



METROLINK

Preferred Route

Public Consultation Report 2019

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EXECUTIVE SUMMARY

1. Executive Summary

MetroLink is the proposed high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin area.

As well as linking major transport hubs, MetroLink will connect key destinations including the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19 kilometre route will run underground, an exciting innovation for Irish public transport.

MetroLink will carry up to 50 million passengers annually, cutting journey times from Swords to the city centre to 25 minutes. It will change the way we travel – and how we live.

1.1 Every Submission Counts – Our Consultation Approach

The MetroLink team is committed to engaging continuously with stakeholders and local communities along the route. Our approach to consultation is that every individual submission counts. We promoted this philosophy throughout the process to encourage feedback from as many people as possible.

We believe that all stakeholders have an equal voice in the consultation process. Stakeholders and the general public were made aware of the consultation through a comprehensive range of methods reaching all sectors of society.

MetroLink conducted a public consultation on the Preferred Route over an eight-week period from 26 March 2019 to 21 May 2019. A previous consultation had taken place on the Emerging Preferred Route one year earlier. In this second consultation, over 2,000 submissions were received by email, post and at consultation events.

During this consultation period MetroLink received over 20,400 unique visitors to the MetroLink.ie website. The project team also held 26 stakeholder meetings with various community groups, organisations, landowners and individuals. The views contained in this Report do not reflect the views of TII but represent the views of the stakeholders who made submissions. Accordingly, TII does not attest to the accuracy of these submissions.

Feedback received



1.2 Main Issues from the Preferred Route Public Consultation

The proposal to compulsorily purchase the **College Gate apartment complex, the Markievicz Leisure Centre and the townhouses on Townsend Street** was one of the most common concerns;

A large number of submissions requested the retention of the **Markievicz Leisure Centre** or the provision of an alternative facility;

Many submissions welcomed the proposal to **postpone the upgrade of the Luas Green Line to metro** standard from Charlemont. However, a large volume **regretted the postponement** and requested the upgrade proceed in accordance with the proposal in the Emerging Preferred Route;

Many submissions cited **NIMBYism** as the reason for the postponement of the upgrade to the Green Line to metro standard and asked that the needs of the entire population of south Dublin and beyond be taken into consideration and not just the voices of a few;

There were suggestions to **terminate MetroLink at St Stephen's Green** and create an integrated transport hub at that location;

A selection of **alternative routes were proposed**, including MetroLink running south west from St Stephen's Green or Charlemont to areas such as Rathmines, Harold's Cross, Terenure, Rathfarnham, Firhouse and Tallaght. Another popular suggestion was a line to Donnybrook, UCD and Stillorgan;

MetroLink Timeline*

* Note: Timeline Superseded



A large number of submissions were received regarding the impact of MetroLink on the residential green area of **Ashley Avenue**;

Several submissions argued against the closure of the **Royal Canal Greenway** during construction and asked that it remain accessible to cyclists and pedestrians;

Access for both cyclists and pedestrians on the new **MetroLink bridge** over the M50 was considered of great importance;

Many stakeholders including businesses and organisations were supportive of **the airport link** and plans for a station at Dublin Airport;

There was concern about **potential construction impacts** and queries on what mitigation measures would be put in place for local schools and properties;

Health and safety concerns were expressed for children attending school near construction sites;

The impact of construction on the **Four Masters Park** located next to the Mater Hospital was of concern;

Submissions stated the potential impact on the residential and architectural conservation areas around Dartmouth Square located near **Charlemont station** was considered to be unacceptable.

The importance of **cycling facilities and cycling infrastructure** consideration in the early design of the project was widely requested;

The importance of MetroLink as a sustainable form of transport to help Ireland meet its **climate change commitments** and reduce its carbon footprint was widely acknowledged.

1.3 The Next Steps

The MetroLink team has reviewed each submission from this consultation and will now consider how this influences the next design phase of the project. A separate report responding to the key issues raised will be published in due course.

We would like to thank everyone who made a submission to this public consultation or has engaged with the project to date. A copy of the MetroLink Preferred Route Public Consultation document and this report can be downloaded from www.metroLink.ie.

METROLINK

An tInbhear - Charlemont

- An tInbhear
- Baile na Mara
- Baile Shoid
- Baile Foster
- Aerfort Bhaile Átha Cliath
- Baile an Dairdisigh
- An Choill Thuaidh
- Baile Munna
- Ascaill Uí Choileáin
- Páirc Uí Ghríofa
- Glas Naíon
- An Mater
- Sráid Uí Chonaill
- Teamhair
- Faiche Stiabhna
- Charlemont

METROLINK

Project Schedule



INTRODUCTION

2. Introduction

MetroLink is the proposed high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area.

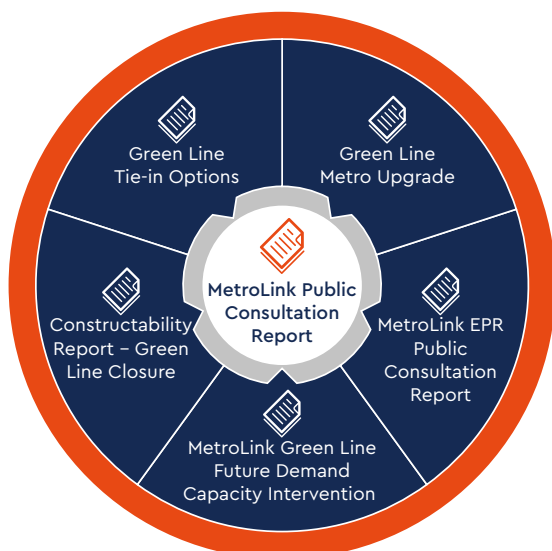
As well as linking major transport hubs, MetroLink will connect key destinations including the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19 kilometre route will run underground, an exciting innovation for Irish public transport.

MetroLink will carry up to 50 million passengers annually, cutting journey times from Swords to the city centre to 25 minutes. It will change the way we travel – and how we live.

2.1 Project Background

The National Transport Authority (NTA) published the Fingal/North Dublin Transport Study Report in 2015 assessing the need for a metro solution. Since then several steps have been carried out in order to determine a preferred route. In January 2018, the NTA and Transport Infrastructure Ireland (TII) employed Jacobs Engineering Ireland Limited and Idom (Jacobs/Idom) as a Joint Venture to provide ongoing engineering design services to develop the MetroLink scheme from concept stage through to Railway Order.

Previous MetroLink studies completed



Jacobs/Idom is also responsible for assessing the potential environmental impacts of the project and producing the Environmental Impact Assessment Report (EIAR). It is expected that the Railway Order and EIAR will be submitted to An Bord Pleanála in autumn 2020.

2.2 Public Consultation Background

The NTA and TII consider non-statutory public consultation to be an essential part of the development of public infrastructure schemes. The project team is committed to meaningful, transparent and accessible public consultation in compliance with the Aarhus Convention regarding public participation in decision making.

The first public consultation on the Emerging Preferred Route (EPR) took place from 22 March to 11 May 2018 to introduce MetroLink to the public. Full details of the first round of consultation can be viewed at www.metrolink.ie.

MetroLink has now completed its second non-statutory public consultation. This consultation took place over an eight-week period from 26 March 2019 to 21 May 2019. Over 2,000 submissions were received by email, post and at consultation events. This Preferred Route Public Consultation Report details the consultation activities undertaken and sets out a summary of the feedback received from the second consultation.

A Preferred Route Consultation Document, detailing the new alignment, the rationale behind changes from the Emerging Preferred Route along with drawings of the entire route, was published. Hard copies were distributed at public events and to various public offices and libraries. It was also made available for download on the project website.

The public were encouraged to make submissions on a dedicated page on www.metrolink.ie or by post, email or at the public consultation events.

Feedback from this public consultation has been reviewed by the MetroLink team and will be considered as the design of the route is further developed.

The MetroLink team is committed to engaging continuously with stakeholders and local communities. We would like to thank everyone who made a submission to this public consultation or has engaged with us on the project to date.

2.3 Consultation Publicity and Activity

The Preferred Route Public Consultation document was published on the MetroLink website and made available to download at the launch of the consultation. 8,000 copies were also printed for distribution. To generate awareness of the project and to facilitate public participation, a range of communications tools were used to publicise this non-statutory public consultation, including advertisements in national and local press, engagement through media and social media; updates to the project website and a dedicated phone line and email and postal address.

2.4 Summary of Feedback from Public Consultation

All feedback received as part of this non-statutory period of public consultation on the Preferred Route was acknowledged and recorded by the MetroLink Project team.

All feedback received during the public consultation open days, stakeholder meetings and through our project information channels was reviewed and considered by the Project team and is reflected in this Public Consultation Report. The graphic below shows the various stakeholder types that fed into this Public Consultation Report.

Feedback from interested stakeholders



Overall, feedback received from the organisations and Stakeholders showed strong support for MetroLink as a solution to Dublin's traffic congestion and capacity issues. Many stakeholders were pleased to see changes

to the Emerging Preferred Route especially in relation to Griffith Park station, O'Connell Street station and the revised alignment alongside the R132. However, a large number of stakeholders expressed concern regarding the postponement of the Green Line upgrade to metro standard, remarking that it is already at capacity especially during peak times. Other stakeholders thought that the Green Line upgrade to metro standard should never take place and that alternative south side routes should be investigated.

Feedback recognised that this significant investment in public transport will improve travel times and reliability and help cater for future demand for travel between the inner city and suburbs. It was also acknowledged it would provide a welcome and overdue link to Dublin Airport.

Submissions received from businesses, organisations and educational institutions were supportive of MetroLink. However, some individual responses were more critical of the MetroLink project in their feedback.

Snapshot of Submissions Received from Businesses, Organisations and Individuals

"When the project is complete, it will transform options for people travelling between Dublin city centre and Swords including Dublin Airport. Dublin Airport supports the preferred route and the intention to deliver a sustainable mode of transport that is well integrated, fast and easy to use for all."

- Dublin Airport Authority

"Fingal County Council (FCC) fully supports the development of the MetroLink project. Following on from our submission to the Emerging Preferred Route (EPR) in May 2018 and various discussions and further developments in the intervening period, we are pleased to see some significant positive changes..."

- Fingal County Council

"The development of the MetroLink has inherent potential to act as a driver of education, social change and empowerment with the Greater Dublin Area by creating an innovation and social artery."

- University College Dublin

"Our client welcomes the proposed development of a new rail line in Dublin given the increasing population of the city and its suburbs. This project has the potential to greatly improve journey times and reduce traffic congestion in the Dublin area in a sustainable manner."

- Tesco

"Overall, we are delighted that this major infrastructure project is going ahead, and we welcome it. It will be a major benefit to the overall north city area and will improve connections to the airport."

- Santry Business Association

"Dublin City Council welcomes the provision of the MetroLink scheme and considers that it has the potential to deliver a high quality and much needed transport solution for linking the airport to the city centre and providing a new high capacity public transport service to a large area of the City currently without such a service."

- Dublin City Council

"The objections raised from the emerging preferred route have been dealt with in a pragmatic way and creative solutions to other aspects such as the elevated line around Swords, have been proposed."

- Individual

"It's one of the most important projects planned in the state at the minute and probably one of the most important for a very long time."

- Individual

"I object as it is unaffordable at this time or ever. Given our current national debt, National Children's Hospital, broadband and other public commitments. I think it is an unnecessary fantasy project for Dublin."

