

# Misplaced Terminus @ Charlemont



Presentation to  
Dublin South East Area Cllrs  
February 24<sup>th</sup>

# (draft) Greater Dublin Transport Strategy 2022-2042

The NTA's own analysis

*“determined that forecast demand for travel in advance of 2042 could only currently justify the level of investment required for an underground metro system in the Swords-Dublin Airport-City Centre corridor”<sup>1</sup>.*

The NTA also concludes that *“the upgrading of the Green Line to metro standard is not required as part of this strategy”<sup>2</sup>* (i.e. not before 2042).

1 - Draft Greater Dublin Transport Strategy 2022-42, p130, NTA, 9<sup>th</sup> Nov 2021

2 - ibid p139

# NTA are seeking Business Case Approval now

## *“MEASURE LRT1 – MetroLink*

*It is intended to seek planning consent for MetroLink in 2022 and, subject to receipt of approval, to proceed with the construction of the project.”*

But what is the MetroLink proposal?

NTA are proposing to build an underground metro from  
Estuary,

past the 'city centre',

to a

*“south city terminus at Charlemont”.*

# NTA's case for the South City Terminus at Charlemont

*"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."*

# The Origins of MetroLink

2010 – Metro North from Swords to St. Stephen's Green obtained planning permission.

2015 – New Metro North proposed again from Swords to St. Stephen's Green

2018 – MetroLink proposed as *“the combined New Metro North and Metro South metro scheme proposed to run from Swords to Sandyford”*.

## Public Consultations

The Emerging Preferred Route (March 2018) proposed a metro from Swords to Sandyford replacing the Green Line Luas with an above ground segregated line with a tie-in north of the Ranelagh Luas station.

The Preferred Route (March 2019) proposed that MetroLink would be delivered on a phased basis. The first phase would be Swords through a Charlemont station with the tunnel terminating south of the Ranelagh Luas station at Beechwood “to enable its potential connection to the Green Line in the future.” “Potentially two decades from now”.



# Charlemont is a Legacy Station from an Old Concept

The required City Centre Terminus will be in place for many decades

- An above ground metro extension will cause segregation of established communities
- A below ground metro extension is more expensive

The NTA has not conducted any studies to determine the best location for a City Centre terminus.

Instead, the NTA has defaulted to the pre-March 2019 studies which were carried out to identify the southern-most point of the tunnel that allowed a Phase 2 “tie-in” for the overground Luas replacement concept.

The selection criteria in those old studies are wholly inappropriate for what the NTA has stated in the draft Transport Strategy.

# What are the Criteria for a City Centre Terminus?

A Metro from Swords to City Centre must be made as accessible as possible from the south side if Transport and Climate Emergency needs are to be addressed.

- At least one great interchange with the Green Line Luas
  - And allow interchanges with any future Luas Lines
- Highly accessible from road transport now –
  - And future zero emissions bus, (autonomous) taxi, private EVs
- Easy access for Cyclists and Walkers
- Easy access for people who have mobility challenges
- Maximise potential for connection future south side Metro extensions



