

<b>Submission No.</b>			<b>070</b>	
<b>Organisation Name or Name of Submitter</b>			<b>Dublin Chamber</b>	
<b>Item No.</b>	<b>Section Ref.</b>	<b>Page No.</b>	<b>Observation Statement</b>	<b>TII Response</b>
<b>Dublin Chamber of Commerce Submission to An Bord Pleanála. Railway Order Application for Metrolink Estuary to Charlemont. January 2023</b>				
1	Conditional Support	4	<p>The whole project is of keen interest to the members of Dublin Chamber, but the areas of key significance and of possible major disruption to business activity will be the boring of the City Tunnel along with the Dardistown section and the construction of stations along that alignment. It is not acceptable that key infrastructure routes through the city centre core be disrupted for a protracted period of time during the construction phase, we would like to see increased public transport options and a development of the public realm around the city centre stops to foster pedestrian access during this phase. We are glad to see that tunnel boring will be stored at the construction site in Northwood, but we would stress that construction sites need to be as unobtrusive as possible to ensure ease of access to streets for deliveries, employee and customer access.</p>	<p>TII have developed a Preliminary Design for the Project, upon which the Railway Order application is based, that has considered a wide range of options to optimise the benefits delivered by MetroLink, whilst balancing these with potential environmental impacts. The EIAR provides details of alternatives considered, analysis of the potential environmental impacts, and mitigations where these environmental impacts need to be managed and reduced to acceptable levels. This includes the consideration of impacts to businesses, public transport and pedestrian access during the construction of the Project.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as reasonably practicle.</p> <p>Impacts on public transport have been assessed in the EIAR and services will be maintained to the extent possible. If this is not feasible, the National Transport Authority (responsible for the provision of public transport services) and relevant local authority will be consulted and reasonable alternatives to mitigate the impact will be considered and implemented where practicle.</p> <p>The provision of increased public transport is outside the remit of Transport Infrastructure Ireland and the MetroLink project and is a matter for the National Transport Authority and the Transport Strategy for Greater Dublin 2022-2042.</p>
2	Conditional Support	4	<p>The alignment of the St. Stephens Green, O'Connell St and Mater stops brings construction right through a central, congested corridor with high traffic flows of business vehicles, private vehicles, taxis and public transport. In the shorter term, road space will be lost and traffic disruption is inevitable as roads are closed. The business community wants to know:</p> <p>a. How are the agencies involved going to respond to the closure of certain routes and roads to private vehicles?  b. Will increased public transport options - that offer high levels of frequency and quality, and are reasonably-priced - be made available?  c. Who will be the body that is ultimately responsible for traffic at the enabling works stage and construction stage?</p>	<p>(a) Response (1) above explains the strategy and measures that will be implemented to maintain access for private and public transport users.</p> <p>As detailed in EIAR Appendix A9.5, Scheme Traffic Management Plan, all existing public transport services will be maintained, however they may experience delays to journey times, diversions or relocation of bus stops due to closures. As a minimum, one general traffic lane in each direction will be retained wherever possible to maintain traffic access, although capacity may be reduced, but the operation of services and access for businesses will be maintained.</p> <p>In the event it is not feasible to maintain a public transport service, as noted by response (1) above, the National Transport Authority and relevant local authority will be consulted and reasonable alternatives to mitigate the impact will be considered and implemented where possible,</p> <p>(b) The provision of increased public transport is outside the remit of Transport Infrastructure Ireland and the MetroLink project and is a matter for the National Transport Authority and the Transport Strategy for Greater Dublin 2022-2042.</p> <p>(c) Responsibility for traffic ultimately resides with Dublin City Council and Fingal County Council. As with previous public transport projects successfully implemented by TII, TII intend to establish a Scheme Traffic Management Forum which will consist of representatives from the Local Authority, An Gardai Síochána, The National Transport Authority and other relevant stakeholders.</p> <p>The Scheme Traffic Management Forum will meet monthly to review the effectiveness of traffic management schemes implemented in the preceding month and planned traffic managements schemes which will come into effect in the next 3-month period. This forum will ensure that all temporary traffic management arrangements are implemented with the agreement of Dublin City Council and Fingal County Council and are communicated in advance to local stakeholders.</p>

<b>Submission No.</b>			<b>070</b>	
<b>Organisation Name or Name of Submitter</b>			<b>Dublin Chamber</b>	
<b>Dublin Chamber of Commerce Submission to An Bord Pleanála. Railway Order Application for Metrolink Estuary to Charlemont. January 2023</b>				
<b>Item No.</b>	<b>Section Ref.</b>	<b>Page No.</b>	<b>Observation Statement</b>	<b>TII Response</b>
				In terms of specific traffic and transport issues, TII, who themselves are a provider of operating public transport infrastructure, will work closely with the relevant local authority (DCC or FCC), and with the National Transport Authority, An Garda Síochána and other statutory stakeholders as necessary to ensure acceptable access and levels of traffic is maintained at all times throughout the construction of the Project. As outlined in EIA Appendix A5.1, Outline Construction Environmental Management Plan (CEMP), the appointed contractor(s) will be required to implement the necessary mitigation measures in relation to traffic and transportation during construction. Following the appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed to mitigate the potential environmental impacts, including those in relation to traffic and transportation.
3	Conditional Support	4	We have mentioned in the past the need to enhance the public realm to entice people to frequent the city core not only on core working days but also for recreation. We would strongly suggest that free flow of pedestrians is not impeded excessively by works. The city is still recovering post covid especially the hospitality sector. While it is accepted that some disturbance during construction will be inevitable, they justifiably want this to be short lived and properly controlled to ensure it is not at an unacceptable level.	As identified in EIA Appendix A9.5, pedestrian routes will be maintained throughout the construction period. It is important to note that at no time will there be a safety risk to the public from construction activity. Health and safety of all, whether it be the public, businesses, stakeholders, people working on the project or any other group or entity that comes in to contact with the Project, will not be compromised in anyway. In areas, such as the city centre, the designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines will be designed so that it is not perceived as uninviting by pedestrians. The environment around the sites will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will ensure that the impact to businesses and shops adjacent to the works areas is minimised. Temporary pathways will be installed where appropriate, and provision will be made to ensure access for persons with restricted mobility is maintained. Where the existing level of service cannot be maintained in the vicinity of a construction site, an alternative route will be provided. This route will be clearly signed, visible, and safe, and will provide a level of service (capacity) required to cater for the pedestrian demand.
4	Conditional Support	4	Excessive noise dust and vibrations must be kept at a level that ensure the maximum flow of pedestrians that is consistent with the health and safety of the sites under reference.	TII confirm that noise, dust and vibration levels will be maintained at a level that do not present any health and safety risk to pedestrians. All environmental impacts will be monitored, with pre-determined trigger levels assigned so that it is not possible for environmental limits to be breached that could have a health and safety impact. As noted by response (3) above, health and safety of all, whether it be the public, businesses, stakeholders, people working on the project or any other group or entity that comes in to contact with the Project, will not be compromised in anyway.
5	Conclusions	5	The highest priority for Dublin Chamber and its members is to ensure that projects will transform the city region, and that pillar four, Sustainable Mobility, of Project Ireland 2040 is carried out. This project has had many iterations in the past that have stalled, and we urge that if the Board grants a RO, that the project leaders move swiftly to procurement and construction phase. Metrolink has the potential to transform how people get around Dublin, if done right and on time. There can be no further delays to this project.	TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.