

Submission No.	262
Organisation Name or Name of Submitter	Rathgar Residents Association

Item No.	Section Ref.	Page No.	Observation Statement	TII Response
-----------------	---------------------	-----------------	------------------------------	---------------------

RE: ABP Case Reference: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymn, Glasnevin and City Centre to Charlemont Co Dublin (MetroLink) - Paula Moore (Vice Chairman) on Behalf of Rathgar Residents Association

1	Letter	1	<p>The Rathgar Residents Association believes the proposed route of MetroLink represents a missed opportunity to improve the transport needs of Dublin City, in particular Dublin South West. The proposed route duplicates an existing rail line towards Ranelagh and terminates just south of the Grand Canal at Charlemont.</p> <p>Conversely, Dublin South West has no existing rail line. Extending the proposed underground metro from the city centre to Rathfarnham/Knocklyon, serving Templeogue, Terenure, Rathgar, Harold's Cross and Rathmines, would be a much superior option allowing for a greater population catchment.</p>	<p>The overall project objective of MetroLink, as established by TII and as outlined in the National Development Plan 2021-2030 (Government of Ireland, 2021) is 'to provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. The extension of the alignment to Tallaght, via Rathmines, Rathgar, Terenure and Templeogue does not align with this objective with regards to the areas to be served by the Project.</p> <p>With regards your observation that "The proposed route duplicates an existing rail line towards Ranelagh and terminates just south of the Grand Canal at Charlemont." TII would note that infrastructure is not being duplicated, the Luas line south from St. Stephen's Green is constrained in terms of passenger capacity when compared to a MetroLink connection between St. Stephen's Green and Charlemont. The capacity of the Luas south from St. Stephen's Green is restricted due to the on-street running, restricting the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour which cannot be met by an on-street systems (Luas / bus).</p>
2	Letter	1	<p>An underground metro to Rathfarnham/Knocklyon would meet the transport demands of a growing population of commuters unlike the Busconnects Project, which proposes to remove trees, increase road widths and cause loss of, or damage, to heritage, village character and communities along its route.</p>	<p>Please refer to response (1) above. BusConnects is not part of the MetroLink scope and does not fall within the remit of TII.</p>
3	Letter	1	<p>Extending MetroLink to Rathfarnham/Knocklyon would take a large volume of motor vehicle traffic out of the road system. It would reduce the pressure on villages and communities inside the M50 limits and allow for safer commuting for cyclists and pedestrians. It is the most sustainable way to ensure the character of villages like Rathgar, Rathmines and Terenure survives and thrives for generations to come.</p>	<p>Please refer to response (1) above.</p>