# The Main Connection to Metrolink is to be via Luas but this is Not an Easy Interchange ...

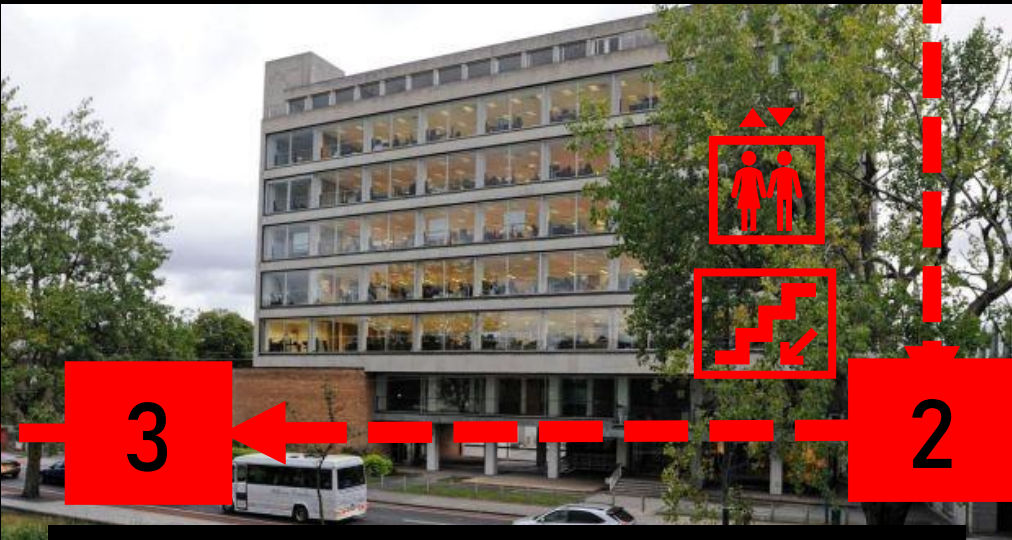


1

*Down Stairs or Wait for Lift  
(a 2<sup>nd</sup> Stairs & Lift must be built to take new passenger volumes)*



