

**Green Party : Comhaontas Glas**

**Metrolink**

**Submission**

**Councillor Ciarán Cuffe**



**green**  
**party**

## Councillor Ciarán Cuffe

Green Party : Comhaontas Glas North Inner City Ward  
50 Montpelier Hill, Stoneybatter D07 F8H2

*Cuirim Fáilte Roimh Ghaeilge - Irish Welcome*

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*Oifigeach Poiblí Ainmnithe faoin Acht um Brústocaireacht a Rialáil 2015*  
Designated Public Official under the Regulation of Lobbying Act 2015

**11th May 2018**

### Head of Consultations

MetroLink Consultations

[consultations@metrolink.ie](mailto:consultations@metrolink.ie)

Transport Infrastructure Ireland,

Parkgate Business Centre,

Parkgate Street,

Dublin 8,

D08 DK10

Re. Metrolink Non-statutory Public consultation.

Madam, Sir,

I welcome the proposals to improve public transport in Greater Dublin with the construction of Metrolink; however I ask that you take on board the following concerns.

1. At the northern terminus, Metrolink should be extended north of Lissen Hall to include a station beside at Donabate railway station.
2. The implications of the Griffith Park stop and associated works off Mobhí Road have severe negative implications for Na Fianna Cumann Lúthchleas Gael Scoil Mobhí, Scoil Chaitríona, Tír na nÓg (preschool) and related facilities and grounds. It is recommended that consideration is given to alternative locations to the north or west. This may have implications for the positioning of the Collins Avenue and Ballymun stops which may need to be located slightly further north.
3. Crossguns Station and other stations should provide for seamless integration with existing and proposed walking and cycling facilities. The lesson from Luas Cross-City is that walking and cycling were not considered in an integrated fashion. With Metrolink there is the opportunity to make a new beginning on integration.
4. It is recommended that the Mater station be located within the ground of the hospital complex in order to take advantage of the preparatory works that have already taken

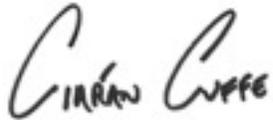
place to facilitate the station, to ensure seamless travel for those going to and from the hospital, and to protect the amenities of Berkeley Road Park.

5. It is crucial that space be provided for the East-West interconnector as part of the planning of the Stephen's Green station.
6. My colleague Eamon Ryan TD's suggestion that the route south of Charlemont should consider the alternative of routing via Rathmines, Terenure, and Rathfarnham is worth serious analysis. In addition a routing via the N11 is worth considering, given the future development potential of adjacent lands.
7. If the current route southwards from Charlemont is preferred, extending the tunnel for one or two kilometres further south from Charlemont is suggested in order to reduce the proposed severance at Dunville Avenue and Cowper Road. If a surface route is proceeded with at these locations provision should be made for generous wide underpasses for pedestrian and cycle traffic.
8. Integration with other transport modes is crucial. It is important that the Metrolink team is integrated with their colleague in Transport Infrastructure Ireland, the National Transport Authority, the Local Authorities as well as the Smarter Travel section of the Department of Transport, Tourism and Sport. There also needs to be an equal weighting given to planning and land-use issues in considerations of the routing and future development potential of adjacent lands. The project team must also ensure that built heritage considerations are heavily weighted in decision-making and represented in the decision-making process. All stations should seek to integrate with walking, stationless bikes, Just Eat DublinBikes, regular bikes, bus, train, car-sharing, kerbside drop-offs, and carefully consider the implication of autonomous vehicles
9. Demolition of existing buildings, especially homes, Protected Structures and heritage buildings should only be considered as a last resort. Pre-construction building surveys should be carried out at Metrolink's expense of any buildings within 100m of the centreline of the tunnel, or best international practice. These surveys should be made available to the building owners prior to construction. Vertical distances from the tunnel to people's home must be sufficient to minimise vibration and disruption during construction and operations.
10. A Community liaison team and physical office should be put in place at this stage to ensure that the general public have access to quality information and engagement during working hours and on at least one evening a week to facilitate engagement as the project moves forward. It is crucial that project engineering and planning professionals as well as communications personnel are available to the public for advice and discussion.
11. Good design must be at the heart of these plans. It is crucial that this is not just an engineering project but that urban designers, architects, landscapers, lighting experts, public realm experts are integrated into the heart of project team. The problems with Luas Cross-City and the construction of a plethora of ugly above-ground utility boxes

referred to as *'Luashenge'* must be avoided. It is recommended that the project team visit the recently completed metro in Hamburg, Germany to see good quality design in and around their stations. The full implications of ventilators, electricity sub-stations, and provision for servicing vehicles must be considered from the start.

Many thanks in anticipation of your consideration of my views.

Sincerely,

A handwritten signature in black ink that reads "CIARÁN CUFFE". The signature is written in a cursive style with a large initial 'C'.

Councillor Ciarán Cuffe