

Charlemont MetroLink Station Update 3rd February

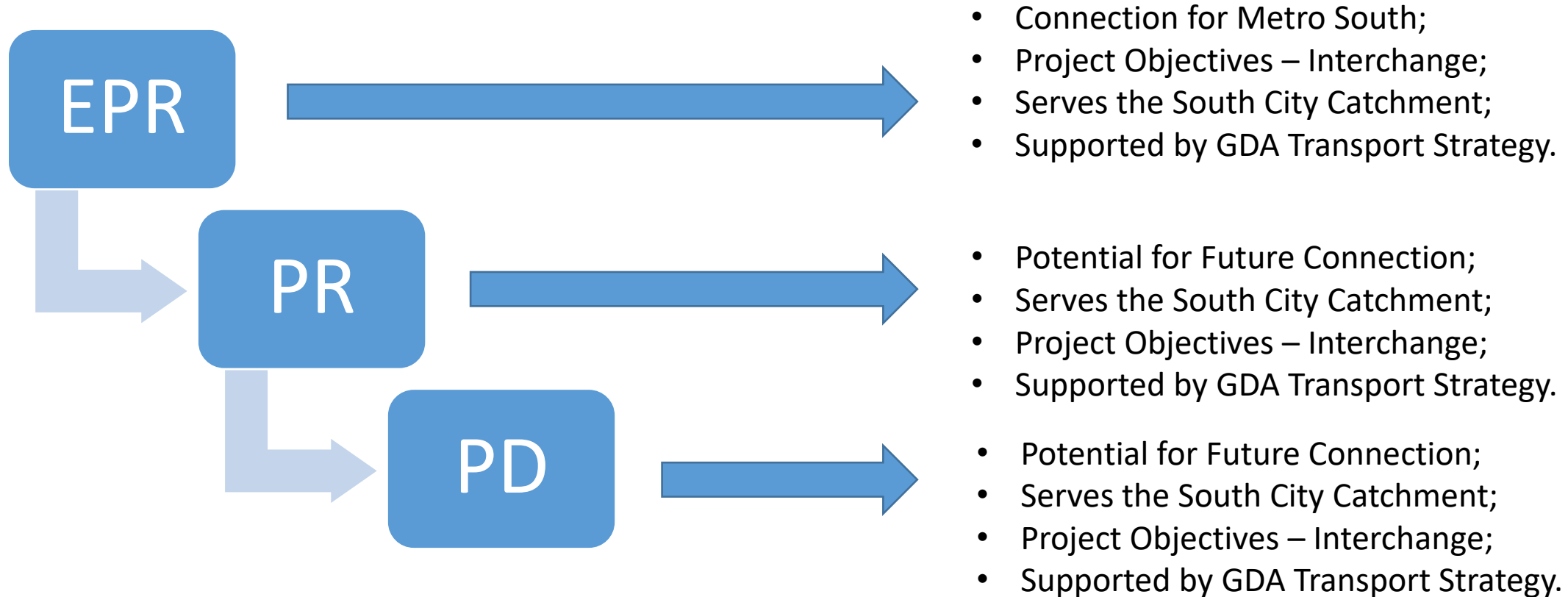


Local Concerns

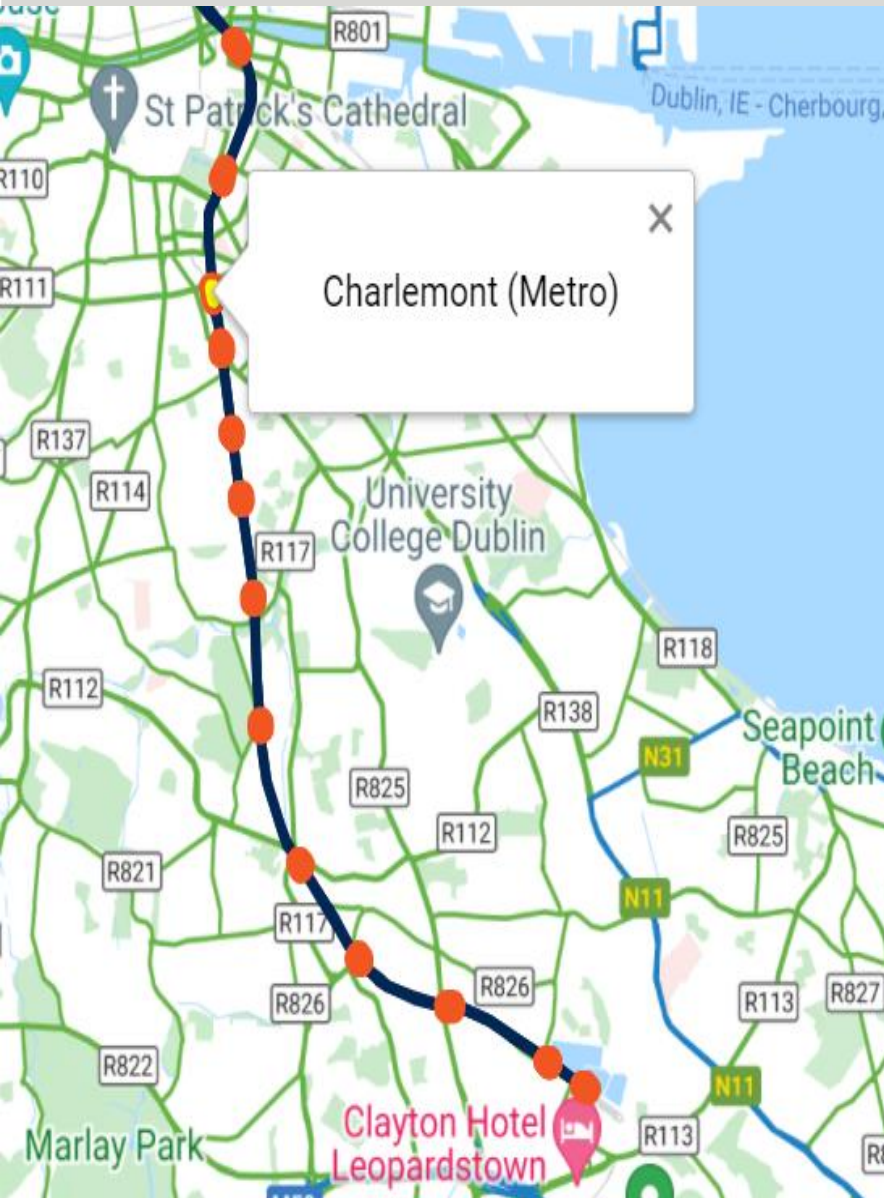


- The need for the interchange station at Charlemont is not justified;
- The Interchange station should be built at a different location;
- Concern over potential disruption during the construction phase;
- A terminus station would draw major carparking and car drop off issues;
- Bus and Taxi/ Car parking will make local access more difficult;
- The area does not need this infrastructure.

Background – Why Charlemont?



