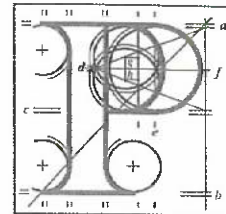


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Brendan Heneghan
88 Parkmore Drive
Dublin 6W
D6W X657

Date: 06 December 2022

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 submission (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

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

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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An Bord Pleanála

25 November 2022

64 Marlborough St

Dublin 1

Metro planning application no 314724

Dear Bórd

Friday 18 November 2023

It's a cold, windy and showery day in Dublin. Myself and the missus are on the Luas heading for two weeks in Lanzarote to top up the tan. We got on at Kilmacud, having skipped a Luas bound for Charlemont. The tram was full by Balally.

The lady's just stopped announcing "Ranelagh Raghmallach". Heading into Charlemont, we wonder how they ever got planning for those shiny glass towers on the right. They are so crowded in. Not much space between the buildings. There's a very heavy shower.

There's a big crowd on the inbound platform at Charlemont. Apparently a lot of people have got onto the Charlemont bound tram that left ahead of us and now have to change over because it finishes there. We all hate the trams which deposit you 2km short of the city centre. They are all like drowned rats and sure the umbrellas are no use at all with the wind.

I notice out the window that those Dortmund Heritage people have posters up. "Save our swans. No to Luas from Tallaght" and "No to South City Mega Terminus" they say. They are apparently having a public meeting on Monday night. It seems that years ago in 2022 there was a plan where if you read Appendix xx of some transport plan, they were planning to have three Luases converging on Charlemont, from Sandyford, Tallaght and Lucan (note 1). So they are now to be lumbered with the full monty south city terminus. And they are not happy at all. In fairness to them, the place has been a building site for as far back as I remember what with putting up the office blocks and the metro terminus. The saga could go on for another ten years.

A lot of people get off at Charlemont no doubt headed for the metro. They are holding up the tram bound for Bray crossing the railway line to get to the stairs. And there's people coming up the stairs slowing them down. Someone has got the wheels of his case stuck in the track.

The lady announces a slight delay. I'm told that there's persistent problems with turning the Luas that finish at Charlemont and because all the passengers have to get out, they are stopped longer at the station too. However we move off a minute later.

When we get to O'Connell, we head off the Luas, cross half of the street and head down the escalator in the upmarket Carlton Centre. While it's raining a bit we don't get wet as the distance is

so short. We're on a metro in no time and in the airport in fifteen minutes. So different from seven months back.

On the metro I get a quick glance at the paper. Taoiseach McEntee is getting hell in the Dáil from the Lucan TDs. Apparently they are not happy that Luas Lucan is going to Charlemont and not to the city centre. It was apparently all in some plan Luas Lucan from back in 2021 (note 2) and apparently Ms McEntee was a Minister at the time and therefore carries extra blame.

Seven months earlier

On our previous holiday to Lanzarote, we made the mistake of getting off the Luas at Charlemont and transferring to the metro at that point. The metro had just opened. We had massive problems getting the cases down the stairs. Some guy coming up the stairs barged into the missus, even though the signs all say keep to the left. I ended up having to go back up to fetch her case. Not great to have to leave it there as it was a bit of an obstruction. There was a big queue for the lift. I can't get why they didn't put in escalators. Any why didn't they have the metro directly under the Luas with a bank of lifts and escalators. We have to find another way to get to the airport for the pre-Christmas trip.

And the return was even worse. Lugging the cases full of the souvenirs for the grandkids up seven flights. That stairs is a nightmare. And when we reached the platform everyone was blocking the platform at the top of the stairs. Took all the benefit out of the holiday. It's like that awful transfer at 168th St Manhattan when you get off the A train from JFK and want to get the 1 to the Bronx.

And some transport boffin assured the city council this was all a "positive customer experience" (note 3) I beg to differ !

Friday 2 December 2033

We're on the way home. It was positively Baltic when we got to the airport, but we are now on the metro.

It was our plan to get off the metro at O'Connell. There's a good chance that there will be a Luas directly across the street which is going to turn around and head south via Parnell. And sure it's a short walk over to Parnell. Again you'd have thought they would have had an underground passage to the Parnell stop from O'Connell metro.

However we bumped into this couple Fred and Frida from the Barn (Dolphins) when we were in Lanzarote. They had an awful time on the way out and we thought we had a better plan for them.

On the way out they got on the O orbital bus on the South Circular Road and got off at Harcourt Terrace. So far so good. At the canal end of Harcourt Terrace, you'd have thought there should be a bridge or a tunnel, as the metro entrance is directly over the canal. However they didn't bother with one. Instead you have to use the Charlemont station as a sort of bridge.

Before they got to the bridge poor Fred nearly got moved down by some cyclist who thought he was in the Tour de France. Why would they have the station entrance blocked by a busy cycle track?

They then had to lug the cases up the stairs on the Harcourt Terrace side and down on the Charlemont metro side. It's an awfully narrow platform for a busy station. There were lots of people waiting on the platform for the Sandyford tram, so they had to wheel the cases onto the track to get past them. Fortunately it was quite a nice day, if a bit cold.

I told them that I thought they would get back to the Barn much easier if they got out of the metro at Tara and got a D bus directly outside the door. We decided we would stay on the metro as they were a bit unsure and I knew where the arrow sign for the D buses was. So we stayed put as far as Tara. Fred and Frida texted me later to say they were in the Barn in 20 minutes and all on the flat, apart from the down escalator at Tara.

I had figured out myself that the best route back to Kilmacud for myself and the missus was to get off the metro at Stephen's Green. True we had to walk across the north side of the Green but we managed it in four minutes. I recollect some claim that seems far fetched, back in the day that it took seven minutes. There's a good wide pavement, no street to cross and it's all on the flat so we can wheel the cases. No lugging them up stairs.

I do wonder why it never occurred to anyone to move the Luas station at the Green to the bit of track between Grafton and Dawson Street. Indeed would it not have occurred to them to use the siding past Dawson Street to turn some trams? That's a very short hop from the metro.

I vaguely remember the fuss about a very long walk between metro and Luas at the Green. However we're used to the walk from the Green Line to the Red Line at O'Connell/Abbey on our way to Heuston and it takes about the same time. The problem there is the busy road crossing where you have to wait two goes of the pedestrian lights unless you are very quick on the feet. However if that connection is grand, why isn't the Green one?

I wish someone had brought all this up before they started building the metro. Charlemont is an awful connection between metro and Luas and there are better ways. There would not have been a chunk of change out of a billion in the cost of the last bit of the metro line – the poor taxpayer.

Brendan Heneghan

88 Parkmore Drive

D6W X657

Note 1 the public transport section of Greater Dublin Area Transport Plan 2022-2042 proposes two Luas lines respectively ex Tallaght and Sandyford converging at Charlemont.

Note 2 Feasibility Study Luas Lucan August 2021 page 11 (ancillary to the above) proposes an Option 3 ending at Charlemont (which they call Grand Canal Mall there)

Note 3 Dublin City Council Area Committee wanted to discuss the Charlemont terminal with National Transport Authority and passed an emergency resolution asking them to come in. In rejecting that request on 23 May 2022, the Deputy Chief Executive so described the Charlemont experience.

