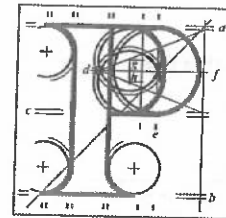


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Ivana Bacik
Dail Eireann
Kildare Street
Dublin 2

Date: 26 January 2023

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.

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Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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Ivana Bacik TD

Dáil Éireann, Kildare Street, Dublin 2 D02 XR20

Dáil Éireann, Teach Laighean, Sráid Chill Dara, Baile Átha Cliath 2



Monday, 16th January

Submission on the Railway (MetroLink to Charlemont via Dublin Airport) Order [2022]

I support and reiterate the content of the submission of my colleague and Labour's Spokesperson for Transport, Duncan Smith TD. It is essential that completion dates for flagship public transport projects like MetroLink are confirmed and delivered on. The development and strengthening of our public and active transit infrastructure is a valuable tool for the democratisation of transport and vital for the necessary achievement of our climate emissions reduction targets.

The MetroLink project is a vital addition to the public transport options for those travelling in Dublin, and for those commuting from Dublin Airport. Undoubtedly, we need rail infrastructure to serve our busiest international airport. In this regard, the MetroLink project will have benefits for tourists visiting Ireland via Dublin who wish to continue their travel into other cities and towns in Ireland without the necessity of costly car rental or reliance upon private transport. It will provide more public transit opportunities for people living in Ireland when travelling abroad to ensure that private cars can be left at home, and by ensuring that passengers have direct public transport links from most cities and towns to Dublin Airport via Dublin's main transport hubs.

As a European capital city, Dublin is in need of significantly greatly enhanced and strengthened public transport infrastructure. Traffic congestion on our roads is neither conducive to meeting our public health objectives, nor to Ireland's legally binding carbon emissions targets. Furthermore, the safety of vulnerable road users is imperilled by an overreliance on cars on our roads. Those who reside outside of the City Centre require reliable and affordable public transport options to access our urban centre, in particular.

MetroLink is a sustainable mobility project which has the potential to significantly alleviate many of the aforementioned problems we face in Dublin, along with greatly improved cycling and pedestrian infrastructure. It is important that this significant investment is durable to meet the needs of the population. The Luas became overburdened within mere years of its construction. Avoiding such a situation arising with the planned MetroLink project must be a priority.

With that in mind, I draw attention to the views of some of my constituents who are concerned at the dearth of light rail options for residents of South-West Dublin – a matter which has been brought to my attention on many occasions by those residing in Terenure and Kimmage, in particular. I am further aware of the submissions made by persons who advocate a terminus at St. Stephen's Green as a superior location for such future extensions to South-West Dublin. If these concerns are found to be material, the NTA should take due account of them. Most importantly, a mix of transport modes must be prioritised to rapidly end the overreliance on cars in Dublin, and in the City, in particular.

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♻️ *Páipéis in-athchúrsáilte*

Labour ★ ★ ★ ★ ★