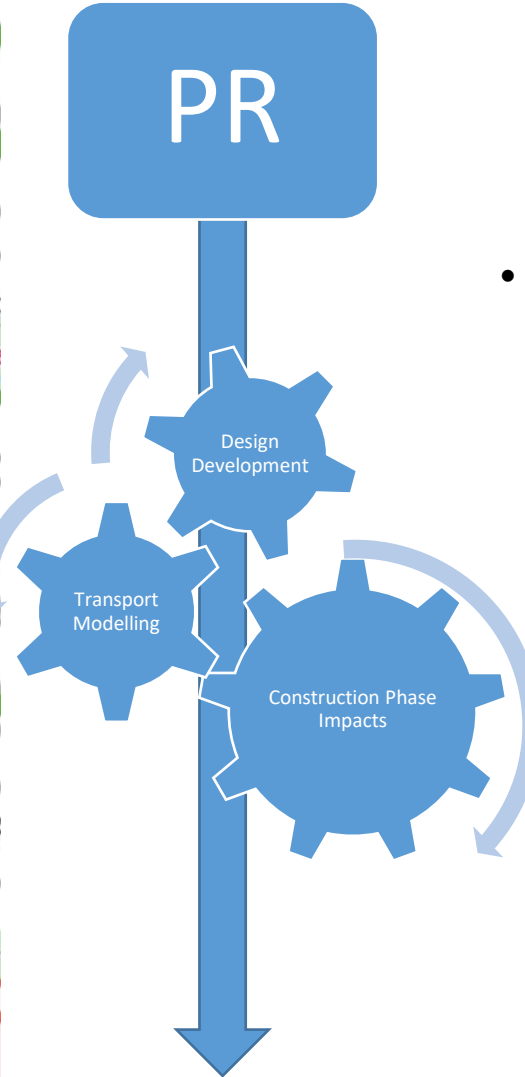
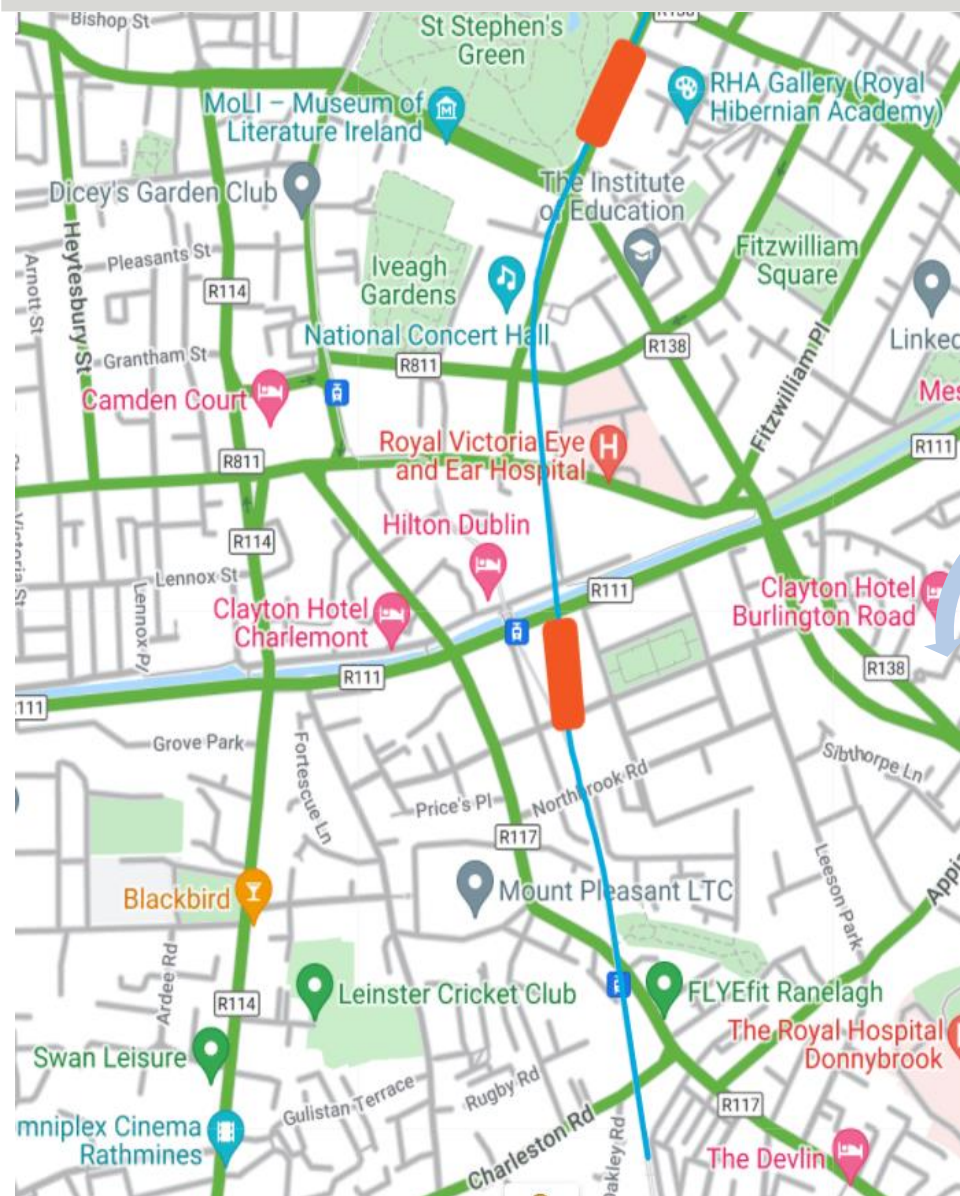
Background – Why Charlemont?