*Take Escalators or Wait for Lift*



3

2

Walk along Grand Parade

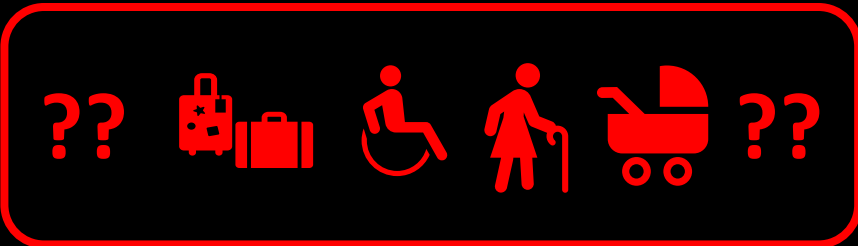


Metrolink  
Underground  
Station

4

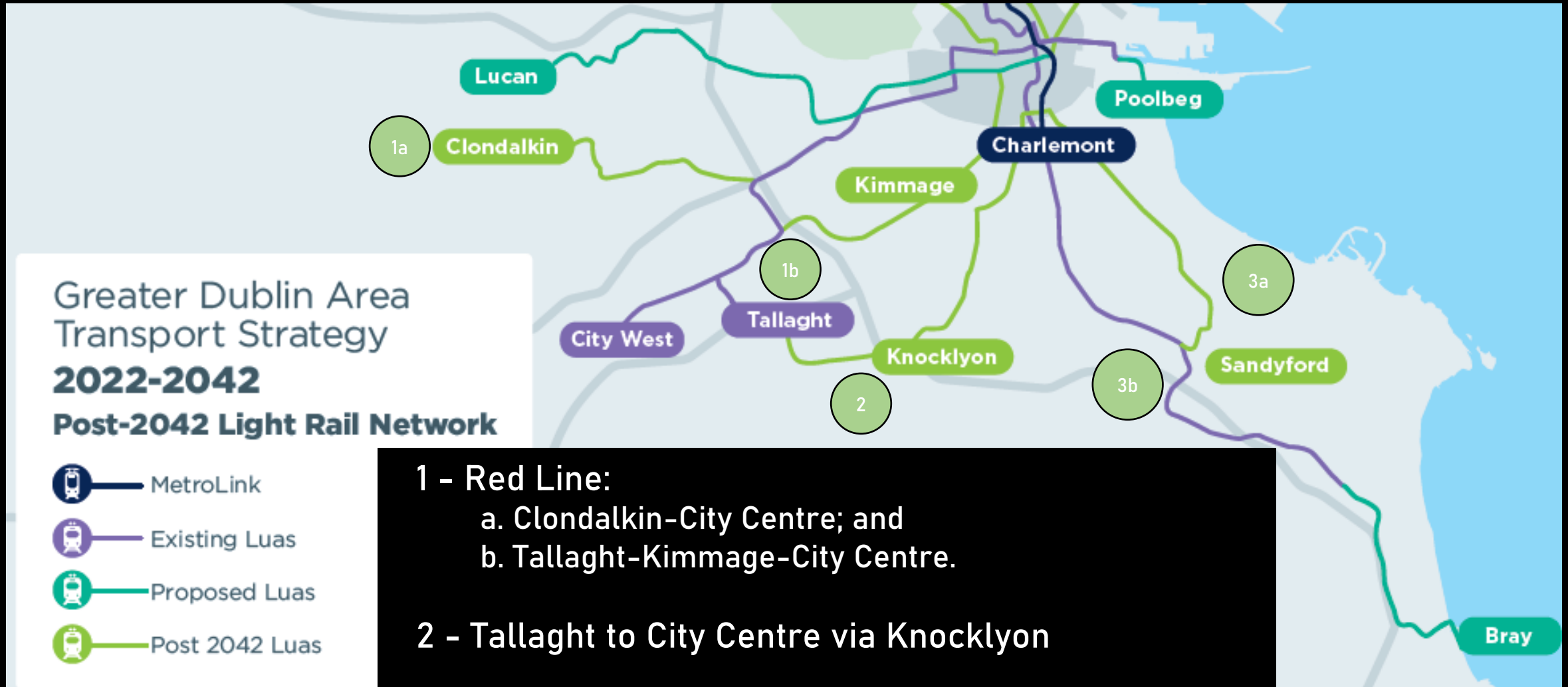
5

Metro  
Platform



# No “Additional Luas Lines Post-2042” will Connect at Charlemont

(South Side elements of Measure LRT6)



# City Centre Terminus Criteria

Transport Mode	Charlemont	St Stephens Green
Green Line Interchange	Compromised	Superior Potential
Future Luas Lines	No Potential	Superior Potential
Road Transport (now and future)	Restricted & Discouraged	Superior Potential
Cyclists	Adequate	Superior Potential
Walkers	Adequate	Superior Potential
Future Metro Extensions	Restricted	Superior Potential

# Cost/Benefit of Terminating at Charlemont???

## NTA Charlemont Proposal

- Adds the additional cost of a longer tunnel and the full build out of an additional station (hundreds of million euro)
- Adds construction complexity in a very constrained site including *“Dartmouth Road closed to traffic for 2.5 to up to 5 years”*

## In return for

- Inferior interchange with existing Green Line Luas (reducing south side usage below what possible with an excellent interchange)
- No interconnectivity with any proposed future Luas lines
- Less interconnectivity with future zero emissions road transport
- Reduced options for future South Side Metro routes

# City Centre Terminus must be Fit for Purpose Now in order to meet our climate targets

Ireland has a legally binding target of net-zero greenhouse gas emissions no later than 2050.

The required "modal shift" towards sustainable public transport cannot be achieved if it excludes the south side of Dublin or if it delays action until the distant future.

The NTA's Draft Greater Dublin Transport Strategy 2022-42 proposes no south side Metro extensions before 2042.

Therefore, the immediate priority for the City Centre Terminus must be to be as accessible as possible from all modes of transport coming from the south side.

MetroLink can and should be enhanced in the future but it must be fit for purpose and do its job now.

Our climate emergency does not allow us the luxury to do otherwise.