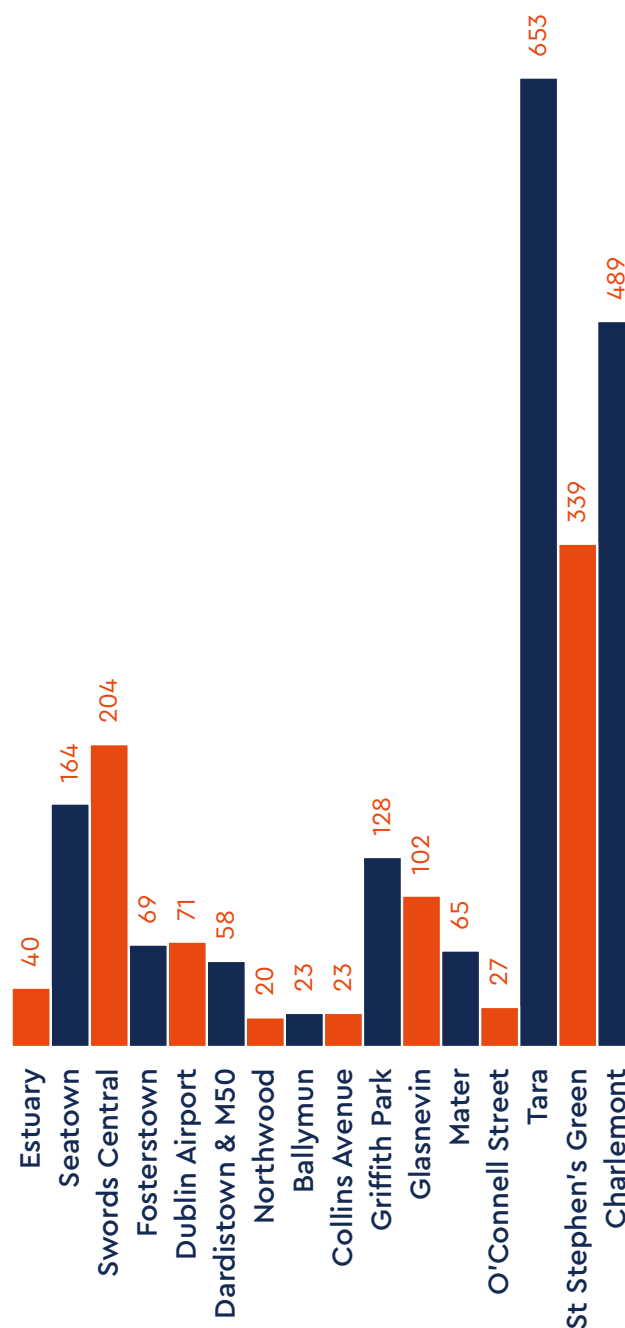
- Individual

"I would like to object on the grounds that there are not enough homes in the Dublin City Area as it is, and any government proposal to knock down homes should be considered as an absolute last resort."

- Individual

The following graphic represents the number of submissions received by station. The station that received the largest number of submissions was Tara. The station with the lowest number of submissions received was Northwood.

Tallies for Station Specific Feedback



The volume of submissions received by station is indicative of the main topics of concern from this round of public consultation.

College Gate Apartment Complex

The proposal to compulsorily purchase the College Gate apartment complex, Markievicz Leisure Centre and the townhouses on Townsend Street was one of the

most common themes that arose from this consultation period. Many stakeholders expressed deep concern in relation to the impact of this decision on residents and on the local community. Submissions cited a lack of good quality housing in the city centre, the Dublin housing crisis and that it was unthinkable to remove city centre accommodation during a homeless crisis. Many submissions requested an alternative solution for Tara station.

Markievicz Leisure Centre

The request to save Markievicz Leisure Centre was a prominent appeal throughout this public consultation. It was stated that Markievicz Leisure Centre is a vital social outlet and community amenity. A large number of submissions noted it is the only public pool and gym in the city centre with extended hours, pricing concessions and a pay as you go option. Many submissions requested an alternative public pool facility be put in place in the city centre prior to demolition.

Reinstate the Proposal to Upgrade the Luas Green Line

A large volume of submissions requested the reinstatement of the Emerging Preferred Route proposal to upgrade the Luas Green Line to metro standard. They cited current capacity issues, increased cost associated with its postponement and the need for updated infrastructure for future developments underway at Sandyford and Cherrywood.

Removal of the Proposal to Upgrade the Luas Green Line

Many submissions cited NIMBYism as the reason for the postponement of the upgrade to the Luas Green Line to metro standard and asked that the needs of the entire population of south Dublin and beyond be taken into consideration and not just the voices of a few. A large number of submissions expressed frustration at the concerns of the local residents around the proposed Charlemont station.

Terminate MetroLink at St Stephen's Green

Several submissions requested that MetroLink terminate at St Stephen's Green and that an integrated transport hub could be created at this location, which would allow for an interchange between MetroLink, the Luas Green Line and the future development of the DART underground. Many residents stated that the selection of Charlemont as the MetroLink terminus on the southside of the city has an unacceptable impact on the residential and architectural conservation areas surrounding the proposed Charlemont station.

Abandon the Luas Green Line Upgrade Even at a Future Date

Many submissions welcomed the Preferred Route proposal to postpone the upgrade of the Luas Green Line to metro standard at this time. Submissions stated that the impacts to the Luas Green Line are not

appropriate now or at a future date and would have a huge impact on the communities living along the line.

Alternative Routes

Many alternative routes were suggested, including; MetroLink running south west from St Stephen's Green or Charlemont to areas such as Rathmines, Harold's Cross, Terenure, Rathfarnham, Firhouse and Tallaght. Another popular suggestion was Donnybrook, UCD, Stillorgan.

Ashley Avenue

A large volume of submissions were received regarding the impact of MetroLink on the residential green area of Ashley Avenue. It was stated that this green area is the only green space for children to play, dog walking and general recreational activities.

Royal Canal Greenway

Several submissions argued against the closure of the Royal Canal Greenway for any period during construction and many requested an alternative access arrangement during this period so that the Greenway could remain open to cyclists and pedestrians.

Cycling Facilities and Cycling Infrastructure

It was widely requested that cycling facilities and infrastructure be taken into consideration in the early design phase of the project. Many requested adequate bike parking and Dublin bike stations to be incorporated into the design of MetroLink stations and that safe cycle routes, cycle friendly bridges and underpasses be developed. Several submissions requested that there be no disruption to existing cycle paths and that adequate safety standards are in place for HGVs during the construction phase.

MetroLink Bridge over the M50

Stakeholders cited the importance of both cycling and pedestrian access to be included on the new MetroLink bridge over the M50.

Dublin Airport Link

Stakeholders were pleased and supportive of the airport link between Dublin Airport and the city centre with many stating this was long overdue. Connectivity to both terminals was cited as extremely important with many requesting complete integration of the MetroLink station and the terminals. Stakeholders requested that further consideration be given to an underground or overground covered pedestrian walkway between the station and each terminal.

Health and Safety Concerns

Concern was expressed from local schools in the vicinity of proposed construction sites – namely Scoil Mobhí and Scoil Chaitríona located on St. Mobhí Road. Concerns were raised in relation to diesel emissions, additional traffic volumes and dust generation from

construction vehicles and the general health and safety of children in close proximity to construction sites.

Four Masters Park

Several submissions raised concerns about the impact of construction on the Four Masters Park near the Mater Hospital. It was stated that the park is of historical and cultural significance and every care should be taken with its restoration following station construction. Many stakeholders welcomed that it would be open to the public following construction.

Sustainable and Integrated Transport Solution

It was widely acknowledged that MetroLink will offer a highly accessible, fully integrated and sustainable transport solution for Dublin. Many remarked that MetroLink will greatly reduce commute times and would facilitate growth of the commuter population in surrounding suburbs. Submissions stated the introduction of MetroLink would help Ireland to meet its climate change commitments and reduce its carbon footprint.

2.5 Next Steps

The project team has read and reviewed each submission from this consultation and will now consider how this influences the next design phase of MetroLink. Feedback from this public consultation period will be considered in the development of the route that is expected to be submitted to An Bord Pleanála in 2020.










16

Pairc Uí Chona
Griffith Park



**PREFERRED ROUTE
PUBLIC CONSULTATION**

METROLINK
SWORDS - CHARLEMONT

-  MetroLink Station
-  MetroLink Interchange
-  Park and Ride
-  Airport
-  MetroLink Line
-  Commuter Rail Services
-  DART
-  LUAS Red Line
-  LUAS Green Line



3. Preferred Route Public Consultation

Following the non-statutory consultation on the Emerging Preferred Route, a number of significant changes were made to the (EPR) scheme.

These included:

- A proposed single-bore tunnel configuration;
- Charlemont station is now proposed as the MetroLink interchange station with the LUAS on the south side of the city, and the proposal to upgrade the Luas Green Line is no longer included;
- Construction will not require the acquisition of the pitches belonging to Na Fianna CLG as the Tunnel Boring Machine (TBM) launch site will no longer be at this location under the new proposal. It is now proposed to construct a more compact station under Home Farm FC's pitches;
- The EPR proposed to bore twin tunnels the whole way from Dublin Airport to Charlemont. Now, two separate tunnels are proposed, one under the airport, which would emerge at Northwood and then boring a second tunnel from Northwood into the city;
- Relocation of the depot from Estuary to Dardistown;
- Automatic Train Operation (ATO) – making it possible to run a high frequency train service using shorter trains and platforms while still delivering the required passenger capacity;
- A revised alignment alongside the R132 in cutting, rather than on elevated structures with some associated changes to station locations;
- The relocation of O'Connell Street station (off O'Connell Street) with an associated short alignment change and changes to other station layouts;
- Reduction in construction disruption at St Stephen's Green with the station moving slightly south so that Hume Street can remain open during construction; and
- The number of homes to be acquired for the project has been reduced from 105 in the Emerging Preferred Route, to 85 in the Preferred Route option due to an apartment building near Glasnevin station now being avoided.

Due to the significance of the changes, it was considered appropriate to hold a second non-statutory public consultation to enable stakeholders to provide feedback on the Preferred Route.

3.1 Approach to Consultation – Every Submission Counts

MetroLink is Ireland's largest public transport infrastructure project for many decades. Its potential positive effect on the day to day life of residents and businesses in the city is immense. As with all projects of this size and scale, it will bring numerous issues and challenges which need to be effectively and sensitively addressed.

Our approach to consultation is that every individual submission counts. We promoted this philosophy throughout the process to encourage feedback from as many people as possible. We believe that all stakeholders have an equal voice in the consultation process. The general public were made aware of the consultation through a comprehensive range of methods reaching all sectors of society.

Awareness of the consultation and project was communicated through large audience media such as newspaper and Luas advertising as well as local events such as informal stakeholder meetings and public information events. Further information on the route changes was provided in more detailed materials such as the public consultation document, artist impressions and the project website. Access to detailed information and project team members was a large part of the consultation activity. This provided the general public with timely and meaningful information relevant to their queries. Information events, accessible venues, braille maps, interactive maps and a manned phone line were some methods used to facilitate accessibility for this consultation. Stakeholders were encouraged to make a submission on the Preferred Route and were enabled to do so in the most convenient way possible.

3.2 Consultation Publicity and Activity

This section describes the communication tools used by the project team to ensure the consultation was meaningful and transparent, with ease of access to information for all stakeholders to participate in the consultation process.

The Preferred Route Public Consultation document was published on the MetroLink website and made available to download at the launch of the consultation on 26 March 2019. To generate awareness of the project and to facilitate public participation, a range of communications tools were used to publicise this period of non-statutory public consultation, including:

- Advertisements in national and local press and radio;

- Engagement through media and social media;
- An update of the project website;
- A Public Consultation document;
- Stakeholder engagement;
- A dedicated information service;
- Targeted consultation events for elected members, the media and members of the public and other interested stakeholders.

3.3 Public Consultation Launch and Events

Media Briefing

An invitation was issued to members of the press inviting them to the launch of the Preferred Route Public Consultation. A copy of the media invitation can be viewed in Appendix A – A1.

A press release was also issued by the NTA announcing details of the Preferred Route for MetroLink on Tuesday, 26 March 2019. A copy of this press release can be viewed in Appendix B.