EPR

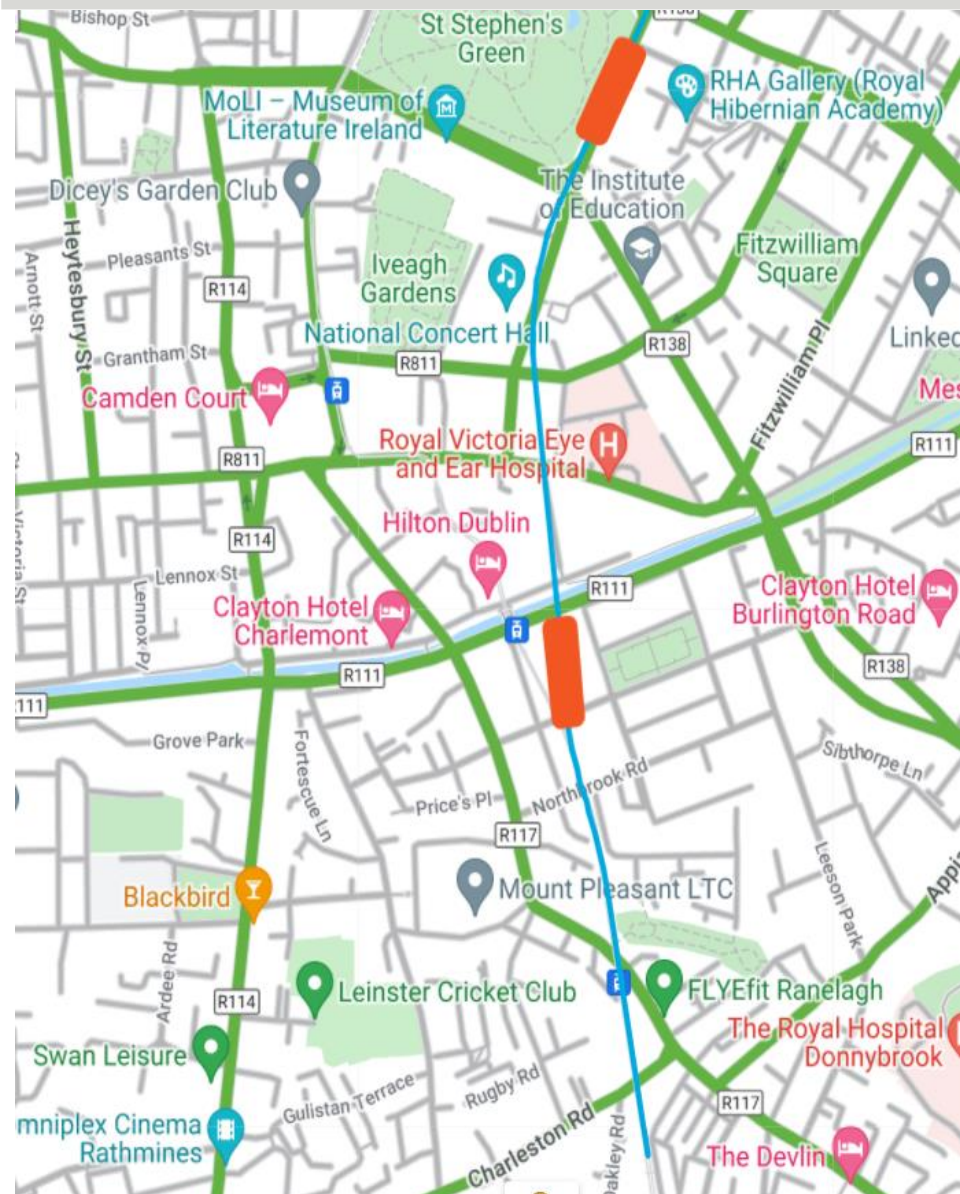
- Transport Strategy for the Greater Dublin Area 2016 – 2035
 - Options Appraisal for Corridor Drogheda, Swords to City Centre recommended Metro North;
 - Options Appraisal for Corridor Arklow, Cherrywood, City Centre recommended “upgrading LUAS Green line “to metro standard” (Metro South);
 - Interim solution for “Green Line Capacity Enhancement”.
- EPR- Alignment Options Report & LUAS Green Line Tie-In Study recommended a tie-in at Charlemont;

