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Dáta | 25th November 2022 Ár dTag | Our Ref. CAP_MLPD_17 Bhur dTag | Your Ref.

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 Ms. Graham,

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*.

2. Notice of extension of consultation period

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
TII processes personal data in accordance with its Data Protection Notice available at www.tii.ie.



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 have been identified as a prescribed body by An Bord Pleanála for the purposes of this Railway Order application and therefore are provided with relevant extracts from the further information and are notified of the extension of time for the original consultation period. The draft Railway Order application documents are available for inspection at the locations already identified in previous notices and on the dedicated Railway Order application website www.metrolinkro.ie.

Submissions relating to this project can be made in the manner previously notified. These submissions must be made to An Bord Pleanála and received at their offices no later than 5.30pm on 16th January 2023.

Should you have any issues with accessing the within documentation or 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 Authority
Transport Infrastructure Ireland

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 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.