

Submission No.			307	
Organisation Name or Name of Submitter			Upper Leeson Street Area Residents Association	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Observation on a Strategic Infrastructure Development Application				
1	Observation details 5. Grounds	3	ULSARA (The Upper Leeson Street Area Residents’ Association) supports the development of public infrastructure mass transport initiatives that improve the amenity of our area and the wider Dublin city while protecting the built environment and communities of the city.	<p>Thank you for taking the time to make this submission. TII appreciate your support for public infrastructure mass transport initiatives, and also confirm that protecting the built environment and communities within the city is also a priority for TII, whilst also noting the significant benefits that the MetroLink Project will deliver, not only to those who choose to use it, but also to other transport network users, by generating a modal shift from private car use, thereby reducing the demand for road space and creating the opportunity for the road transport system to achieve optimum levels of efficiency and effectiveness.</p> <p>Further, the proposed Project is part of an integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Together, these projects will result in a reliable, sustainable, affordable, integrated public transport network that will support the economy, help Ireland meet its climate change targets in line with Climate Action Plan 2023 and make Dublin a more liveable and sustainable city. Whilst MetroLink is a standalone project that is not dependent on any other projects for its delivery or effective operation, it is nonetheless a critical part of the proposed integrated transport network for the Greater Dublin Area.</p>
2	Observation details 5. Grounds	3	We note the plans for a Metrolink station at Charlemont. While recognising the convenience of this proposed station for residents throughout the area, we are also acutely alert to the concerns of many residents in the immediate vicinity of the station and share their concerns that unregulated or poorly regulated surface transport delivering intending travellers to; and awaiting/collecting passengers from; the metro station could impact negatively on the quality of life for those in the immediate neighbourhood.	<p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park & Ride station at Estuary.</p> <p>When the Project is operational, car mode share will decrease, with a reduction of over 340 car trips to and from the zones surrounding Charlemont Station over the 12hr period in 2035, and forecast to rise to approximately 830 car trips in 2065 (ref EIAR Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, section 6.1.2). In overall terms, the Charlemont Station will improve integration within 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.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space for cars (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for private car drop-off.</p> <p>TII therefore do not expect the provision of a MetroLink Station at Charlemont to negatively impact the quality of life of those in the immediate neighbourhood, and would further note that that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p>

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3	Observation details 5. Grounds	3	Given the fact that Charlemont may be for many years the most southerly end station on the route, the local area faces unique problems not confronting other stations. It will represent a potentially attractive “kiss and ride” location for family members to drop intending passengers from a wide area of South Dublin. It will also be identified as an attractive rendezvous location for those arranging taxi or private car collection to complete their Metro journeys from, for example, Dublin Airport.	<p>Please refer to Response (2) above that explains why the proposed Charlemont Station will not exhibit characteristics of a 'drop-off' or terminus station. Existing parking restrictions in the surrounding area will further restrict drop-off opportunities.</p> <p>TII would further note that the terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus (train sideways, depot, care centre and maintenance facilities) take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. bus. The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR.</p> <p>In contrast, Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, the public transport service offering is not considered to terminate but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR main chapters. Additional detail is provided in EIAR Appendix A9.2-B Traffic and Transport Assessment-Charlemont Station (including public transport transfer opportunity and assessment) and a comparison of Charlemont station vs St Stephens Green as the system turn back location, is provided in the EIAR Appendix A7.9 Terminus Station at Charlemont compared to St. Stephen’s Green.</p>
4	Observation details 5. Grounds	3	As a result, impeded access to the various lane ways in the neighbourhood, abuse of parking spaces allocated to drivers with disabilities, illegal parking on double yellow lines (including at junctions), obstruction of cycle lanes and blocking of access to private dwellings can all be predicted. This must not be a result of the opening of the station.	Responses (2) and (3) explain the how Charlemont is designed to operate, and that it is part of a 'through transport corridor' rather than a terminus station, with a single drop-off provided on Grand Parade for persons of restricted mobility only.
5	Observation details 5. Grounds	3	<p>To avoid these outcomes we strongly recommend that An Bord Pleanala should require the project promoter and Dublin City Council to agree, implement and enforce a rigorous surface transportation management plan specific to the Charlemont area which anticipates and effectively enforces prohibition of illegal parking and other rule breaking by motorists (including PSV license holders). This will undoubtedly require an agile approach - probably including sustained on-foot patrolling by authorised enforcement personnel. We believe it is essential that an adequate budget for this sustained enforcement programme is part of the area surface transport management plan.</p> <p>We further recommend that it be a requirement that representatives of the local community are consulted in an ongoing and structured way on the development and implementation of the plan</p>	<p>The traffic enforcement plan referred to will be a matter for Dublin City Council and would be part of DCC's wider traffic management enforcement strategy noting that as explained above, TII have designed the proposed Charlemont Station so that it is part of a 'through transport corridor' rather than a terminus station, with a single drop-off provided on Grand Parade for persons of restricted mobility only.</p> <p>Regarding on-going consultation. TII have undertaken extensive consultation and communication across the route of MetroLink and have listened carefully to the concerns of stakeholders and the community, as documented within EIAR Chapter 8 (Consultation). A Stakeholder and Community Engagement Plan has been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none">▪ Regularly reviewing and updating stakeholder and community engagement plans;▪ Actively maintaining partnerships and design focus groups established with the community; and▪ Communicating in a timely and open manner. <p>TII will continue to work closely with the National Transport Authority, Dublin City Council, and other key stakeholders throughout the construction and operational phases. A coordinated agency approach is imperative to its efficient delivery, and the assurance of minimal disruption.</p>