

| <b>Submission No.</b>                         |                                      | 306                       |  |  |
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| <b>Organisation Name or Name of Submitter</b> |                                      | University College Dublin |  |  |
| <b>Re: Ref No: ABP-302010-18</b>              |                                      |                           |  |  |
| Item No.                                      | Section Ref.                         | Page No.                  | Observation Statement  | TII Response   |
| 1   | Introduction                         | 2                         | While welcoming the Railway Order application for the MetroLink, we are disappointed that the route will not directly serve the UCD campus at Belfield.  | <p>As explained by EIAR Chapter 7, Consideration of Alternatives, section 7.5 Assessment of Alternative Route Options, the assessment of alternatives to identify a preferred route for the proposed Project has been undertaken based on the assessment of a number of route options and station locations.</p> <p>The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy , section 12.3.10.</p> <p>Further information on the challenges associated with connecting to the existing Luas Green Line can be found in the TII published report: "Constructability Report - Green Line Closure, April 2019, ref <a href="https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf">https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf</a>". This showed that construction works to connect the metro from Charlemont to the Green Line would incur line closures over a period of up to 3-4 years, depending on construction methodology.</p> <p>For this reason it has been necessary to determine the most appropriate interchange and termination location for MetroLink. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' This is also reflected by EIAR Chapter 7, section 7.7.8 MetroLink Southern Terminus Location that explains the rationale for selecting Charlemont as the optimum location for interchange with the Green Line.</p> <p>As noted by the GDA Strategy the selection of Charlemont does not preclude any potential future connections to the west or south of the city should a Railway Order application be made for same at some point in the future.</p> |
| 2   | Supporting Sustainable Travel to UCD | 3, 5                      | As the single largest generator of trips within the Greater Dublin Area, we would strongly request consideration of the future potential to extend the proposed MetroLink to UCD in the longer term. | Please refer to response (1) above.  |

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| 3 | Enhanced Public Transport provision to support sustainable Campus development | 4 | To fulfil and surpass the Travel Plan targets and continue to meet future demand to enable more people to access the Campus by sustainable means, a step-change in the delivery of public transport frequency, capacity and connectivity to and from the Campus is critical. This is essential to meet future demand for Ireland's largest and fastest growing University and enhance Campus accessibility across the Greater Dublin Area. | <p>Please refer to response (1).</p> <p>As detailed in Chapter 9 (Traffic and Transport) section 9.4.3 and 9.4.4, the NTA's Eastern Regional Model has been utilised to obtain data on the strategic transport movements within the Greater Dublin Area, which inform the passenger demand forecasts for the Project. The ERM provides a detailed representation of all major transport modes including the public transport network, road network and active modes networks, accurate mode choice modelling of residents, a detailed representation of travel demand of four time periods (AM, LT, SR and PM), and a prediction of changes in trip destination in response to changing traffic conditions, transport provision and/or policy (such as transport projects identified in the National Development Plan and the Transport Strategy for the Greater Dublin Area 2016-2035).</p> <p>The NTA have also provided Planning Datasheets for the years 2035, 2050 and 2065, that includes forecasts for key trip generation and destination variables such as:</p> <ul style="list-style-type: none"> <li>* Population;</li> <li>* Population by age cohorts;</li> <li>* Population by school level (Primary, Secondary, Third Level);</li> <li>* Principal Economic Status;</li> <li>* Employment places at destination;</li> <li>* Employment paces at destination by type (Health, Retail, Food Retail); and</li> <li>* Education places at destination by level (Primary, Secondary, Third Level).</li> </ul> <p>These planning sheets are the principal land use scenario for all plans and schemes. Interim year planning sheets for years between 2016 and 2040, are straight line interpolation between 2016 and 2040. For years after 2040, these planning datasheets are created by extending this straight-line interpolation onwards to the forecast year, such as 2050 or 2065.</p> <p>Therefore, the Project has been designed to cater for future demand and growth projections within the Greater Dublin Area.</p> |
| 4 | Enhanced Public Transport provision to support sustainable Campus development | 4 | When the proposed Metrolink station at Charlemont is open, it will be essential to provide integrated and seamless connections between Charlemont and the Belfield campus.   | Future Public Transport connections from Charlemont to Belfield do not form part of this Railway Order submission.   |
| 5 | Enhanced Public Transport provision to support sustainable Campus development | 4 | While welcoming the identification of additional Luas lines as identified in the draft GDA Transport Strategy 2022-2042, including the Green Line reconfiguration to provide for a line from the City Centre to Bray via UCD and Sandyford, UCD are disappointed that this is not planned for delivery until 'at a point beyond 2042' - particularly given UCD's position as Ireland's largest and fastest growing University.             | Additional Luas lines identified in the GDA strategy do not form part of this Railway Order submission.  |
| 6 | Enhanced Public Transport provision to support sustainable Campus development | 5 | Noting the findings from the Metro UCD to Sandyford Feasibility Report, and as the Campus population grows, we would welcome continued engagement with the NTA and TII to establish the opportunities for the earlier planning and delivery of the additional Luas line serving UCD demand before 2042.  | NTA and TII will maintain engagement with UCD and relevant stakeholders for future feasibility studies and route considerations.   |