

Submission No.			148	
Organisation Name or Name of Submitter			John Bernard Reid (4 Bridge Court, City Gate, Saint Augustine Street, Christchurch, Dublin 8, D08R6PV)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Observation on the application for a Railway Order for Metrolink (Case reference NA29N.314724).				
1	Letter	1	I write in support of the application for a railway order for the Dublin (Estuary to Charlemont, via Dublin Airport) Metrolink. The proposed Metrolink constitutes an absolutely vital and necessary piece of national infrastructure.	Thank you for taking the time to make this submission and for your endorsement of the MetroLink Project.
2	Letter	2	<p>Allowing the proposed Metrolink to reach the proposed Charlemont station on the South side of the city would allow the eventual (and necessary) extension of the line to the South and South West of the city and county. A Charlemont terminus would also allow for a potential future Metrolink extension or spur to Ireland’s largest university, University College Dublin at Belfield.</p> <p>Despite its status as the country’s largest third-level institution, UCD is currently not connected by even one direct railway link.</p>	<p>In accordance with your observation and as identified in EIAR Chapter 7, Consideration of Alternatives, the selection of Charlemont does not preclude any future connections to the south-west or south of the city. TII will maintain engagement with UCD and relevant stakeholders for future feasibility studies and route considerations for future phases of the Project.</p> <p>The GDA Transport Strategy 2022-2042 (as adopted in Jan 2023) section 12.3.8 Additional Luas Lines Post-2042, also states that the analysis undertaken for the Transport Strategy indicates that a number of corridors in the GDA will, in the longer term, generate travel demand above that which can be catered for by higher capacity bus systems and are likely to require upgrading to light rail in the period after 2042. The planning and design work associated with this longer term framework can commence during the strategy period. The Green Line Reconfiguration is proposed to provide a city centre line to Bray via UCD and Sandyford, however this is subject to the detailed appraisal, planning and design by the NTA, and is not within the remit of TII or An Bord Pleanála as regards this application.</p>
3	Letter	2	The current absence of a direct railway link to Ireland’s largest university is incongruent and unsustainable. Allowing the proposed Metrolink to reach Charlemont (as per the current railway order application) would lay the groundwork for eventually rectifying this anomaly for the good of students, residents and Ireland’s international reputation.	Please refer to response (2) above.
4	Letter	3	The proposed 3,000 space multi-story Park and Ride car park facility at the proposed Estuary terminus should be approved, with the proposed car park capacity perhaps even increased in order to facilitate more than 3,000 car drivers to use the proposed Metrolink.	<p>The Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport, such as walking, cycling and public transport to encourage a modal shift away from private vehicles and an overall reduction in car trips in Dublin.</p> <p>Chapter 9, Traffic and Transport details the operational impact of the Park &amp; Ride facility on the surrounding road network, and whilst the strategic road network will experience an overall reduction in AADT and delays with increased use of public transport, the M1 and other local roads north of the Park &amp; Ride facility see an increase in traffic flow due to people accessing the Park &amp; Ride. Therefore, as outlined in EIAR Chapter 31, Summaries of the route wide mitigation and monitoring, item TT19, the use of the Park &amp; Ride facility at Estuary Station will be monitored throughout the Operational Phase. Data on the origins and destinations of users and their trips will be monitored throughout the operation of the Park &amp; Ride facility so that the operation of the Park &amp; Ride facility can be optimised throughout the life of MetroLink.</p>
5	Letter	3	In conclusion, I believe that it is in the national interest for the current Metrolink railway order application to be approved, in an expeditious manner and without delay. I would request that An Bord Pleanála would avoid the creation of unnecessary delays such as oral hearings, for example. MetroLink needs to be approved for construction whilst both the political will, and the money, is there to build it.	TII again thank you for your endorsement and support. TII as the Government Agency responsible for delivering MetroLink are committed to expediting the delivery of this transformative project should An Bord Pleanála chose to grant the Railway Order and in accordance with Government direction and any conditions that the Railway Order may include.