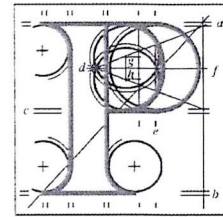


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



An
Bord
Pleanála

Michael B. Barry
7 Frankfort Avenue
Rathgar
Dublin 6
D06 V8Y1

Date: 16 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.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

7 Frankfort Avenue

Rathgar, Dublin 6, D06 V8Y1

12 January 2023

An Bord Pleanála,

64 Marlborough Street

Dublin 1

Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022

Dear Sir or Madam

I wish to make an observation on this Railway Order

Just to begin, in a general sense, I want to say, that in my opinion, the Metrolink is an excellent initiative. Dublin needs a substantial investment in improving public transport – and this is an essential part of this.

Location of Southern Terminus

I suggest that the terminus of this Phase 1 (northern) of the project should be located at St Stephen's Green, as opposed to the present plan to end the line at Charlemont (with the 200 m run-on). The route for the ongoing continuation of the Metro (a Phase 2) to the south of the canal has not been determined, and I understand it is under study. There is a strong possibility (and in my opinion, it makes sense) that the southern part of the Metro will swing south west to cover Rathmines, Terenure, Templeogue etc. (in other words the south-western quadrant of Dublin city where, uniquely, there is no rail-based public transport to meet transport needs – demand there is solely provided by buses). Putting the terminus at Charlemont predetermines the outcome of the study of options for Phase 2, as if the Metro does swing over to Rathmines direction, in that case it would have to take an abrupt turn westwards.

Additionally, If the Luas Green Line is allowed to continue as is, and not being subsumed by the Phase 2, southern, Metro, there is logic in choosing St Stephens Green as the interchange between the Metro and The Luas Green Line (for both its northern and southern directions).

Thus locating the terminus of Phase 1 at St Stephen's Green, would allow for all future options.

Just a comment on the location in St Stephen's Green: it would better to move the Metro Station to the western side of the Green, nearer the existing Luas stop to make it easier for interchange with the Luas Green Line.

Yours sincerely

Michael B. Barry

BA BAI FIEI

Worked in transport consultancy for 15 years.

Former consultant to World Bank on rail transport projects 2004-2014.

Author: *'Through the Cities, the Revolution in Light Rail'*, Frankfort Press, 1991