

Owner / Occupier

By Post

Dáta | 25th November 2022 Ár dTag | Our Ref. CAP_ML_L0282

Reference: (1) Notice of further information and (2) notice of extension to the consultation period in relation to application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order [2022]
Case Number: ABP-314724-22

Dear Sir/Madam,

I refer to the above matter.

The National Roads Authority (operating as Transport Infrastructure Ireland) ("TII") submitted an application to An Bord Pleanála for a Railway Order on 30th September 2022 in respect of the MetroLink project.

1. Notice of further information

In accordance with Section 41(2)(a)(ii) of the Transport (Railway Infrastructure) Act 2001 (the "Act") and following requests made by An Bord Pleanála pursuant to section 41(1) and (2)(a) of the said Act, the National Roads Authority (operating as Transport Infrastructure Ireland) gives notice of the submission of information previously inadvertently omitted from the EIAR which accompanied the application for a railway order, which contains further information in relation to the likely effects on the environment of the proposed railway works.

The information omitted was a section of Appendix A9-2, being *Appendix A9-2-M Traffic and Transportation Assessment – St Stephen's Green Station*, a relevant extract of which we enclose herewith.

2. Notice of extension of consultation period

The consultation period provided for in the notice published on 16th September 2022 pursuant to Section 40(1)(b) of the Act is now being extended beyond 25th November 2022 and will now conclude on 16th January 2023.

3. Matters consequent on notices 1 and 2 above

You may be an owner or occupier of land, or have rights over or an interest in land, referred in the documents which will accompany the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022] application. As such, you are being notified of the above.

As a part of TII's application to An Bord Pleanála for a Railway Order pursuant to the MetroLink project, TII processes the personal data of the owners, assumed owners and/or occupiers of the properties impacted by the preferred route, as necessary to comply with applicable legislation, namely the Transport (Railway Infrastructure) Act 2001. As explained in previous correspondence, this may involve the processing of personal data that relates to you including your name, address and details relating to whether you are a property owner, or tenant, or occupier of properties impacted by the MetroLink project, together with information about that property (e.g. property records (e.g. from the Land Registry and the Registry of Deeds), survey records and photographs of the property) to prepare a document referred to as a Book of Reference to support the application. In line with the requirements of the legislation this may also involve some of this information being put on display to the public at various offices of Fingal County Council, Dublin City Council, TII, the National Transport Authority and An Bord Pleanála and being made available on the MetroLink project website and the website of An Bord Pleanála. In each case this is done in a manner that is proportionate and necessary to comply with the legislation. Please see further information in respect of our processing of your personal data, including information on your rights as a data subject, in the Data Protection Notice available at <https://www.metrolink.ie/dataprotectionnotice>.

Submissions relating to this project and the further information may be made to An Bord Pleanála. Any such submissions must be received at their offices no later than 5.30pm on Friday 16th January 2023. For the avoidance of doubt, any person who has already paid the observer fee of €50 need not do so again in respect of a submission / observation.

The draft Railway Order documents and the further information are available for inspection at the locations identified in the previous newspaper notices and on the dedicated Project website (<https://www.metrolinkro.ie>).

Should you require any further information, please do not hesitate to contact the MetroLink project team at Tel: 1800 333 777 or through email info@metrolink.ie.

Yours faithfully



Edel McCormack
Secretary to the Board

Relevant extract from Appendix A9-2-M Traffic and Transportation Assessment for St Stephen's Green

1.1 Background

This Traffic and Transportation Assessment (TTA) assesses the operational impacts associated with St Stephen's Green Station on the Traffic and Transport network in the local area. TTA's have been prepared for each individual station as well as an overall TTA for the Project.

1.2 Assessment Scenarios

In order to provide a rounded assessment of the Project, its impacts have been reviewed for a range of future years, and in the context of two alternative future scenarios. The forecast years are 2035 (Opening Year), 2050 (Design Year) and 2065 (Forecast Year). As outlined in Table 1.1, Scenario A includes the Project and committed transport schemes only, while Scenario B also includes a range of further planned schemes depending on the forecast year.

Table 1.1: Modelled Transport Scenarios

Scenario	Description
Do Nothing Scenario	The existing transport network in the absence of the Project.
Do Minimum Scenario	Committed transport schemes in the absence of the Project.
Do Something - Scenario A	Scenario with the Project and committed transport schemes only.
Do Something - Scenario B	Scenario with the Project and planned schemes under the National Development Plan (NDP) for Opening year (2035) and planned schemes under the Transport Strategy for the Greater Dublin Area (GDA) for the Design Year (2050) and the Forecast Year (2065).

[This extract comprises parts of sections 1.1 and 1.2, and the whole of section 7 of the original document. It does not contain all of the text from sections 1.1 and 1.2, nor sections 1.3 to 6 of the original document which are available in the original document at the physical locations and online as stated in the statutory notices.]

7. Summary

In Scenario A, St Stephen's Green Station will facilitate approximately 23,000 passenger movements over the 12hr peak period (07:00-19:00) in 2035, rising to over 27,200 in 2050 and over 31,500 in 2065. In Scenario B St Stephen's Green Station will facilitate approximately 23,400 passenger movements over the 12hr peak period (07:00-19:00) in 2035, rising to 24,100 in 2050 and 26,700 in 2065.

The main catchment origins and destinations of the people boarding and alighting at St Stephen's Green Station will be

- Origins from residential and retail areas such as Liberty Market;
- Origins from the east of the Station such as commerce on Merrion Row and the National Maternity Hospital;
- Destinations at Trinity College Dublin; and,
- Destinations at Grafton Street and St Stephen's Green Shopping Centre.

The Project will result in increases in public transport mode share of up to 5 percentage points for zones surrounding the Project. There will be a reduction in road mode share of between 1 percentage point and 5 percentage points for the zones surrounding the Station, which is a reduction of approximately 1,200 car trips to and from the zones surrounding St Stephen's Green Station over the 12hr period in Scenario A 2065. In Scenario B, there is a reduction of approximately 430 car trips over the 12hr period between the Do Minimum and Do Something scenarios.

The Project will result in improvements to the public transport journey times for people in the area, such as from St Stephen's Green to Swords Pavilions with savings of approximately 25 minutes. Savings of approximately 24 minutes can also be seen for public transport journeys from St Stephen's Green to Dublin Airport, and approximately 17 minutes from Ballymun, a residential area, to St Stephen's Green in the Dublin City Centre.

The Station will provide for 82 cycle parking spaces, plus 40 Dublin Bike stands. The results demonstrate that the pedestrian network operates with an acceptable level of service in the majority of locations, with some lower levels of service at the waiting areas for the signalised pedestrian crossings and at the entrances to the Station escalators.

In overall terms, the St Stephen's Green Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the Station, without significantly impacting on the operation of the road network in the area.