A media briefing was held in the Alex Hotel on Tuesday 26 March 2019 to launch the consultation period. Invitations were sent to local and national press. Each attendee was provided with a press pack that included a press release, a map of the Preferred Route, a copy of the MetroLink presentation given at the press briefing and a copy of the MetroLink Public Consultation Document on the Preferred Route. Anne Graham, NTA CEO, Hugh Creegan, NTA Deputy CEO and Aidan Foley, MetroLink Project Director, presented at the press launch which was followed by a Q&A. The NTA and TII representatives were available for comment and interviews following the event.

On the day of the launch, there were 18 journalists present from national news, print, broadcast and online media. They included RTE, Virgin Media One, the Irish Times, Irish Independent, The Journal, The Times Ireland together with prominent radio news desks including Newstalk, FM104, and Q102.

A number of press photographers were also present at the launch including The Irish Times, Rolling News, and Julien Behal on behalf of the Project team.

Sample print and media coverage is captured in Appendix C.

MetroLink Media Spokesperson

Hugh Creegan, NTA Deputy CEO, is the Project Spokesperson and was available during the public consultation period for interviews and comments. Ms. Graham also presented and was available for media comment at the MetroLink press launch.

Elected Representatives Briefing

A briefing for Oireachtas members was held in the Alex Hotel on the same day as the media briefing. An invitation was issued through the MetroLink and NTA email accounts to all Oireachtas members inviting them to attend between 2.00pm to 4.00pm. Members of the MetroLink Project Team were available to discuss the Preferred Route and answer questions from elected representatives. 20 Oireachtas members attended this event and were provided with the Public Consultation Preferred Route document. A copy of the invitation issued to Oireachtas members can be viewed in Appendix A-A2. A subsequent email was also issued to Oireachtas members advising them of the public consultation open days. A copy of this email can be viewed in Appendix D.

Joint Committee on Transport, Tourism and Sport

Ms. Anne Graham, CEO, and Mr. Hugh Creegan, Deputy CEO from the NTA appeared before the Joint Oireachtas Committee on Transport, Tourism and Sport on Wednesday, 27 March 2019 to discuss the public consultation on the Preferred Route and answer any questions on the project the Committee may have.

Public Information Events

Five public information events took place during the public consultation period. Venues were selected at key points along the route to ensure communities impacted by the project had at least one accessible venue. Each information event ran from 2.00pm until 8.00pm. The table below sets out the locations, dates and attendance figures for the information events. The events were open to all stakeholders regardless of their location in relation to stations.

08 APRIL 2019	CHARLEMONT 12pm - 8pm Hilton	 250 Attendees
10 APRIL 2019	CITY CENTRE 12pm - 8pm Gresham	 177 Attendees
11 APRIL 2019	GLASNEVIN 12pm - 8pm Museum Trust Centre	 130 Attendees
15 APRIL 2019	BALLYMUN 12pm - 8pm Civic Offices	 145 Attendees
16 APRIL 2019	SWORDS 12pm - 8pm Fingal County Council	 307 Attendees

A welcome sign-in desk was situated at the entrance to the events where attendees could choose to sign in and add their names to the project database to receive updates and further information about the project.

Accessibility

All venue locations were chosen with a view to their accessibility for members of the public attending. Where possible ground level function rooms were chosen and if not possible, a lift was available to comfortably access the room.

Quiet areas were available at each venue should a stakeholder require their concern to be heard in private.

A braille map of the Preferred Route was also available for use at each venue.

3.4 Information Materials

Stakeholder Email

On Tuesday, 26 March 2019 an email was issued to all stakeholders who had made a submission to the previous consultation and/or had registered their interest in MetroLink. This email advised recipients of the launch of the public consultation period and detailed how they could make a submission. The email was sent to 4,268 recipients with a 65.3% read rate. A copy of this email and the associated database report can be viewed in Appendix E.

Newspaper Advertisements

At the launch of the consultation, 14 advertisements were placed in national and regional newspapers. These advertisements ran between Wednesday 27th March and Sunday 31st March. The advertisements publicised the consultation period, provided information on the project and informed the public how to make a submission.

A copy of the advertisements and a table detailing the publications and dates they were featured can be found in Appendix F.

National

- Irish Times
- The Star
- Irish Independent
- Sunday Independent

Local

- Gazette City
- Gazette Fingal
- Northside People East

Luas Advertising

Advertisements publicising the public consultation

period and events were displayed on Luas trams and billboards. Along the Luas Red Line, 25 posters were displayed at 23 stops from 27 March to 16 April 2019. Along the Luas Green Line, 42 posters were displayed at 39 stops and on 62 trams from 7 April to 20 April 2019.

A sample advertisement can be viewed in Appendix G.

Luas Red Line

LUAS Red Line Heuston - The Point



A1 Stop Posters
25 posters at 23 stops
27th March – 16th April



LUAS Green Line Sandyford - Broombridge



A1 Stop Posters
42 posters at 39 stops
On Tram Portraits: 62 trams
7th - 20th April

Flyers

A MetroLink flyer was produced and distributed to 92,000 homes across north and south Dublin over a five-day period from 1 April to 5 April 2019. The flyer included details of the information events, a map of the route and how to make a submission.

A sample of the flyer and a table of the areas covered by the flyer can be viewed in Appendix H.

Public Consultation Document on the Preferred Route

The Public Consultation Document detailed the background to the MetroLink project and a station by station description of the Preferred Route. The document was available to download from the MetroLink website and hard copies were provided to attendees at the events. An Irish language version of the document was also available in hardcopy.

Submission Forms and Submission Box

Hard copy submission forms were available in Irish and English at the information events if stakeholders wished to make a submission on the day and a submission box was located with the project team at the sign-in desk.

A copy of both the English and Irish language versions of this submission form can be found in Appendix I.

Pull-up Banners and Room Signage

Pull-up banners were used at the information events as visual aids showing alignment and station layout.

MetroLink branded signage was also used to direct stakeholders to the venue. Sample pull-up banners can be viewed in Appendix J.

Displays

Displays were used at the information events as visual aids. The displays presented the complete Preferred Route and station-by-station descriptions of the Preferred Route. A sample of these displays can be found in Appendix K.

MetroLink Project Team

Across all five events, members of the MetroLink technical team were on hand to answer stakeholder queries and provide more detail on the project and the proposed changes from the Emerging Preferred Route.

Interactive Screens

Screens displaying an interactive map of the Preferred Route were used by the MetroLink team at the consultation events. The screens allowed members of the public to view in-depth station mapping and other areas of interest along the Preferred Route.

Additional Maps

Additional large print maps of the proposed alignment were available to stakeholders at all venues. An aerial map of the alignment was also available. This can be viewed in Appendix L.

Artist Impressions

Artistic impressions of the design of each station were available for stakeholders to view at all venues.

3.5 Channels Informing the Public

Stakeholder Meetings

During the consultation period, the project team was available to meet with all interested stakeholders. In total 26 meetings were held during the public consultation period with property owners, tenants, landowners and commercial organisations.

Website

The public consultation went live on the MetroLink project website (www.metrolink.ie) at 2.00pm on 26 March 2019. The website was used to promote the public consultation period and contained an online version of the submission form that could be used to send a submission directly to MetroLink. The website was also available in Irish. During the consultation period, the website received 20,448 unique visitors. 82% of these were new visitors to the website with 17.3% of these returning visitors. Amongst the most visited pages on the website were the home page, the route map, 'About MetroLink' and the public consultation online submission page. The average visitor remained on the website for five minutes.

Sample website content can be viewed in Appendix M.

3.6 Project Information Services

Phoneline

A dedicated MetroLink phone line – 1800 333 777 – was manned from Monday to Friday, 8.30am to 5.30pm for the duration of the public consultation to assist stakeholders with queries.

Social Media

The NTA and TII social media channels were used to promote the consultation period and to inform people about the information events. They also provided links to documents and served to remind users of the closing date of the consultation.

Sample social media content can be viewed in Appendix N.

MetroLink Email

The MetroLink email is info@metrolink.ie. This was used to receive submissions and to answer queries from stakeholders. The MetroLink email continues to be available to provide responses to members of the public on the project.

A separate email, press@metrolink.ie was available for media requests.

Overview of the public consultation



3.7 Submissions Analysis

Initially a submission count was conducted, which showed 2,132 submissions were received from members of the public via email, phone, letter and comment sheets at the public consultation events.

Each valid submission was given a unique identification number for the purpose of the public consultation. This number included submissions received from minors, but their content was not captured for the report under General Data Protection Regulation (EU). Petitions were counted as one submission with the number of signatures received reflected in the report. We received four unique petitions.

Several submissions were received from individuals and organisations commenting on the Emerging Preferred Route as opposed to the Preferred Route. These submissions were counted towards the overall number, but their content was not captured for the purposes of this Preferred Route Public Consultation Report.

The following graphic shows an overview of the public consultation in numbers.

3.8 Consultation Response Method

2,132 respondents submitted their consultation response using the various channels.

The primary method for capturing the views of stakeholders and the public was via the MetroLink online submission form which enabled respondents to respond directly to the Preferred Route Consultation. The online submission form enabled respondents to list

their station(s) of interest and allowed a free text box to provide their feedback. Respondents were also asked to provide their name, email address, postcode, and if they wished to opt-in to receive further information relating to MetroLink. There was also a facility for respondents to upload additional documents via the online tool, to support their views. A copy of the online submission form can be found in Appendix O.

Whilst the majority of people responded via the online consultation tool, people also responded via email to the MetroLink email account, letters and hard copy comment cards.

Stakeholder Type

This graphic illustrates the breakdown of submissions by stakeholder type.

