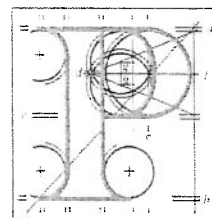


Our Case Number: ABP-314724-22



**An
Bord
Pleanála**

Donal O'Brolcáin
100 Griffith Avenue
Dublin 9

Date: 26 March 2025

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 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.

If you have any queries in the meantime 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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

RA05

Tel	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
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Eimear Reilly

From: LAPS
Sent: Wednesday 26 March 2025 13:09
To: Eimear Reilly
Subject: FW: Complaint - Case Reference No ABP-314724-22
Attachments: Letter ABP 26March2025 complaint about TII.pdf

From: Donal O'Brollachain <brollachaindonalo@gmail.com>
Sent: Wednesday 26 March 2025 09:09
To: LAPS <laps@pleanala.ie>
Subject: Complaint - Case Reference No ABP-314724-22

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.

A Chara,

I attach my letter of complaint against Transport Infrastructure Ireland (TII) designation of points in their comments on my submission in response to the Further Information.

Is Mise

Donal O'Brolcáin

100 Griffith Avenue
Drumcondra
Dublin
D09 T6K3
26 March 2025

An Bord Pleanála
64 Marlborough Street
Dublin
D01 V902

Re. Case Reference: ABP-314724-22
Railway(Metrolink – Estuary to Charlemont via Dublin Airport) Order [2022]

A Chara,

I write to make a formal complaint against the applicant's designation as a *New Issue* two points in my submission (*TII's response to submissions received during the Second Round of Public Consultation*)
[https://downloads.metrolink.ie/oh/2nd Stat Consultation Document ForIssue.pdf](https://downloads.metrolink.ie/oh/2nd%20Stat%20Consultation%20Document%20For%20Issue.pdf)
by email on 8th October 2024. [https://downloads.metrolink.ie/oh/18 DonalOBrolcain.pdf](https://downloads.metrolink.ie/oh/18%20DonalOBrolcain.pdf)

On page 67 of *Appendix A. Review of Submissions Received* (copy attached), Transport Infrastructure Ireland(TII) term two points as New Issue.

On 19th March 2024, I gave a presentation at your Oral hearing in which I raised both points. As I gave a printed copy of my presentation to TII. I attach extracts from that presentation. I also attach a slide from the material I used during my presentation. It is clear that I raised the issues then.

TII designation of these issues as being new strike me as being an example of what Colm McCarthy described as *strategic representation* by project promoters. (see Irish Independent 21 February 2024)

I ask An Bord Pleanála to note this example of the applicant low standards.

Is mise


Donal O'Brolcain

Appendix A: Review of Submissions Received

No	Issue	New Issue	TII Comment
	parapets on the side and front elevations. Color Coding for Lines: The submission advises replacing the lower left White ring around the 'M' with Blue to highlight the 'Blue Line' service. For interchange stations, the upper right ring should be changed to Green.		
3	Design Colour Coding for Lines: The submission advises replacing the lower left White ring around the 'M' with Blue to highlight the 'Blue Line' service. For interchange stations, the upper right ring should be changed to Green.	Yes	See section 4.3.5 of main report.
4	Operations - Advertising Limiting Third-Party Advertising: To reduce potential visual clutter and maintenance issues, it is recommended to allow only limited, if any, third-party advertising inside the stations	Yes	See section 4.3.5 of main report.