Background – Why Charlemont?



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Background – Why Charlemont?



PD

- Draft Greater Dublin Area Transport Strategy for the 2022 – 2042
 - The south city terminus at Charlemont offers the ***optimal location for interchange with the Green Line*** in response to growing demand in the longer term and is ***an appropriate location to facilitate any potential future metro extensions*** to serve the south west, south or south east of the city region should sufficient demand arise.

Charlemont - Overall



- Interchange Station is supported by Transport Strategies for the GDA ;
- Interchange Station supported by draft Dublin City Development Plan 2022 – 2028;
- Helps achieve key strategic aim of Metrolink project – Interchange;
- Interchange Station at this location attracts significant additional passengers;
- Adds considerably to the Benefit Cost Ratio (BCR)



Charlemont - Interchange



- Quality Interchange with LUAS;
 - Immediate interchange with existing LUAS;
 - Potential for increased capacity on LUAS from this point south in future when compared to potential locations further north;
 - Opportunity for future MetroLink extensions to south-west and south-east.

	Boarding Metro at Charlemont						Alighting Metro at Charlemont					
Peak Hour	Total Boarding	Total Charlemont to Airport Flyers	% Airport Flyers of Total Boarders	From Luas to Metro to Airport Flyers	Zone to Airport Flyers *	Bus to Airport Flyers*	Total Alighting	Total Airport Flyers to Charlemont	% Airport Flyers of Total Alighting	Airport Flyers to Luas	Airport Flyers to Zone**	Airport Flyers to Bus**
AM	1,866	458	~25%	213	147	98	2,232	235	~11%	119	87	29
PM	2,276	238	~11%	110	77	51	1,229	278	~23%	144	101	34

