

METROLINK

DRIVING GROWTH,
CONNECTING COMMUNITIES,
BUILDING A NATION.



SWORDS - CHARLEMONT



MetroLink Interchange

Cutting/Cut & Cover

Tunnel

Comm

LUAS

LUAS

Sep 2022



DUBLIN AIRPORT

DARDISTOWN

NORTHWOOD

BALLYMUN

COLLINS AVENUE

GRIFFITH PARK

GLASNEVIN

MATER

O'CONNELL STREET

TARA

ST STEPHEN'S GREEN

CHARLEMONT

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Passengers



20,000

passengers
per hour, in
each direction

53
million

passengers
per annum



Journey Time and Distance

Swords

City Centre

Dublin Airport

25 minutes

from Swords
to City Centre

20 minutes

from City Centre
to Dublin Airport



Helping Ireland
meet climate
change targets



3,000

car spaces at Estuary
Park & Ride location



7,200 - 9,100

construction jobs during
each year of build

Capable of up to **40** trains
per hour in each direction

Building **16** new
metro stations



Disclaimer: Figures are calculated from preliminary estimations



Benefits for Ireland

- ▶ Sustainability built in from the very start
- ▶ First transport system designed to be inclusive and accessible to all
- ▶ Much faster journey times around the city
- ▶ 3,000 car space 'park & ride'



Building MetroLink builds the economy

- ▶ During and after construction
- ▶ 7,200–9,100 direct construction jobs per annum
- ▶ 2,500–3,000 indirect supported jobs per annum
- ▶ 300 operations staff once completed



Local economies

- ▶ Encourage Irish Small to Medium sized businesses in the supply chain
- ▶ MetroLink will help to stimulate economic activity, encourage innovation and grow our national skills base
- ▶ Jobs will range from apprentice levels to master trades people and will support education and skills development



Connecting city with sky

- ▶ Airport access made easy
- ▶ Integrated airport access
- ▶ Unlocking regional and economic potential



Population growth

- ▶ 2011 – 1.26 million
- ▶ 2024 – 1.54 million
- ▶ 2036 – 1.86 million
- ▶ Support communities north of Dublin
- ▶ Unlock almost 9,500 hectares of land, within a 2.5km radius of its stations





M100: Enabling Works

The programme of Enabling Works comprises the establishment of a suite of different agreements via a competitive procurement process, which will culminate in the establishment of:

- MetroLink Framework Agreements
- MetroLink Qualification Systems
- Individual contracts

To deliver the enabling and advance works for MetroLink, TII currently envisages the procurement of:

- **M110: Site Enabling & Specialist Heritage Framework and subsequent call-off contracts**
- **M111: A call-off contract for critical utilities and site enabling requirements**
- **M130: Archaeology System and subsequent contracts procured under the system**
- **M140: Utilities Framework and subsequent call-off contracts**
- **M160: Independent Environmental and Settlement Monitoring Contract**
- **M161: Independent Environmental Monitoring Qualification System**

These works are designed to clear a path for the main infrastructure works contracts. This approach will ensure that the site areas are free from risks such as existing utilities, archaeology, heritage items (for storage/replacement) and buildings currently occupying station locations etc. to the largest extent possible.



M400: Main Civils Infrastructure Contract

The two M400 Contracts will provide the civil engineering and infrastructure works for the MetroLink programme, with each contract including the track alignment preparation, stations and structures including bridges and tunnels.

The expected scope of each of the M400 contracts is:

Southern Section M401 – Charlemont to Northwood:

- Bored tunnels and portals, evacuation/intervention shafts
- Below ground station excavations at Charlemont, St Stephen's Green, O'Connell Street, Mater, Glasnevin, Griffith Park, Collins Avenue, Ballymun, Northwood up to 35m deep including shell and core structures
- Works at M401/M402 and M401/M500 interfaces

Northern Section M402 – Northwood to Estuary:

- M50 viaduct, surface route (retained cut, cut and cover) and at-grade sections
- Broadmeadow and Ward river viaduct
- Estuary Station Park and Ride Facility (bulk earthworks and site preparation)
- Preparation of the Dardistown Depot site and access road (bulk earthworks and site preparation)
- Bored tunnels and portals, evacuation/intervention shafts
- Stations excavations and associated logistics including: retained cut stations at Dardistown, Fosterstown, Swords Central, Seatown; underground station at Dublin Airport; and grade station at Estuary.
- Works at M401/M402 and M402/M500 interfaces



M500: Service Delivery Partner

- **Design, Build, Finance, Operate & Maintain (DBFOM) the metro system includes:**
 - Line-wide systems and supporting infrastructure
 - Depot and Control Centre
 - Park and Ride at terminus
- **Station fit out & MEP**
- **Railway Systems Integration Manager**
- **Metro Operator & Railway Organisation**
- **Maintenance**
- **Asset Manager**

Service Delivery Partner

M500 DBFOM

Comprising design and delivery of rail systems, rolling stock, commissioning, depot, park and ride facility. Fit out of all stations including mechanical, electrical and passenger movement systems and integrated operation and maintenance of the public passenger transport service.

Fare Collection System (by National Transport Authority)



supplychainmetrolink@tii.ie



www.metrolink.ie



Freephone
1800 333 777

