above is a photo of the ongoing Royal Canal Greenway works due to be completed Q.2 2025. It is very hard to see how TII & DCC's Greenway plans marry.

Has there been consultation between the two bodies? I believe this is absolutely essential with large costly state infrastructure overlapping like this.

Again, no indication of exiting traffic!



Above: a photomontage of the station at Glasnevin. Again, no indication of exiting traffic.

Below: photo **before** the Greenway works were commenced.



Dangerously Narrow Section of Road

I have very serious concerns regarding vehicular and pedestrian safety along the section of towpath between the station and the canal. See below.

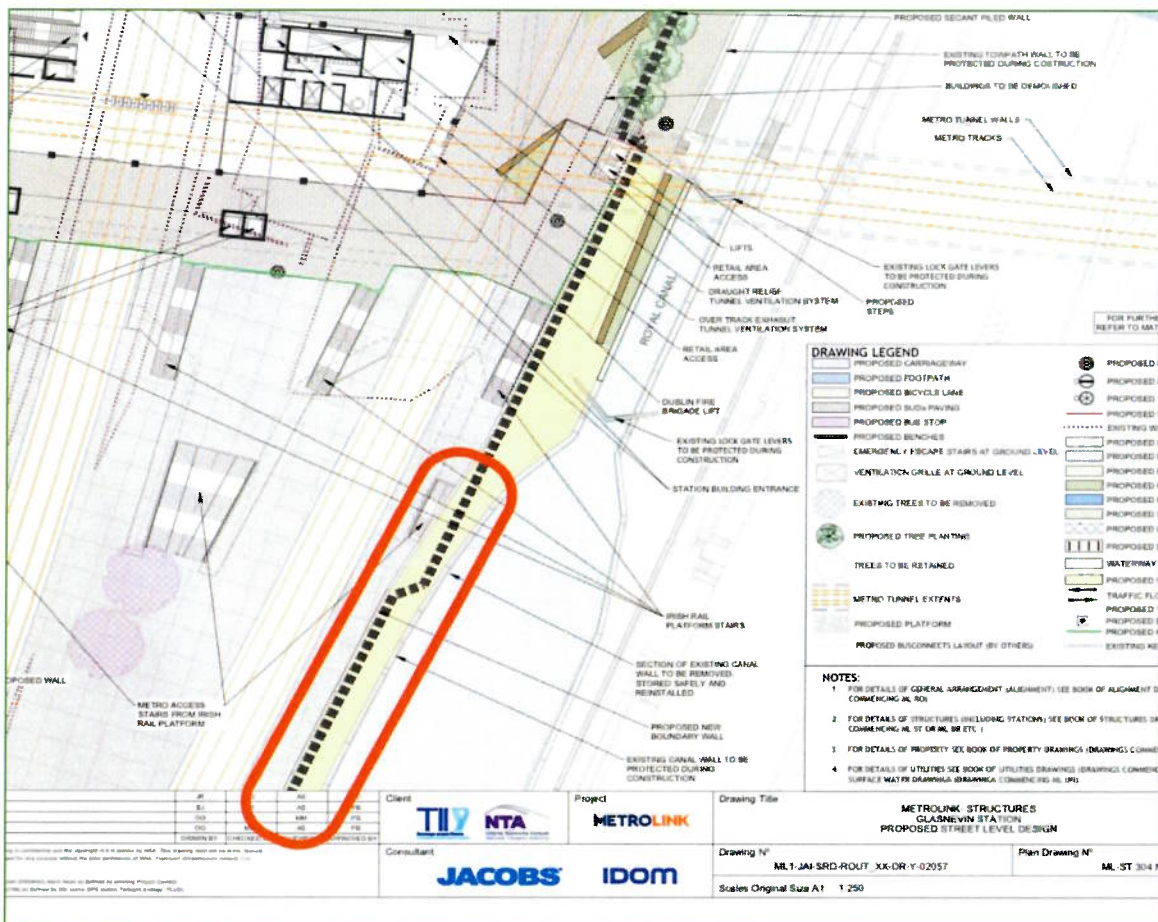
The towpath is only 3.3m wide here and all vehicles must pass this point. It stretches for approx. 50m and is undoubtedly the greatest point of danger along the towpath, as the water is very deep here and there is no riparian verge.

TII's response to previous queries about the final width of the towpath here was that “**the access road will be no narrower than it presently is**”. However, this worries us greatly, as at present it is already highly dangerous and will only get worse when the station is up and running, due to the inevitable increased footfall and frequency of bicycles & scooters.

Surely TII would have to adhere to legal safety standards, before reopening this stretch of road to the public? And 3.3m does not meet those standards.

I believe TII needs to address this issue immediately, as it might require difficult structural changes to the plan at this point.