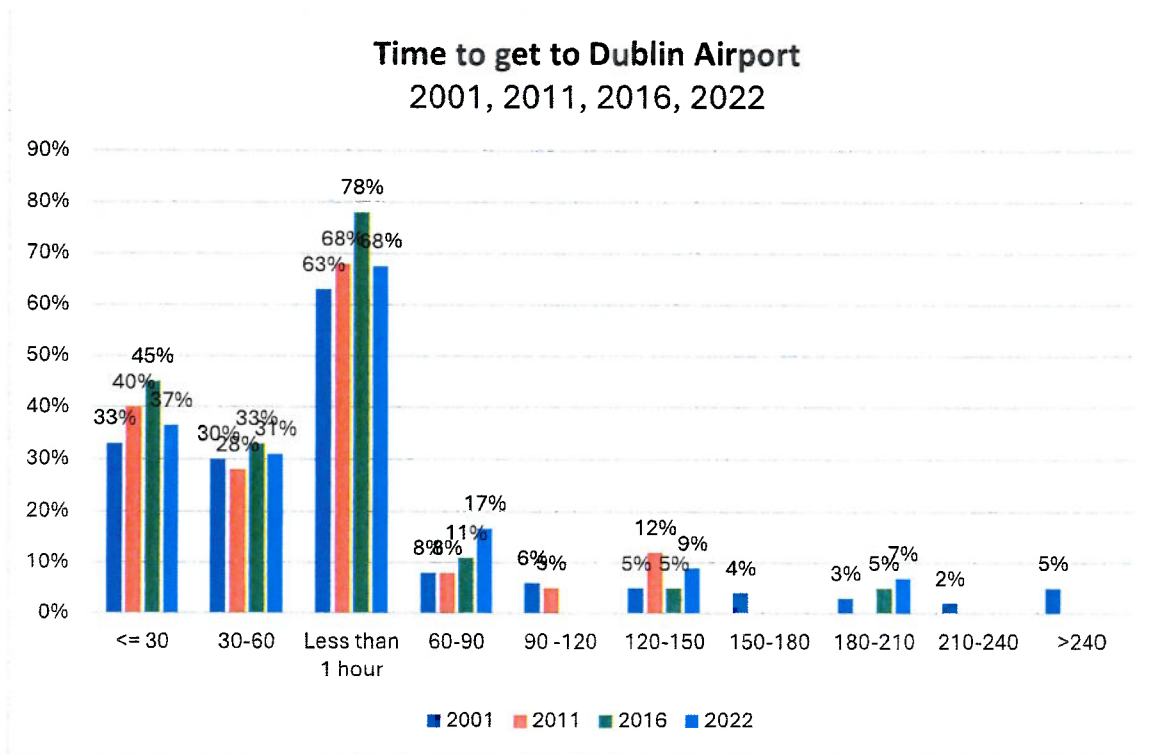
3.6 Donal O'Brolcháin

No	Issue	New Issue	TII Comment
1	The submission alleges the suppression of data in relation to passenger traffic at Dublin Airport.	No	Addressed on Day 20 of the Oral Hearing (March 19th) 2024. TII continue to refute any allegations made of data suppression.
2	Project Benefits The submission claims that the benefit of the project in relation to Dublin Airport is only a 14-minute saving on the journey time from Stephen's Green to Dublin Airport, given that: The benefit of the project is only a 14-minute saving on the journey time from Stephen's Green to Dublin Airport, given that: <ul style="list-style-type: none"> 50% of passengers can make that journey in 30 minutes 75% can make that journey within 1 hour 2/3 of passengers arrive outside peak commuting times 75% of passengers travel for leisure 	Yes	See section 4.3.6 of main report.
3	Alternatives The submission claims that Census 2016 report on commuting in Ireland shows that	Yes	See section 4.3.6 of main report.

Journey time to the Airport.

Over the past 20 years, the surveys found that over 60% of passengers take less than an hour to get to Dublin Airport, (see Figure 3). As I recall, that data was not available in the 1998 report.

Figure 4 How long does it take to get to Dubin Airport?

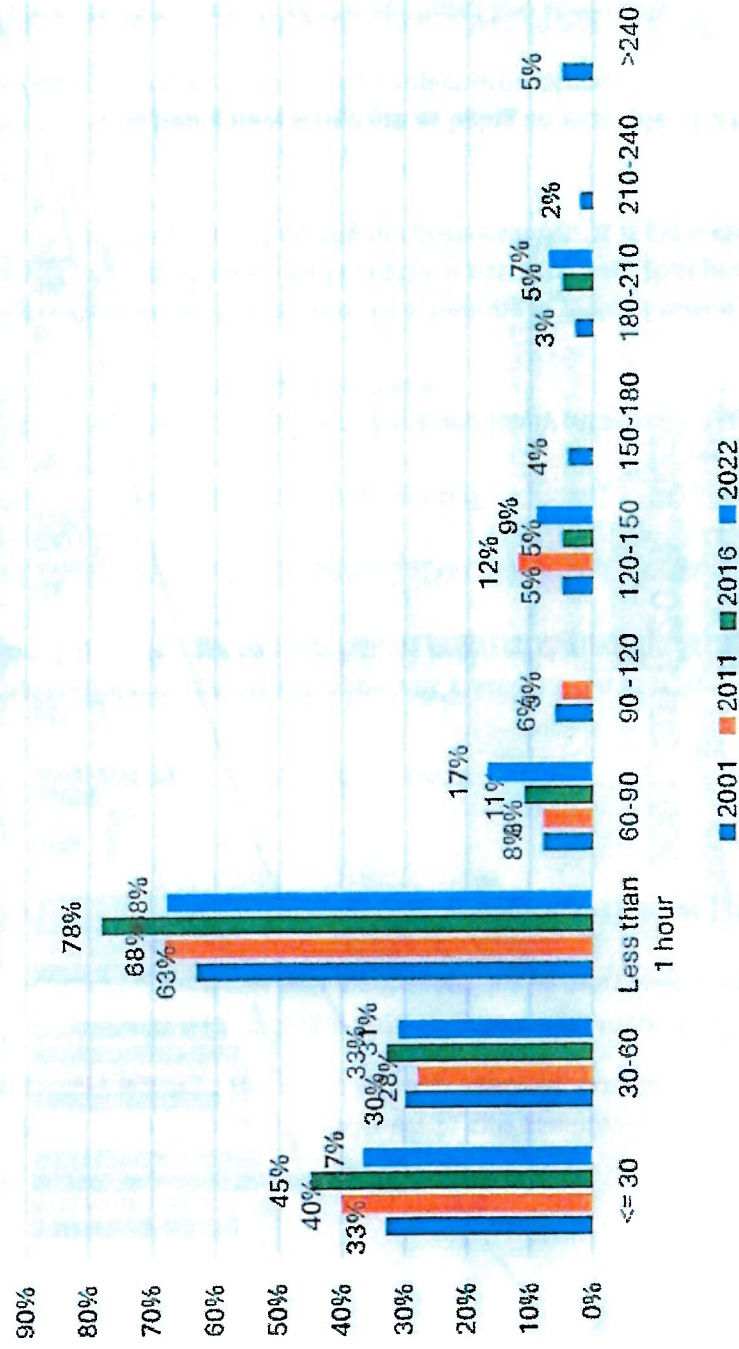


Note that

- At least, one third of the passengers take less than 30 minutes
- Almost as many take between 30 minutes and 60 minutes

Why should journey time between the City Centre and Dublin Airport be a key criteria in assessing options to enhance public transport the north part of capital city and Swords?

Time to get to Dublin Airport 2001, 2011, 2016, 2022



1. Transport options in the Greater Dublin Area

The 2016 Census found that the major workplace catchment areas are inside the M50 as shown in Figure 1

Figure 1 Dublin Area workplace location catchment areas Census 2016