Submissions received by Stakeholder



1,518
Stakeholders



558
Individuals



20
Community
Groups/Residents
Associations



3
County
Councils



6
Educational
Institutions



18
Elected Reps



9
Lobby Groups

Consultation Response Method



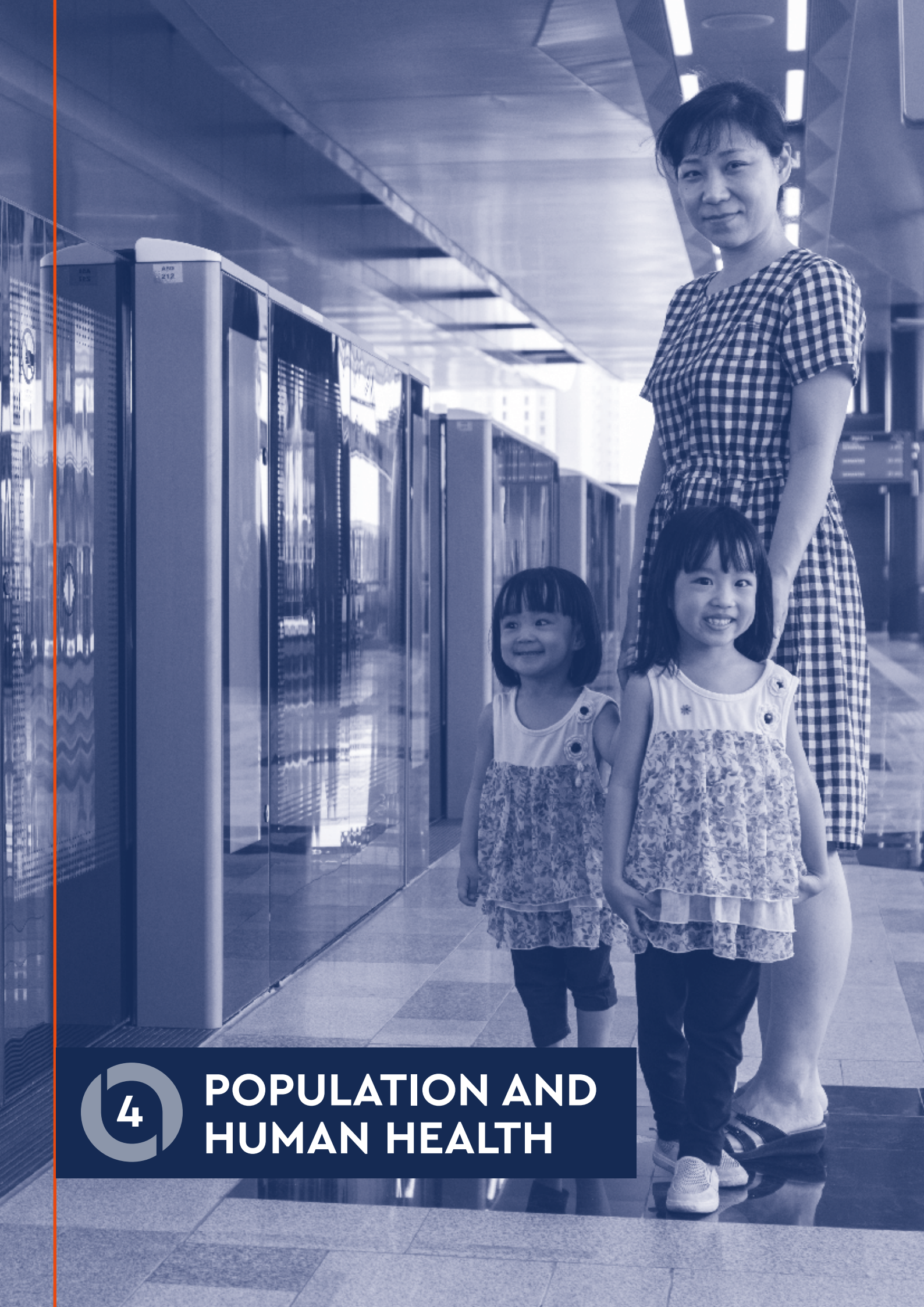


KEY THEMES

Key Themes

All feedback received was summarised under 22 different themes. The following table outlines the key themes and sub-themes that form the basis of the following sections.

Key Theme	Sub Themes	Key Theme	Sub Themes	Key Theme	Sub Themes
 Population & Human Health	<ul style="list-style-type: none"> - Health Concerns - Local Economy - Urban Sprawl - Sustainable Transport 	 Landscape & Visual	<ul style="list-style-type: none"> - Privacy - Cut and Cover - Construction Impacts - Visual Impacts 	 Stakeholder Engagement	<ul style="list-style-type: none"> - Publicity - Accessibility - Public Consultation - Responses - Access to Information - Project Team - Independent Expert
 Biodiversity	<ul style="list-style-type: none"> - Flora and Fauna - Fisheries - Birds - Terrestrial mammals - Bees - Environmental Impact Assessment Report 	 Construction	<ul style="list-style-type: none"> - Construction Equipment - Environmental impacts - Mitigation Measures - Working Hours - Health and Safety - Access - Duration 	 Tourism & Amenities	<ul style="list-style-type: none"> - Park & Ride - Airport link - Community Amenities - Recreational Amenities
 Air Quality & Climate	<ul style="list-style-type: none"> - Air quality - Climate issues 	 Need for Project	<ul style="list-style-type: none"> - General - Capacity - Government Policy - Public Transport - Cost/Benefit on alternatives 	 Tunnelling	<ul style="list-style-type: none"> - TBM - Tunnel Type - Health and Safety - EMC - Ventilation Shaft - Materials
 Soils, Geology & Hydrogeology	<ul style="list-style-type: none"> - Soils - Geology - Hydrogeology - Drainage 	 Noise & Vibration	<ul style="list-style-type: none"> - Construction Noise and Vibration - Operational Noise and Vibration - Noise and Vibration Monitoring - Mitigation Measures 	 Social Impact	<ul style="list-style-type: none"> - Impacts to Communities - Accessibility - Cycling - Greenway - Impact to Commuters
 Alternatives	<ul style="list-style-type: none"> - Underground - Alternative route - Alternative stations - Alternative solutions - Cut and cover 	 Traffic Management	<ul style="list-style-type: none"> - Construction - Operational - Parking - Park & Ride - Congestion - Pedestrian and Cycling access 	 Cost	<ul style="list-style-type: none"> - Cost/Benefit - Cost of Project - Cost of Alternative Options - Project Funding
 Material Assets	<ul style="list-style-type: none"> - Existing Infrastructure - Communications - Utilities - Existing Buildings 	 Planning	<ul style="list-style-type: none"> - National Policy - Local Policy - Planning Process - Future Planning and Zoning 	 Design	<ul style="list-style-type: none"> - Accessibility - Stations - Landscape - Integration with properties - Connectivity - Alignment - Metrolink Features
 Cultural Heritage	<ul style="list-style-type: none"> - Conservation Zones - Architectural Heritage - Archaeology 	 Property	<ul style="list-style-type: none"> - Impacts to Property – Construction - Property Value - Compulsory Purchase Order - Temporary Purchase Order - Rental properties - Compensation - Property Owner Purchase Scheme 	 The Green Line	<ul style="list-style-type: none"> - General - Reinstate the Green line - Abandon the Green line Upgrade - Emerging Preferred Route - Tie-in point



POPULATION AND HUMAN HEALTH

4. Population and Human Health

4.1 Health Concerns

A number of submissions were received in relation to health concerns. Overall, these included the impact of dust and emissions during construction, the loss of health and fitness facilities, safety during daily operation and mental health implications due to Compulsory Purchase Orders. Stakeholders highlighted their concerns regarding emissions from construction vehicles and the impact this may have on children and adults with breathing issues. An elected representative suggested that a health consultant should be made available to stakeholders. Submissions also noted that MetroLink can contribute to a more sustainable and healthier lifestyle by providing an alternative to travelling by car.

Griffith Park

Health concerns were raised in multiple submissions from the Scoil Mobhí community. The proximity of the Griffith Park station construction compound to the school and the impact this could have on the pupils of Scoil Mobhí was cited, especially by those with respiratory issues. The noise and vibrations from the works were also of concern and it was suggested that noise could cause stress for the pupils and staff. For more information see Section 14: Noise and Vibration.

Glasnevin

The impact of MetroLink on mental health was raised by stakeholders impacted by the Glasnevin station. One person living near the proposed station stated they were stressed about the project and "the worry about not knowing what lies ahead and not knowing how long I will be trapped in such an environment is taking a huge toll on my health."

Tara

A number of submissions were received referring to the demolition of the Markievicz Leisure Centre and the impact this will have on the health of the local community, as it will remove access to an affordable health amenity. Stakeholders noted that the value of these amenities "have to be part of the equation in line with the Healthy Ireland Strategy. Markievicz is one such amenity" and stated that "with growing obesity in Ireland and concerns for long term levels of physical activity, getting rid of the one accessible and affordable swimming pool makes no sense."

The impact to mental health from the proposed demolition of College Gate and resulting loss of homes was raised. One submission noted that "the CPO of my property will cause (and has already caused) immense stress to me and my family." Another submission stated that "since I discovered, via the media, that a compulsory purchase order is proposed for my home, I am waking up and going to bed with stress of the situation."

4.2 Local Economy

The impact of the construction and the operation of MetroLink on the local economy was raised. Some submissions expressed concerns that MetroLink will have a negative impact on the local economy during the construction phase, as access to local businesses will be restricted.

Stakeholders raised concerns that having a MetroLink station in the area will increase footfall and parking demand as commuters come to the area to continue their journey by MetroLink, which will have an impact on local businesses. One stakeholder compared the potential for this negative impact on local businesses to the experience they claimed to witness during the construction of the Luas in their area. "I work near the Luas line and I saw many businesses fold due to disruption of through traffic, where people simply couldn't park to go in to do their business."

By contrast, some stakeholders noted that MetroLink will improve the local economy and that an underground system is "the best solution for Dublin and its economic and population growth."

Again, the experience gained by those near the Luas was presented. "The provision of the Luas service has been a significant driver for high quality economic growth and employment in the area served. This has been on a scale which is of national importance, as well as being of benefit to the local economy." Submissions highlighted the economic benefits MetroLink will have "throughout the city and beyond." The accessibility that MetroLink will provide to Dublin Airport was thought to be crucial for economic growth. One submission stated that MetroLink "will link parts of the city with the airport and the city centre, will generate hundreds of jobs and will help our booming tourism trade." Another stated "economically, this will be an important project in balancing the North and South side divide."

The manner in which MetroLink can contribute to economic growth and local development was put forward as an argument for alternative routes. For example, one submission stated "surely if MetroLink was extended out in this direction and even past Knocklyon, it would give developers and buyers hope of having accommodation in Dublin with a good transport link into the heart of the city and onto Swords. It could go from Knocklyon onto Hunters Wood or Woodstown Village and Friarstown, places which have potential for a growing Dublin population. Places like these can only grow if they have the infrastructure."

One submission stated that the negative impact of not connecting the universities to MetroLink will impede "the city's competitive edge and its ability to build indigenous companies that can scale globally."

Seatown

One business near the Seatown station commented on the "unacceptable impacts" that the construction of MetroLink will have on their business. They were concerned that construction will restrict access to the business, lead to a loss of car parking spaces and lands and could compromise "the economic viability of future trade at location." The business stated, "the works proposed are unreasonable and unnecessarily close to [the business]."

Northwood

One business raised concerns over access to its distribution centres during the construction phase and the increase of traffic congestion in the area. They were concerned that there is "potential for the project to impact on the efficient operation of [the distribution for the business]."

Mater

The BLEND Residents' Association raised concerns about the potential impact of construction on local businesses and the lack of consultation from the project team with the business. The submissions stated that the Residents' Association "oppose the closure of Berkeley Road for six years while construction is underway, without consultation and with complete disregard for the small businesses along that street."

A local business made a submission concerning the disruption that could be caused by the construction on Berkeley Road stating that it "will affect passing trade of this business and impact the livelihood of several members of staff."

4.3 Urban Sprawl

The need for MetroLink to support the continued growth of Dublin was referred to by a number of submissions. One stakeholder noted that "the development of a high capacity rail network is key to keeping the rise of Dublin on track. Without it, coupled with the housing situation, Dublin will peak and begin to spiral as rents are unaffordable and commuting is not an option." Another submission noted that "in Sydney, the primary purpose of its brand new and first Metro system is to future-proof the city."

The Preferred Route for MetroLink was called into question by a number of submissions. Stakeholders proposed that the scope should be wider to support the development of Dublin. Alternative and additional routes were suggested for areas that had planned future developments that would require public transport into the city. Alternative routes are discussed in Section 8: Alternatives. Submissions noted that given there is currently a housing crisis, it is important to support the development of Dublin and to integrate areas that are not currently well served by public transport to allow people to commute to the city centre for employment. One submission noted that "adding more homes to within commuter distance for the city centre is necessary to alleviate the current situation."

Extending MetroLink to the south west of Dublin was suggested as a result of the growing population and development in these areas.

A large number of submissions referred to the development of areas in South Dublin, for example Cherrywood, Ballyogan and Carrickmines, which will add further strain to the Luas Green Line. For example, one submission stated that "in the next few years, Cherrywood will be providing an entirely new, high-density suburb on the line. Multiple apartment blocks are being finished along the line currently." This is covered in more detail in Section 24: The Green Line.

4.4 Sustainable Transport

There was a focus in many submissions on sustainable transport and to "help Ireland meet its climate change commitments." Stakeholders suggested that MetroLink can promote sustainability through providing more public transport options for commuters and increasing the share of non-fossil fuel transport, noting that "electrified public transport will be critical in tackling the devastating effects of climate change." For example, one stakeholder suggested that by "keeping an eye on climate change and increased urbanisation, we need public transport in the city that is sustainable and future-proof." Another stakeholder stated that "the only way to cut our carbon emissions is by having proper functioning transport links available in the city." IBEC stated that "more sustainable modes of transport such as walking, cycling and public transport must be prioritised to reduce the share of commuters trips by car to be reduced."