It is very concerning to us as community, that our right of way has repeatedly been underestimated and often largely overlooked in Metrolink's drawings.



 = Narrowest Section of Towpath Access

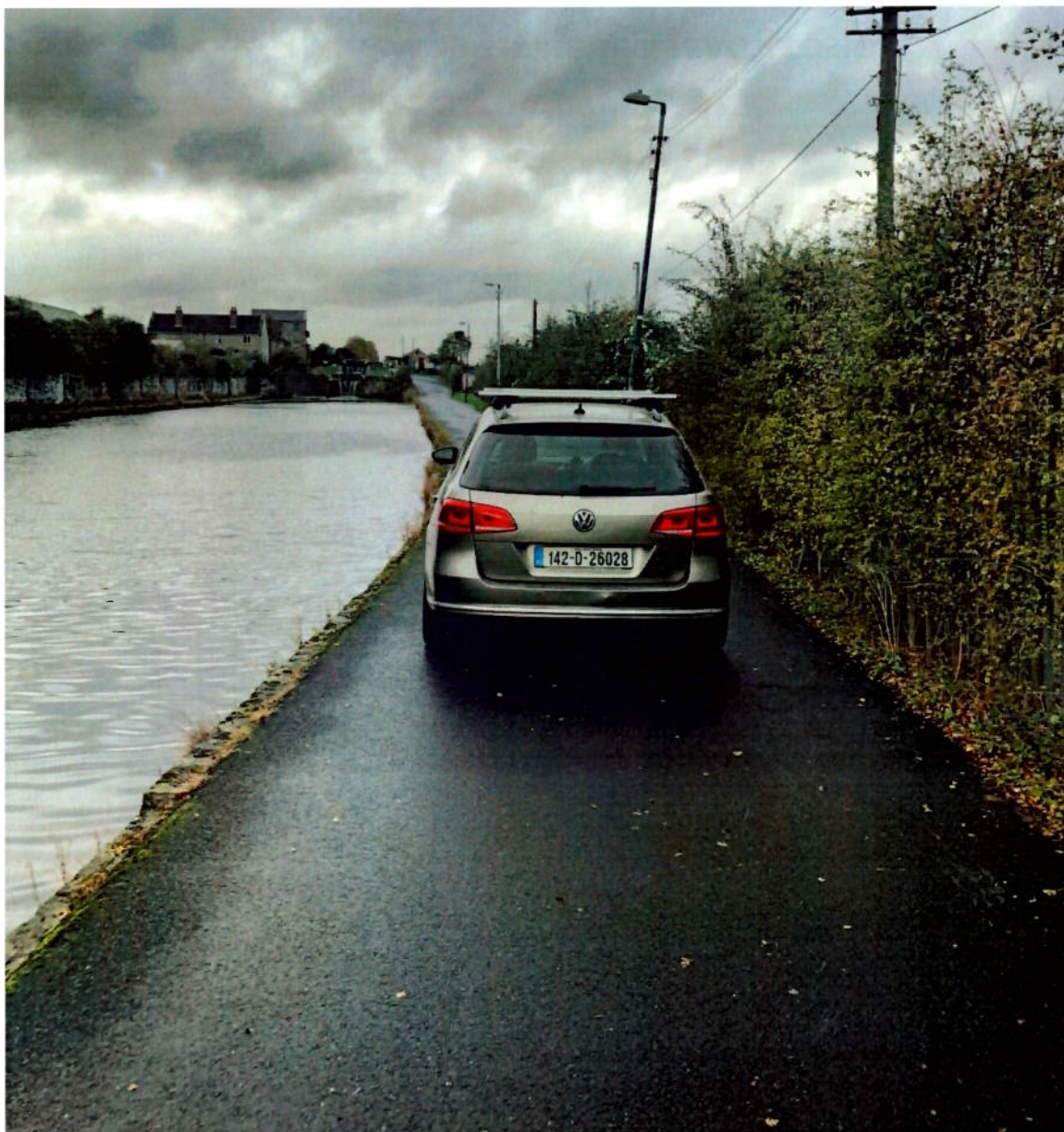
Narrowest section of towpath (highlighted in red) approx. 50m long



Coke Oven Cottages Access

(also, Royal Canal Greenway Phase 4)





Above: Royal Canal Greenway, route to Coke Oven Cottages, Cabra Community Centre, Cabra Community Gardens and Private Agricultural Land. Also Waterways Ireland and Irish Rail access.

In closing I would again like to express my enthusiasm for the Metrolink Project as a whole. However I do not feel that the residents and commuters along the Royal Canal Way have been sufficiently accounted for.

I would also like to thank RINA's Ruth Allington for her assistance throughout this process.

Thank you.