# Charlemont is Simply the Wrong Place for a Major Metro Terminus

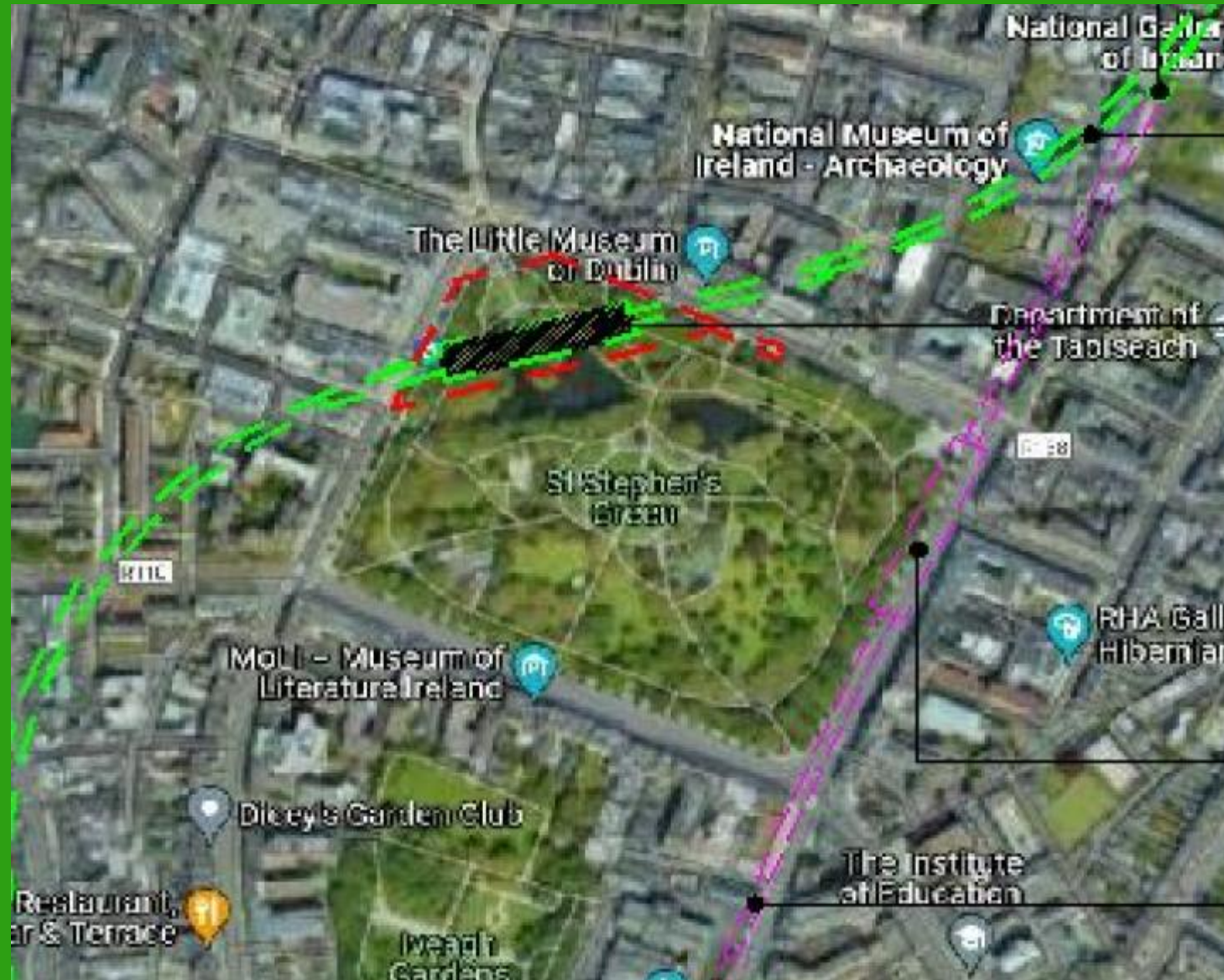
The Rail Order Should Not Proceed to Planning until an  
Effective Terminus Location is Determined

**Are there Better Solutions?**



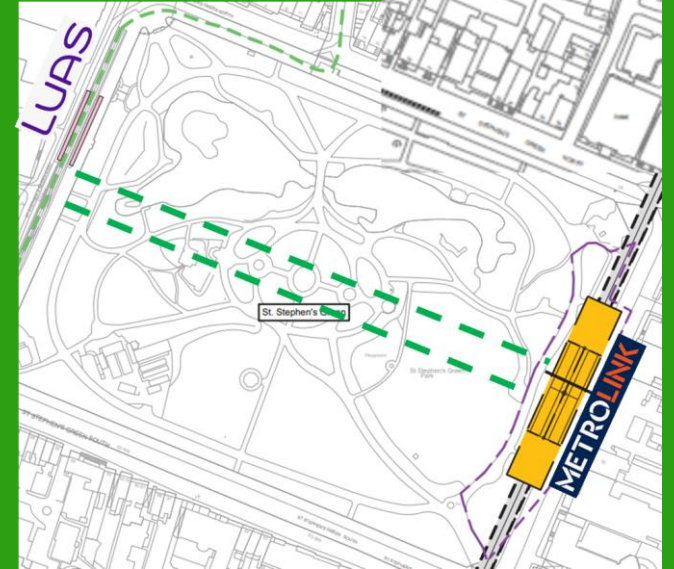
# St Stephen's Green West Option

1. Put City Centre Terminus in St Stephens Green close to the Green Line Luas (diagram shows alignment consistent with route from Tara Street station)
2. St. Stephen's Green has wide support across Community Groups on the south side and doesn't stop MetroLink on the north