The importance of making a sustainable option available to people to reduce the number of cars being used on a daily basis was highlighted in many submissions. "In order to promote sustainable development of an appropriate density and reduce our carbon emissions to meet our 2030 climate targets, it is essential that we create the necessary transport infrastructure to offer a viable alternative to the car." One submission noted that driving "isn't sustainable, either as an option for moving around the city, or in relation to our carbon emissions." Another stated that "we cannot continue to let people obstruct transport improvements, so that they can drive their cars."

Making MetroLink accessible to cyclists was a theme in a number of submissions. In particular, one submission noted that improving integration with cycling is crucial "if the city is to reduce its carbon footprint."

However, some criticised the project because it was not delivering sustainable transport to all of Dublin. Some submissions referred to the decision to stop MetroLink at Charlemont and not Sandyford as an unsustainable approach. Others highlighted areas that needed improved services. One stakeholder concerned by the lack of Luas upgrade, stated that they "welcome investment in sustainable transportation projects that address the wellbeing of the people of Ireland as outlined by the Governments Project Ireland 2040," but objected "to the investment into a project that is not going to deliver sustainable transport solutions to all of Dublin and therefore [is] against the project in its proposed form." Another stakeholder suggested that policy makers should look at a sustainable, long term extension on the south and west of the city by extending MetroLink through the south of the city and linking up with the soon to open three lane highway from Waterford, Cork, Limerick and all points in between."

On the subject of postponing the upgrade of the Luas Green Line, one stakeholder stated that "we only have 11 years left to act before we reach the point of no return in terms of de-carbonising our economy. The sooner we have proper electric Metro lines the better. Putting this [upgrading the Luas Green Line] off for up to 20 years puts all our lives at further risk."

Stakeholders suggested that the project should "contribute to the greening and biodiversity of the city." MetroLink should be planned to be sustainable and holistic and "it will be important to ensure that capacity studies are carried out for pedestrian and cycle movement for cycle parking for Dublin Bike stations etc. It will also be essential to ensure a high standard of public realm works and that the project contributes to the greening and biodiversity of the city."

Swords Central

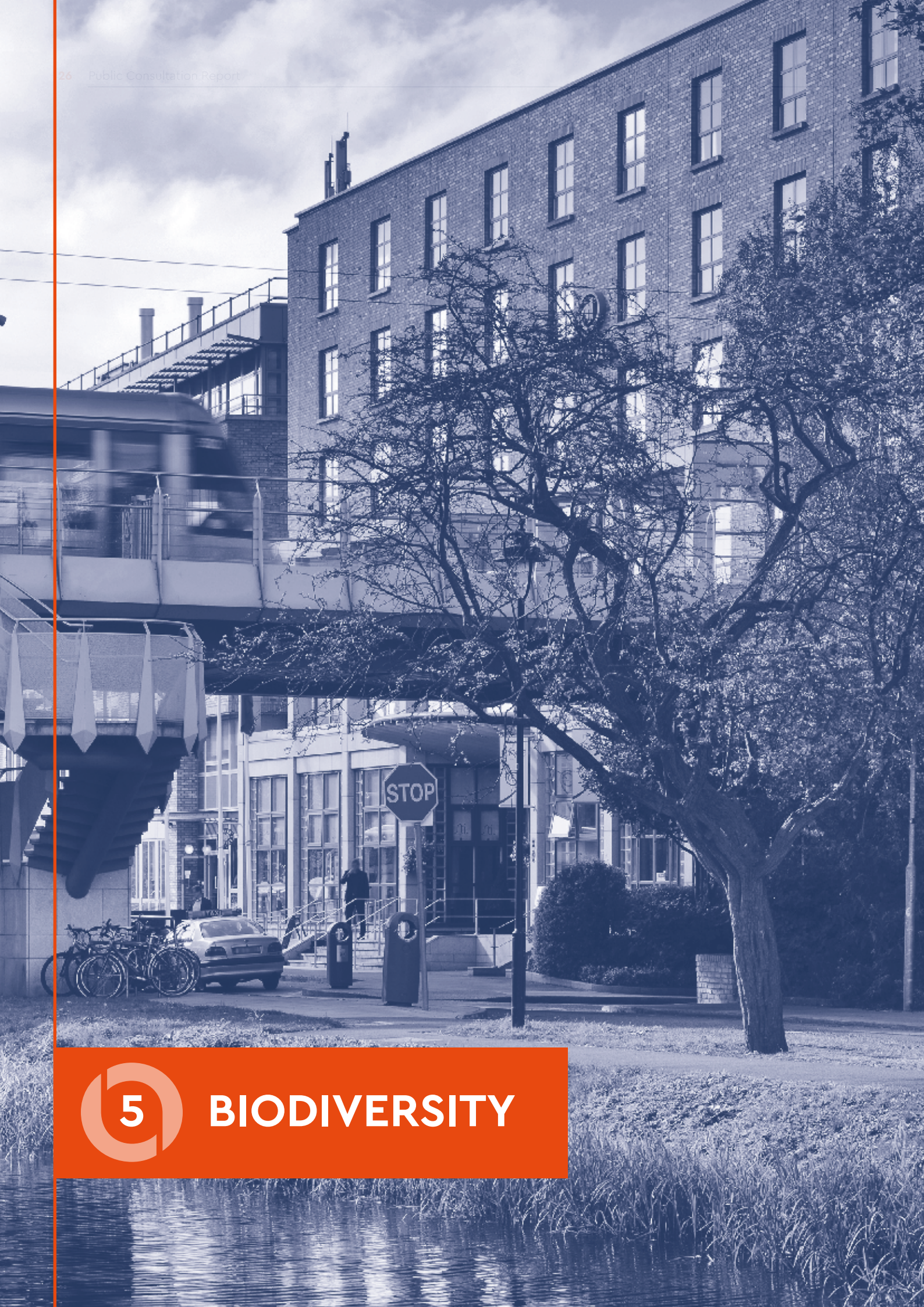
Ensuring that local communities were able to walk to the Swords station was highlighted as an important aspect of its design. Stakeholders currently consider that "the location of this stop should seriously be reconsidered to ensure it is within walking distance to as much of these lands as possible." The submission suggested that "this station location does not need to be located so close to the existing road network and moving it just a few hundred metres to the northwest would significantly increase its future walking catchment."

Glasnevin

It was suggested that the proposed Glasnevin station "should be redesigned to ensure it can be provided in a sustainable and economic manner befitting of its context, a diverse area comprising a thriving natural environment and high-quality build fabric."

4.5 Community Gain

Many submissions noted that there will be an impact to communities and businesses during the construction of MetroLink. One submission suggested that "the NTA and TII should consider providing 'community benefits or rewards' to organisations who will be impacted by MetroLink, given that its construction will lead to much upheaval over a lengthy period."



BIODIVERSITY

5. Biodiversity

This section relates to the feedback received on biodiversity issues.

5.1 Flora & Fauna

A large number of stakeholders expressed concerns about trees. Many submissions were in relation to the removal or restoration of trees. The main concern from stakeholders was the removal of trees either from their properties, or in the vicinity of the metro line and proposed MetroLink stations.

Fingal County Council requested that the project team ensures that tree surveys are carried out, trees are protected and that trees are replaced along the route. It asked that a qualified arborist supervise works to promote adequate protection of trees in line with best practice during construction.

Of particular concern was the alignment along the eastern boundary of Balheary Park. Fingal County Council illustrated that the detail of the alignment and boundary treatment should be adjusted to minimise impact on the playing pitches and boundary plantation. It was noted that sufficient land acquisition should be ensured along the route to provide space for screen planting and visual separation and setback in particular between residential or commercial areas. It was also stated that the open cut sections of the route and the boundary treatment proposed must take account of the need for visual separation.

The project team was asked to ensure adequate provision for replanting of trees along and where feasible above "Cut and Cover" sections of MetroLink route. It was highlighted that this will likely require the inclusion of significant numbers of specially constructed tree pits be part of the construction works contract.

The project team were urged to ensure that adequate arrangements are defined at an early stage for long-term maintenance of the landscaped areas developed as part of the MetroLink scheme and that the design reflects the principles of sustainable maintenance.

Fingal County Council also asked that the project team ensures that in the context of the proposed landscape treatments and engineered structures that opportunities are availed of and planned for to provide for enhanced green infrastructure, biodiversity and ecosystem services. They encouraged the early submission of detailed plans for landscape and related works to the Council and, in particular, the Parks and Green Infrastructure Division for consideration, input and agreement.

A stakeholder requested that provisions were made for the All-Ireland Pollinator Plan.

Estuary Park-and-Ride

A stakeholder noted that the quality of existing trees on the Lissenhall site should be assessed and if there are any trees of quality, they should be retained where possible. It was requested that a group of mature trees between Lissenhall Bridge and Balheary Bridge were avoided during construction.

Seatown

One submission queried whether mature trees would be returned to their original state after construction work is completed in Estuary Court. Another submission requested that evergreen trees be planted on the west side of the line, as it passes outside of their house.

Swords Central

Many stakeholders noted concerns about the removal of trees from the Swords area. A number of residents from the Ashley Estate requested that trees and shrubbery along the R132 and the Malahide Road are replanted as "these are the only means we can buffer the current traffic noise." Two of these submissions referenced the loss of "noise protection" from the Old Swords Bypass if the current wall and line of mature trees were removed.

A number of submissions noted concern about the removal of green spaces, particularly in the Ashley Estate. One submission stated that "all square footage of paths, grass and existing shrubs and trees need to be maintained" in the Ashley Estate and another submission stated that they "would like for the green outside their house not to be taken away." A number of submissions noted that there is a specimen Beech tree near the footbridge of Siemens in Swords.

Stakeholders from the Ashley Estate noted that they are "100% against any finished product with respect to our green that does not leave it exactly as it is now (prior to construction), in each and every respect. This would include (but not limited to), trees within the green space, shrubs, walls, square meterage of grass, pathways, and in particular the trees on the outside wall which are the only means we have to reduce current traffic noise levels on the Swords bypass."

Collins Avenue

A stakeholder made reference to the BusConnects project and the proposal to destroy 20 mature London Plane trees on St. Mobhí Road between the Botanic

Avenue and Fairfield Road junctions. This stakeholder highlighted their importance in binding the sub-soil.

Two submissions stated that "Dublin City Council has spent plenty of my tax payers' money putting in place the 'Tree Strategy Plan 2016-2020'" and that "trees such as those that occupy St. Mobhí Road and Griffith Avenue deserve to be protected; they are an integral part as to why Glasnevin is renowned as a leafy suburb." The submissions further noted that "tree lined avenues such as these are rare and hold immense value for residents and visitors alike. They increase the appeal of this area that hosts the Botanic Gardens, Glasnevin Cemetery etc. Roads such as St. Mobhí Road and Griffith Avenue are visually a joy, and this is and should always be valued and preserved by all. Are we to leave future generations with no treasured spaces?"

Glasnevin

Stakeholders were concerned about impacts on biodiversity in the vicinity of the proposed Glasnevin station. A number of submissions stated concerns about the loss of plants and shrubs, ecological habitats and impacts on both wildlife and domestic pets. The Royal Canal Greenway was mentioned in some submissions and stakeholders reiterated that it is a unique area that is "rich in biodiversity." One stakeholder stated that "no real thought has gone into biodiversity," while another stakeholder mentioned that "due care should be taken to minimise the impact on local wildlife in the Royal Canal Greenway during construction." A stakeholder stated that "in relation to the Royal Canal Greenway, ecological impact should be prioritised. Hundreds of native species are threatened with extinction over the next few years."