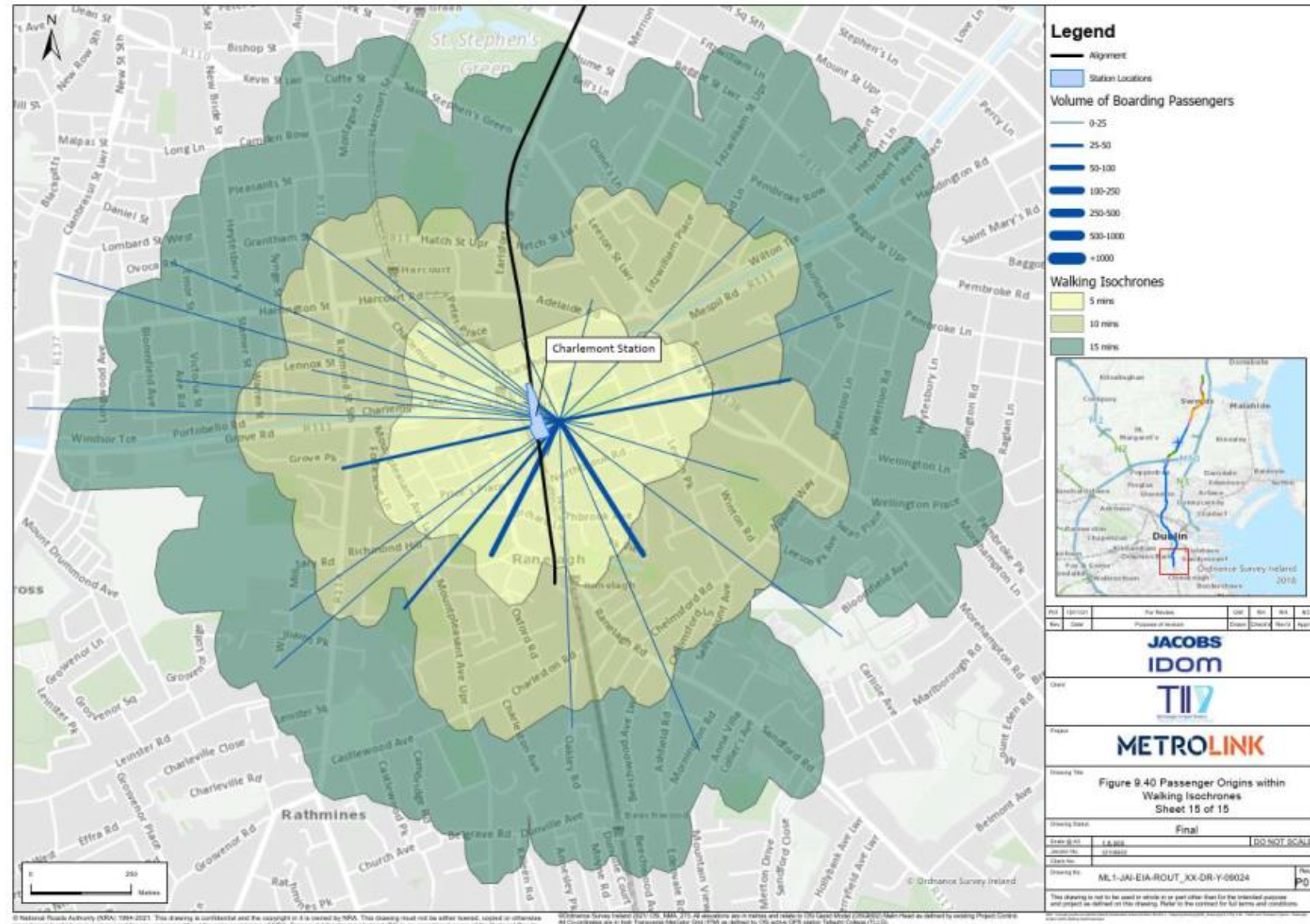
*Estimates based on 12hr % split of Total Transfers, using Boarding ratio of 60% From Zone, and 40% from Bus

**Estimates based on 12hr % split of Total Transfers, using Alighting ratio of 75% To Zone, 25% to Bus

Charlemont - Local Catchment



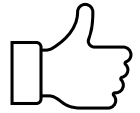
- Station Serves significant area of South City that other stations cannot reach;
- Enhanced access from the area to City Centre, Dublin Airport etc;
- Serves key trip attractors including residential areas and offices/work place locations;
- Reduces reliance on car based transport – reducing the carbon footprint and reducing air pollutants in the area;
- Increased Property Values.



Charlemont v St. Stephens Green



- **Charlemont;**



Immediate interchange with existing LUAS;



Potential for increased capacity on LUAS from this point south in future when compared to further north;



Potential for Increased construction phase impacts on residents;



Reduced impact during construction phase due to available “brown field” site for station development;



- **St. Stephen's Green;**



400m – 450m interchange with LUAS;



Limited potential for increased capacity on LUAS due to street running restrictions;



Potential for significant additional impact on St Stephens Green (National Monument) due to increased station size for Terminus;



Construction Phase on existing urban fabric with significant potential impacts;



Requirement for LUAS Turnback in the future

Terminus Station



- *Charlemont;*
 - More akin to terminus of urban metro systems - not mainline train station;
 - No Drop Off location;
 - No Taxi Rank Drop Off;
 - Restricted Parking - Parking for residents only;

Next Steps.



- Data and Analysis to be Collated into a Report;
- Railway Order Application to be submitted in Q2 2022;
- Consultation with independent expert who will assist you with your submissions;
- Further design changes will delay the MetroLink by up to 2 years at a significant additional cost.

Thank You