# St Stephen's Green East Option

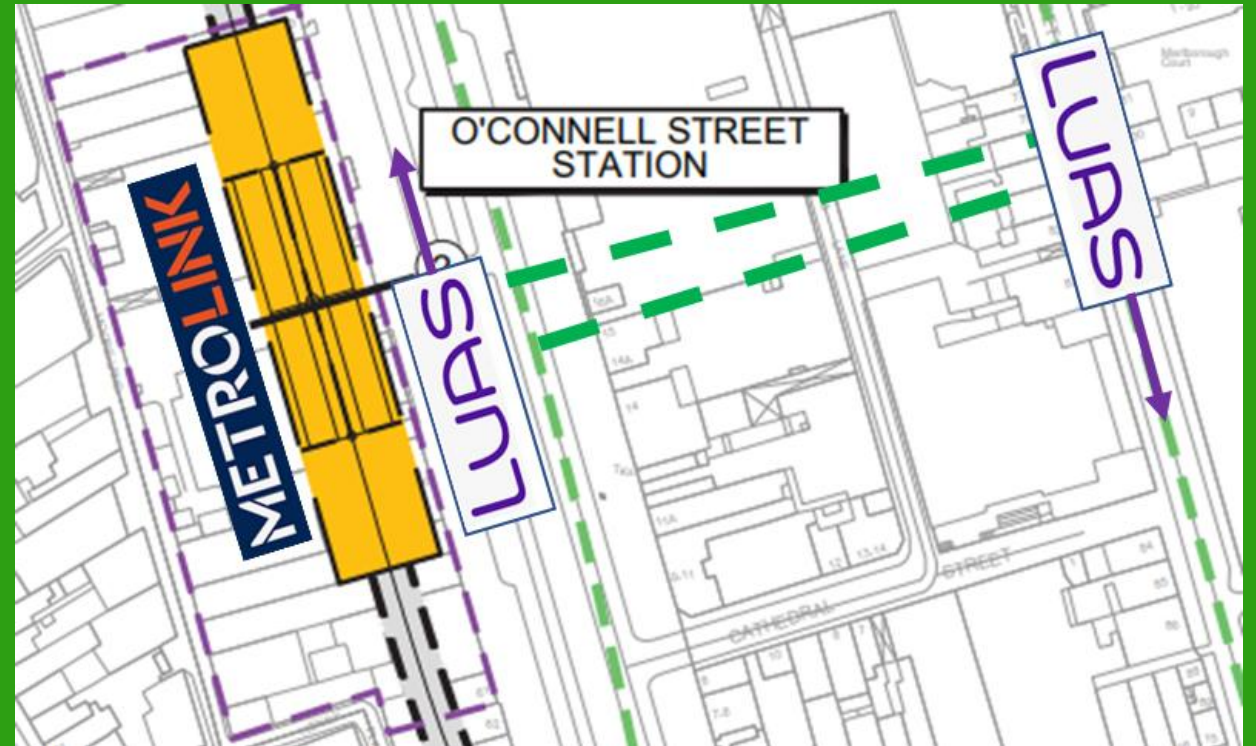
1. Locate to the East of St Stephens Green (as per current TII proposed station location)
2. With a below ground travelator connection between Luas and MetroLink
  - Via a c.550m pedestrian connection





# O'Connell Street Option

1. The northbound Luas Green Line is above the proposed MetroLink Station at O'Connell Street
2. An underground travelator connection is required for the southbound Luas



# Cathal Brugha Barracks Option

1. Cathal Brugha Barracks has greater future development potential and the Tunnel Boring Machine can be removed thereby saving money
2. Better connections with road transport and keeps more options open for future Metro South routes