Mater

A number of stakeholders noted their concerns about the removal of trees from the Mater area. One submission queried as to how the trees in the area would be dealt with. Another submission asked for the Mater station location to be reconsidered, due to the felling of mature trees, removal of a landscaped garden and reducing the size of the park significantly after reinstatement. Concern was expressed by a stakeholder in relation to building the Mater station on top of the Mater Park, as it is "a loss of important green space for residents." This was echoed in another submission by a stakeholder stating that they were concerned about the "impacts of removal of playing parks, trees, private gardens and green spaces on biodiversity."

Charlemont

A number of stakeholders noted their concerns about the removal of trees from the Charlemont area. One submission noted that "several gardens in Dartmouth Square will lose many mature trees." Another submission illustrated apprehension about the removal of heritage trees in Ranelagh. One stakeholder was concerned about the removal of mature trees "behind the west terrace of Dartmouth Square boundary wall."

A stakeholder noted that the trees along their back wall and garden are for privacy reasons and raised concerns that no replacement tree would be sufficient due to the soil depth. This stakeholder also mentioned Beech trees on the Carroll's site and noted that their replacement was unlikely. Another stakeholder inquired about the replacement of trees felled for MetroLink. This stakeholder noted that "replanting mature trees over the station may not be possible and planting saplings could take up to 20 years to re-establish a screen." One submission highlighted that Charlemont station should not be a transport hub due to its environmental importance, with particular reference to Grand Canal and Dartmouth Square.

Some submissions requested that a "wall or mix wall railing on the boundary built and for this space to be planted with trees and shrubs so that we are not left looking out from our home and onto a concrete mass." The stakeholders also explained that they "assume that mature, beautiful trees on Dartmouth Road will also be removed and thus the minimum TII can do is replace them with mature planting on site."

One stakeholder expressed concerns that construction work would damage a pond that is located on their property where he keeps valuable Koi fish.

5.2 Birds

Some stakeholders mentioned the potential impact on birds such as buzzards (located at Siemens, Swords) and a wide range of birds of prey. One stakeholder urged the project team to "protect [the] birds of Dublin City."

5.3 Environmental Impact Assessment Report

A number of stakeholders noted the necessity of an Environmental Impact Assessment Report (EIAR). Of these submissions, some noted that issues such as the selection of the preferred route, implications of construction work and concerns relating to air quality, dust, pollution and contamination could not be properly assessed due to the EIAR not being published yet. One submission noted that "there has been no mention of an opportunity for proper formal consultation with residents associations prior to the proposals being finalised and application made for a Railway License" and that they find this "totally unsatisfactory, particularly as the real implications of this construction will not be fully known or appreciated until an EIS [EIAR] is produced, by which time we believe we will have no opportunity to appeal for fairness as the decision will have been imposed and our members will be left to suffer the consequences no matter how intolerable these may be."

Addressing human health in an EIAR was an issue brought up by a number of stakeholders. One submission noted that "an EU guide (EU Guide 2014 52EU) is in place," which states that due to the proximity of the schools (Scoil Mobhí and Scoil Chaitríona), an

impact assessment on people's health would have to be carried out. Two submissions requested that the EIAR will contain a section specifically focused on human health.

Some submissions suggested topics that should be included in the EIAR, including the effects of underground tunnelling. This opinion was particularly concentrated in the proposed location for the Charlemont station. It was noted that any assessment of the potential impact of the proposed route should include a review of surviving elements of historic designed landscapes, gardens or parks and seek to avoid these or sensitively incorporate them into the route where they cannot be avoided. The project team was asked to indicate the assessment of natural features with particular reference to the Ashley Estate.

A number of submissions were in relation to mitigation. Some stakeholders in the Ashley Estate requested that the EIAR "indicates in detail how the impact of the project is to be minimised and what protections are being put in place during construction and operation at this location." Scoil Mobhí noted that they welcome the "commitment made by TII at a meeting to engage with the school on issues arising in the context of the preparation of an EIAR and to consider at an early stage, mitigation proposals from the school." One stakeholder requested the appointment of an independent advisor and expert on the impact of construction on houses.

The Irish Georgian Society (IGS) submission stated that "in circumstances where a project requires an environmental impact assessment, as is the case with the subject Metrolink project, it would appear that it is intended that the work carried out in advance of the Emerging Preferred Route Public Consultation (i.e. information gathering, identification of constraints and identification of options from which the preferred route will be chosen) comprises the basis for the consideration of alternatives in the EIAR."

The Irish Georgian Society also raised concerns that in respect of the impacts on archaeological, architectural and cultural heritage, the decision on the Preferred Route was based "solely or primarily on the findings of a desktop analysis." It enquired if datasets such as the National Inventory of Architectural Heritage, the Record of Monuments, Places and the Record of Protected Structures were incomplete.

The IGS also raised concerns about the Preferred Route given "the absence of the relative heritage value of identified houses and structures and their likely sensitivity to the development proposed."

The proximity of the Charlemont station to both the protected structures at Dartmouth Square West and the Carroll's building on Grand Parade were cited. It was highlighted by the IGS that "no zone of influence...has been identified." The IGS questioned how the impacts on delicate structures could be mitigated through design as a result of this.

The IGS further noted that the EIAR process "is not a legitimate basis for identifying a Preferred Route Option." The IGS suggested that the Preferred Route option was prematurely chosen "in the absence of a comprehensive assessment of constraints." The IGS stated that it would be difficult to solely assume mitigation of unknown impacts was possible after the design process in order to avoid "significant adverse effects on the environment, within the meaning of Directive 2011/92/EU."

5.4 Terrestrial Mammals

A number of stakeholders raised concerns about construction work disturbing vermin which would leave the rodents seeking out "new safe havens." Some stakeholders had concerns about "vermin infiltrating my property as a consequence of removal of tonnes of waste." Following on from this, some stakeholders requested that the issue of vermin control be fully addressed in the EIAR. One stakeholder requested that "the HSE are given funding to employ at least two additional pest control staff." Another stakeholder queried what mitigation would be in place to protect residents against rats or rodents as a result of construction works. This was reflected by another stakeholder who requested "a plan for vermin control to be put in place, agreed and implemented for the site and surrounding properties." Health consequences in relation to vermin was addressed by one stakeholder.

Some submissions highlighted the potential impact on local wildlife such as hedgehogs, foxes, bats and squirrels in specific areas such as the Royal Canal Greenway and the lands at Siemens in Swords, Co. Dublin. Some stakeholders had concerns about the wildlife on their property. One stakeholder stated that "due care should be taken to minimise the impact on local wildlife."



AIR QUALITY AND CLIMATE

6. Air Quality and Climate

This section addresses feedback received relating to air quality and climate.

6.1 Air Quality

Stakeholders were concerned about the potential impact of dust, diesel emissions and increased traffic on air quality. Some stakeholders requested ongoing air quality monitoring at different sites during both construction and operational phases. They requested that this information would be readily available for residents.

The need for the project was discussed in terms of improving air quality. A stakeholder stated that "the city is choked with traffic and the Environmental Protection Agency have confirmed the low air quality, so we desperately need good quality public transport options."

Swords Central

The Emmaus Retreat Centre expressed concern regarding the additional cars in the area utilising the Park and Ride facility asking "how the fumes of 3000 cars and other vehicles will affect air quality."

In the Tara Winthrop nursing home, there is a sensory garden where the residents enjoy the outdoors. The facility voiced concerns about the sensitivity of the nursing home and the lack of consideration shown towards this. It was noted that an increase in the aspergillus spore was of particular concern.

Residents from the Ashley Estate articulated their concerns regarding air quality. One stakeholder stated that "the location of the new metro will cause significant noise and pollution issues for the estate" and said "any emissions from the tunnel should be away from the area of the estate." Another stakeholder expressed their strong objection to "any form of ventilation for the tunnel section throughout the Estate, where such ventilation would open out on to the surface area of the Estate." The stakeholder also suggested that "another form of ventilation is employed, in particular, one that does not result in any emissions from the tunnel in the estate or in the immediate vicinity." The same stakeholder also expressed concerns in relation to levels of dust and dirt that construction work would bring "especially given that Cut and Cover work would take a while." The last point that the stakeholder made is that "the project should be required to specifically indicate during the design phase how the project proposes, during construction and operation to not negatively impact on air quality at this location."

Dardistown & M50

A business owner voiced concerns in relation to the negative impacts of noise and dust on their business.

Griffith Park

The biggest concern in relation to air quality at Griffith Park was the potential impact on Scoil Mobhí and Scoil Chaitríona. These concerns included air pollution from dust and diesel emissions during the construction phase. One submission inquired "what studies have been undertaken to ensure that diesel and dust emissions will be of a level so as to not adversely affect our children's health" and "who will be responsible in monitoring those levels and reporting them to the community and school management on a regular basis." Another submission requested that pollution monitoring for the school yard be carried out by "preferably an independent monitoring company to alleviate the obvious complaints of bias."

There were also concerns about building works at the entrance of Scoil Mobhí. One submission expressed concern for the green area outside Scoil Mobhí ('Coill'). They were concerned it would be impacted by the construction phase and it will "no longer be a safe place for children to play due to inevitable dust and pollution."

Other stakeholders raised concerns about health and safety of children in relation to construction dust and the impact it can have on children with pre-existing conditions. One stakeholder detailed how exposure to cement dust can be an irritant to eyes, nose, throat and upper respiratory system and the health impacts of silica exposure such as silicosis and lung cancer. Some submissions raised concerns about a substation being built on Home Farm pitch and the impacts resulting from this.

Another resident stated that they had "no faith in the attempts of the NTA, TII or the Department of Transport to alleviate the impact of noise and pollution levels that will be exceptionally high."

Glasnevin

Some submissions expressed apprehension about air quality during the construction of Glasnevin Station and the operation of Metrolink. Some of these submissions referenced the impact of constructing Glasnevin Station beside Scoil Mobhí, with reference to diesel fumes and "other pollution." One person requested that throughout construction and operation, air quality is monitored. Another stakeholder stated that "it would be inconceivable that the underground system could operate without causing noise and air pollution problems to areas immediately above the line." They also stated that the area in which they live (Phibsboro) is already "extremely polluted by heavy traffic."

A stakeholder raised concerns about their back garden, as it is facing directly onto a construction site. They asked "what mitigation measures are in place" for dust blowing into their house and back garden. They also highlighted that their children will not be able to play in the back garden during the construction phase due to the levels of dust.

One submission recommended that "dust suppression measures" be used. They also recommended that "PM2.5 and PM10 should be monitored in real-time or overall monthly deposition and values should be reported to the schools. In terms of diesel emissions, plants and trucks not being used should not be idled over long periods, a temporary ESB connection should be obtained to avoid having to run generators for site specific needs."

St Stephen's Green

Concerns were raised by an individual in relation to noise and dust generated by increased HGV traffic in and out of the area. They stated that the "many years of construction will be a major disruption to air quality and delivery of education in schools." They also noted that "the use of noise and dust abatement measures for a project of this particular size will only have very basic alleviation effects."

The issue of dust control during the construction phase of the project is specifically referenced in the construction chapter.

6.2 Climate

The main theme from stakeholders in relation to climate was the need for MetroLink. One stakeholder stated that "improvement of public transport is essential in the view of a growing population and environmental concerns." Another submission stated that it is "time to get serious about tackling climate change by carrying out this project."

A number of people stated that "the full impact of elimination of vital spaces such as trees, parks, gardens and green spaces on climate change has not been calculated." This was echoed by another stakeholder who said that "climate disruption has not been considered in this project" and continued, "the sooner we have proper electric Metro lines the better and putting it off for 20 years will put all of our lives at risk."

One stakeholder urged the project team not to carry out "a large-scale capital infrastructural project that will exacerbate the climate crisis."



SOILS, GEOLOGY, HYDROGEOLOGY AND WATER

7. Soils, Geology, Hydrogeology and Water

This section addresses feedback received relating to soils, geology, hydrogeology and water.

7.1 Soils

One person objected to the proposed development on the grounds of it "trespassing into the subsoil underneath my property."

Some stakeholders noted the important role of trees in their area, as their root systems are extensive and help to bind the sub-soil together. Another respondent in Dartmouth Square said they "have also planted a number of trees at various positions in the garden. They added "we fear that these features will be lost permanently as it will not be possible for replacement trees to flourish in the depth of soil that will exist."

7.2 Geology

A stakeholder had a concern about the impact of underground works being carried out near their property due to it "dating back to the 1870s and it not being built to a standard that would support the underground works being carried out." This stakeholder said they would like a geological survey of the specific area relating to their property to be carried out.

7.3 Hydrogeology

One individual noted their concern about poor management of various rivers throughout the years, which has led to increased flooding incidents. They stated that "this will apply to MetroLink too" and that "studies such as hydrogeological will need to be examined in detail by a relevant independent competent expert with the results being released as part of a later, more correct, detailed and appropriate consultation process."

7.4 Water – Flooding

Stakeholders noted concerns around drainage and flooding during the constructional and operational stages of MetroLink. In particular Fingal County Council ask for the promotion of sustainable drainage with the scheme layout from the earliest stages of the design.

Estuary Park-and-Ride

A local business owner noted that the Park and Ride facility is "on what is now farm land may cause flooding unless careful thought is given to efficient water management."

Dublin Airport

The Dublin Airport Authority (daa) submission noted that drainage proposals on MetroLink must be cognisant of the airport drainage network.

Collins Avenue

A stakeholder raised concerns that building a large underground station (Collins Avenue) will greatly disrupt the existing drainage systems in the area. They continued to say that "the station will have to be waterproof and this will create a large blockage in the traditional flow paths of the Wad River tributaries and removing a huge percolation and soak away area which is badly needed to prevent localised flooding after heavy rain."

Griffith Park

Stakeholders expressed concern that the area in the vicinity of the proposed station is already subject to surface water flooding, with a submission stating that this was due to a disused local quarry.

Stakeholders raised the River Wad as a flooding concern as a tributary is located to the rear of houses on the Ballymun Road. Heavy rainfall can result in surface water flooding to back gardens and a submission stated that a large-scale excavation could worsen the risk of flooding. A stakeholder noted that the proposed station could create "a large blockage in the traditional flow-paths of the Wad River tributaries and removing a huge percolation and soak away area, which is badly needed to prevent localised flooding after heavy rain."

Tara

A stakeholder noted that issues such as flooding as identified in their submission on the Emerging Preferred Route should continue to be considered when developing the Tara Street proposed station design.

7.5 Water – Groundwater

One stakeholder raised concern that construction could result in possible contamination of the water table.

Griffith Park

A stakeholder raised concern that the construction of the proposed station could lead to changes in groundwater patterns, causing risks to schools and houses located in the local area.

Another requested that surveys on homes outside the dedicated zone of influence would be carried out due to groundwater movement and projected settlement.

Glasnevin

A stakeholder highlighted the issue of groundwater and the rising water table in the area. The presence of a tributary of the River Wad in the area was also noted.

Another said they were not confident that flooding had received appropriate consideration in the selection of the proposed station location. They stated that "there are a significant number of rivers, above and below ground, in and about Dublin. There is also a high water table throughout the Dublin area which has been significantly aggravated by the level of development and construction over the past two – three decades or so, resulting in parts of Dublin now being described as fluvial plains because of the subsequent, frequent flooding for a variety of reasons, but primarily as a result of poor management of the rivers, unsatisfactory or improper drainage being installed, building on floodplains etc."

Charlemont

A stakeholder noted that groundwater levels could potentially be altered during construction and over the longer term.

7.6 Impact on Water Supply

Tara

Stakeholders noted there is a sewage pipeline in this area and requested information as to whether Irish Water have been consulted. Another stated that "it is unheard of in any development scheme of this magnitude and significance that the diversion of a sewer line be cited as the main reason construction cannot continue."

Charlemont

A stakeholder requested that MetroLink take into account the dual sewage system in use. Another noted that the proposed station was in an area of architectural conservation and that they had concerns on the impact on water and sewage systems.

7.7 Mitigation Measures

Griffith Park

One submission expressed concern that tunnelling will damage the dual sewage system of clay and lead pipes that are used in the area. The submission from Na Fianna requested information on how tunnelling would affect drainage. The submission from GADRA asked for information about where water from the proposed site would be discharged.



ALTERNATIVES

8. Alternatives

This section relates to feedback received on alternatives to MetroLink's Preferred Route.

8.1 Underground

A number of stakeholders suggested that the entire MetroLink route should be kept underground with one stating "we need a well-planned underground system" and another added that keeping MetroLink underground will "avoid adverse impacts on the current built environment." It was noted in one submission that "the extra cost of going underground will be relatively small, if all costs considered and when depreciated over the expected lifetime of the system, which should be 100+ years."

Stakeholders identified specific sections of the project that should be changed to underground. One questioned why MetroLink from Estuary to the airport is following the line of the road and suggested that it should be underground to the centre of Swords.

A number of respondents asked if the demolition of the College Gate building could be avoided by tunneling under the College Gate apartment complex. It was suggested that tunnelling should, where possible, go under institutional land rather than residential land. For example, the line near the Mater station is planned to run under a residential area, but the stakeholder suggested that the project team "review this section of the line and consider the less invasive route under Mountjoy [prison] as an alternative as it still permits connections with mainline train services at Cross Guns Bridge."

Seatown to Swords Central

Stakeholders suggested that keeping MetroLink underground at Ashley Estate would be more appropriate as the current plan removes part of the green area "leaving the younger children nowhere to play" and ruining "the views of the houses outside the green" which "could lower the prices on our houses."

One respondent noted that "as our understanding now stands, the need for a tunnel is already a requirement where the track will pass under the Malahide roundabout and therefore it will be an easy option to go for. Indeed, given that in many other areas along the route, a tunnel seems to already be in the plans, the overall addition of this small section will not add any significant monetary costs in overall percentage terms." It was noted in another submission that MetroLink will cause "significant noise and pollution issues for the estate" and added "it is essential that the line be effectively a tunnel."

A large number of residents from Ashley Estate stated, "as residents of Ashley Estate, we are 100% against any form of a track through our estate unless it is in effect a tunnel. Our preferred method would of course be a bored tunnel, this would eliminate many if not all our other concerns...not to mention the substantial and prolonged disruption that will be inevitable as a result of a cut and cover option."

Cllr Dean Mulligan noted that noise is an issue in the area between the Seatown and Swords Central stations due to the dual carriageway and its proximity to residents in Seatown Park and Comyn Manor and putting MetroLink underground would help to mitigate noise. Woodies DIY suggested that "a tunneled rail line under the central median of the Swords Road would be a much more cost-effective solution. There will be some temporary construction impacts on the Swords Road, however, this is a Regional route and not a national Primary or Secondary Route."

Fosterstown

It was suggested that putting the line underground would help mitigate noise issues at Fosterstown.

8.2 Alternative Route

Many submissions included suggested alternative routes for MetroLink. It was stated in a number of submissions that TII and the NTA should carry out "an appropriate study to deliver the optimal long-term solution for transport on the south side of the city in conjunction with local communities."

A number of re-route requests were received from local communities and landowners. For example, Tara Winthrop Private Clinic provides facilities for elderly people and requested that the route be redirected to avoid creating stress for its residents. A number of submissions suggested that MetroLink should integrate Heuston Station and Connolly Station. Trinity College Dublin requested routing the alignment to the east side of the campus to avoid the sensitive equipment that is situated above the Preferred Route.

One stakeholder suggested a route that encompassed Dublin as a whole, suggesting a circular route from Swords to the airport through Drumcondra, then connecting to O'Connell Street and onwards to Cabra and Finglas. From O'Connell Street the line would link to the Luas Red and Green lines and onwards to Connolly Station via Spencer Dock and linking to the Luas Green Line at Charlemont. From Charlemont the line would extend to Rathmines and continue on to eventually link to Tallaght and reconnect with the Luas Red line at the Red Cow Roundabout. The stakeholder noted this route "serves all the main roads, rail and air access points to

Dublin. It links many industrial, office and commercial areas with residential areas. The network also links many educational and cultural institutions as well as hospitals."

Another suggested a route that includes a "tunnel from the Docklands to Grand Canal, Donnybrook, Charlemont, Dolphins Barn, St. James and then into the tunnel under the Phoenix Park to provide a circuitous route." The following stations "St. Patrick's Cathedral – Guinness Storehouse – Heuston Station – Phoenix Park (Dublin Zoo) – Phoenix Park (Monument) – Castleknock" were suggested. Another suggested alternative included, Grand Canal (Trinity Innovation Centre) to Ballsbridge (Google) to Vincent's Hospital to Sandyford.

One of the alternative routes suggested in the feedback aimed to make the Phoenix Park more accessible to the public. It was suggested this could contribute to a more sustainable and healthier lifestyle by providing a MetroLink station in the park, allowing the public a way of getting to the park as opposed to travelling by car. It was stated that "the physical health, mental health and wellbeing benefits are not quantifiable, but must be taken into account."

Another stakeholder referred to the Transport21 report published in 2005 and stated that "the key findings of the Executive Summary clearly indicate that a MetroLink is required to service Tallaght and orbital towns of Blanchardstown and Finglas, that is economically feasible and that there is support for a Metro project." It was suggested MetroLink should go through the south of the city and link up with the "soon to be opened three lane highway from Waterford, Cork and Limerick and all points in between. This would involve installing a large Park-and-Ride facility on the Naas Road."

Many stakeholders requested that the route be changed in order to incorporate Drumcondra as they noted this would "enhance the Maynooth line, by adding an interchange at Drumcondra." Stakeholders also requested that the interchange station be moved to Drumcondra for people attending Croke Park on match days.

Alternative Route – South West

A large number of submissions suggested that MetroLink should serve the south-west of Dublin from either St Stephen's Green or Charlemont. This route was a popular suggestion as stakeholders stated these areas are currently underserved by public transport. Stations mentioned for the proposed south-west route included Portobello, Harold's Cross, Rathmines, Rathgar, Terenure, Rathfarnham, Firhouse, Knocklyon, Ballyboden, Jobstown, Fettercairn, Tallaght, Clondalkin and Lucan. Some submissions suggested that it would then be possible to add links to Clondalkin and Lucan. It was also noted in submissions that the BusConnects project could create "opportunities for linkages to a MetroLink for this expanding population zone." Other variations of this route included areas such as, Kimmage,

Templeogue, Spawell, Palmerstown and Churchtown. One respondent added that the population in the south-west corridor "from Charlemont to Firhouse is greater than the population in the corridor served by the Luas Green Line and therefore the passenger justification for having a metro is met."

It was noted in a number of submissions that a south-west route was a more economical use of public money with one stakeholder stating that it is a "huge waste of tax-payers' money to bring out [MetroLink] to Charlemont when there are areas of the south side more in need of the service than Ranelagh." Stakeholders also suggested that this route could be an alternative solution to the proposed BusConnects scheme.

Rethink MetroLink requested that consideration be given to extending the underground high-speed rail to deliver services to under-served parts of the south city either south west Rathgar to Sandyford via Tallaght or east St Stephen's Green to Sandyford via UCD, or both. They noted "while the current plan to continue tunnelling to Charlemont / Ranelagh does not render this approach impossible, it would seem that terminating the Northern MetroLink line at St Stephen's Green presents a scenario for a far more elegant and integrated solution at some stage in the future."

One stakeholder stated that "the south-west Dublin transport corridors served by the R114 and R137 lack the DART, Luas and N1, quality access that other parts of Dublin currently have, which appears to be an uneven approach to spatial urban development."

Alternative Route – South East

The other popular suggestion was the creation of a route servicing UCD via Donnybrook through to the Sandyford Luas station taking in Mount Merrion and Stillorgan. It was suggested that this route could create "a technology corridor linking UCD with the new generation of businesses at Sandyford." Some stakeholders suggested that MetroLink can link into the Luas Green Line at Sandyford while others suggested that MetroLink should continue to Cherrywood.

In contrast, a stakeholder stated that they "disagree with attempts to divert the line to Rathfarnham or UCD as these will be more expensive and will not address overcrowding on the [Luas] Green Line." Another stated that there are a number of complications with the route to UCD "in relation to construction, geology, portal locations, the low density of some of the areas that would be served and the general wisdom of committing to a route that hasn't to date been studied." One respondent stated that "the alternative routes proposed for a metro (UCD/Rathfarnham) do not currently and will not have the population to merit the spend" and that they consider BusConnects "a far more suitable and flexible plan for these lower-density population areas."

In his submission, Cllr. Noel Duffy referenced motions passed by the Eastern and Midlands Regional Assembly

on the Regional Spatial and Economic Strategy (RSES) for that region. He noted that "motions were passed (by a large majority) before and after the RSES public consultation process to extend the metro from the city centre to Knocklyon or UCD and the Tallaght Luas to Booterstown creating a south city orbital." He noted that these extensions would be from Charlemont. He also stated that "the NTA Strategy and Regional Spatial and Economic Strategy are required under legislation to be consistent with each other."

Alternative Route – South Dublin

Another suggested route involved continuing "the tunnel towards Bride's Glen (or even Shankill or Bray to fully integrate the metro) with stations at Dundrum, Central Park, Leopardstown, Carrickmines, Cherrywood and keeping the Green Line Luas for local traffic."

Alternative Route – North Dublin

A number of submissions suggested the creation of a link from the Estuary Park-and-Ride to the Donabate DART station. This would link MetroLink to the Northern Line which would "make more sense for going to the airport if coming from the likes of Balbriggan and Drogheda rather than going into Dublin and then out again." Some stakeholders suggested that MetroLink could continue to Donabate or Rush and Lusk "as a strong development and network opportunity for this infrastructure."

Another suggestion was to route west from the Estuary Park-and-Ride "towards the planned large housing development of Moorestown" which would "lead to easier MetroLink access to the west of Swords which is expanding rapidly."

One stakeholder suggested extending the "MetroLink track north, from Estuary (Turn back) by 100m on proposed link line to the Northern Heavy gauge line. This section should run under the proposed Swords Western Distributor road therefore allowing an uninterrupted MetroLink link to the Belfast- Dublin rail line."

Another stakeholder suggested linking MetroLink to the Luas at Broombridge rather than continuing to Charlemont, as they noted "then you are only digging up one half of the city and you are making less construction work."

Another person suggested that the line should be re-routed from Ballymun Road towards Glasnevin Hill with the station located across from the Met office, then continue under the Botanic Gardens, onto the Finglas Road towards the Glasnevin station. The stakeholder added "I think the alternative route has many advantages over the original route as it goes under far less residential properties than the original route and is closer to the Bon Secours hospital."

It was suggested by stakeholders that Santry has a strong need for improved transport links, due to the

increasing population and development in the area. It was requested that the route be reviewed to enable the local population and employment centres avail of MetroLink. It was suggested that the tunnel could turn west towards Santry after the Ballymun stop.

One stakeholder suggested that MetroLink should serve east Dublin, Clonsillaugh, Coolock, Darndale and then link with the DART at Clongriffin.

Mater

A stakeholder suggested a second connection or divergence from the Mater. They said if implemented "in future it could serve the higher density areas like Coolock and key infrastructure like Croke Park." They added that a second northern line could be developed linking with the DART in the future.

The Berkeley Road Environment Awareness Group said they preferred the original location of the Mater station as "this location would be most convenient for hospital users."

St Stephen's Green

A large volume of stakeholders suggested that it would be preferable to stop MetroLink at St Stephen's Green as this "would allow for the interchange between MetroLink and the Luas Green Line and cater for the development of the DART underground." They continued that "this would not only save money but also allow MetroLink to continue east onto UCD or south-west as appropriate."

Charlemont

Many stakeholders requested that MetroLink stop at St Stephen's Green and not link up with the Luas Green Line at Charlemont. Stakeholders suggested that alternative routes such as south-west or east would be more viable from St Stephen's Green. Please see Section 24: The Green Line

8.3 Alternative Stations

Suggestions were received for alternative locations for the proposed stations and for additional stations along the Preferred Route.

One suggested that the previous Metro North proposal should be revisited, and those alternative stations looked at by the project team, as they said that station locations have been re-positioned and incorrectly and improperly named."

Dardistown and M50

The Comer Group requested that "the proposed depot be removed from this strategic landbank entirely. Alternatively, the proposed depot site should be located, in the approximate position as shown in the previous consultation document." The Comer Group also added "we firmly believe that the Dardistown stop should be constructed as part of the MetroLink

development and not as a station that could be added subsequently. The current preference is that this would be an underground stop which would utilise MetroLink and create additional revenue for the operation of the scheme."

Dublin Airport

It was suggested by a large volume of stakeholders that an additional station be constructed at Dublin Airport to serve both terminals. One stakeholder also noted, "consideration should also be given to a third stop in the environs of the airport considering the amount of commercial and industrial units in the area."

Mater

A large number of submissions questioned why the existing station box at the Mater Hospital was not being used for the Mater station. One stakeholder noted "a significant amount of (now seemingly wasted) excavation and reinforcement work was done in preparation for a Metro station, during the development works of a few years ago."

Cllr. Mary Fitzpatrick stated that "NTA/TII must demonstrate why it cannot use the other alternative station and machinery depot sites in the vicinity."

St Stephen's Green

One stakeholder suggested that the previous plan to "dig out the pond in St Stephen's Green to build the station" be revisited by the project team to allow for a closer connection.

Several stakeholders suggested to move the station to the other side of the Green, noting "a more acceptable, practical and less intrusive site location would be to move the station to the other side of St Stephen's Green near the commercial shopping area, by or near the existing Luas station."

8.4 Alternative Solutions

A number of alternative solutions were put forward by stakeholders to alleviate MetroLink related concerns.

Stakeholders suggested that an interchange at St Stephen's Green would allow for the development of the Green Line and "cater for the development of the DART underground." It was noted that this would save money and allow MetroLink to serve areas currently neglected by other public transport methods. Stakeholders suggested that the interchange should be located in the city centre. Stakeholders noted that this would be a viable solution until such time as a south westerly route was established. One stakeholder stated that "we will welcome a MetroLink stop at Charlemont" when MetroLink is further expanded.

It was suggested that an increased bus frequency and an increase in Quality Bus Corridors (QBCs) be considered as an alternative to MetroLink. It was noted

that this would both improve air quality and decrease noise pollution. It was also suggested that a DART extension to the airport would be a suitable alternative to MetroLink as it would allow for both extension and improvement of the current lines.

It was highlighted by a stakeholder that by locating MetroLink under the M50 motorway, it would significantly reduce commuter traffic.

One person suggested that the track gauge should be able to facilitate both MetroLink trams and DARTs in the future, "this might facilitate passengers travelling to and from the airport from Drogheda, Bray or Kildare."

A stakeholder noted that "the NTA should develop a proper integrated transport solution for the south side, which would not only eliminate the issues surrounding the upgrading of the Luas Green Line but would also eliminate the need to implement the BusConnects plan. This will destroy the main routes leading into the city for little or no gain in travel efficiency, or a reduction in private car commuter journeys."

It was noted that maximum interchange should be provided at stations. Dublin City Council expressed concern regarding the "lack of direct interchange with the other rail-based transport at all the proposed stops." It was stated that there is "a clear opportunity to provide a direct link at both the Charlemont and Tara stops." It was further noted that the proposed BusConnects routes should be fully integrated into the design and development of MetroLink stations.

Glasnevin

BLEND Residents' Association noted that both Cosgrave's car dealership on Dorset Street and the Musgrave's Cash and Carry site on Berkeley Road are vacant sites. It was suggested that using a vacant commercial site would require "no loss of green space or trees for any local community."

Tara

Stakeholders provided a number of alternative solutions that would prevent the College Gate Apartments, Markievicz Leisure Centre and Townsend Street townhouses from being demolished.

The project team was urged to locate Tara station under the Apollo and Hawkins House sites. This was suggested due to the size of these sites in comparison to the proposed site. Stakeholders argued this would cost the project less and would be a quicker route for passengers.

The Department of Health buildings and Ulster Bank were suggested as viable site options without impacting community amenities such as the Markievicz Leisure Centre.

A stakeholder suggested that by extending the platform at Tara station and re-opening the investigation into

the diversion of the Townsend Street sewer line, an alternative solution could be reached.

It was suggested that derelict listed buildings in the surrounding area of Tara station should be considered over the current plan.

A stakeholder explained the benefits of moving the station south, which included ease of access, a reduction in congestion and no demolition of homes. It was noted that by moving the station, there would be better access to Trinity College. Suggestions were made to connect to Grand Canal or Pearse Street.

It was suggested that acquiring the block bounded by Luke Street, Spring Garden Lane, the DART viaduct and Pearse Street would cost significantly less than the proposed CPO of Townsend Street, Markeivicz Leisure Centre and College Gate. A number of submissions supported the proposition to move the station towards Pearse Street.

A stakeholder suggested that rehousing tenants of the College Gate apartment complex temporarily and rebuilding the complex after construction would be an alternative solution to the proposed CPO.

A station location between Pearse and Townsend Street was suggested as another alternative. It was noted that this would "still fulfil a number of vital requirements and deal with issues raised for earlier alternatives."

Charlemont

Stakeholders in the Charlemont area suggested that terminating MetroLink at St Stephen's Green would be a beneficial alternative. Others made the point that St Stephen's Green is a highly accessible location and would be better suited as a terminus until a southern route had been planned.

Other stakeholders suggested that amending the design of Charlemont station would improve the interchange between Luas and MetroLink.

Stakeholders suggested increasing the depth of the MetroLink tunnel in order to move the alignment westwards from Dartmouth Square to the Carroll's building to lessen impact on residents.

8.5 Cut and Cover

A number of submissions addressed the cut and cover construction method for the stations, which was cited frequently by respondents.

It was noted in one submission that the "proposal to cut and cover the stations is a very intrusive construction method and has a lot of hidden cost both financially and a huge public and environmental knock-on effect."

Others argued that the open-cut track in some places would be invasive and offered alternative options.

From Estuary to Fosterstown

In this area, stakeholders requested that the track from Estuary to Fosterstown be changed to a retained cut or cut and cover. They argued this would mitigate noise deriving from the proposed ground level track.

Another stakeholder expressed concern that if cut and cover was not implemented, "the noise levels will be intolerable to live in the area." Another stakeholder added, "we have enough noise pollution from road traffic" and requested that a cut and cover track be implemented.

Fingal County Council stated, "we would submit that greater consideration be given to extend the cut and cover section of the track through along the R132 between the Fosterstown and Estuary stops in order to successfully integrate MetroLink with future developments on lands immediately adjoining the route and increase permeability of the Masterplan lands and reduce community severance."

Seatown to Swords Central

A number of submissions requested that the project team extend the proposed cut and cover design from Seatown Road roundabout to the Malahide roundabout. It was suggested this would "avoid the use of open ventilation shafts" on the green located in the Ashley Estate. A number of local residents were opposed to the proposal for a retained open cut track.

It was noted that the tunnel under the Malahide roundabout "should be extended well past the north end of Ashley Estate."

Swords Central

A stakeholder explained that "in terms of alignment through Swords, I would resist any move to replace open-cut sections with cut and cover (let alone bored tunnel) as some people have suggested, on grounds of scope creep." This stakeholder continued that they would not rule out "limited additional sections of cut and cover."

Charlemont

Several stakeholders questioned why "the mining and sprayed concrete method rather than cut and cover was not being considered for the city centre and at Charlemont station." It was noted that this could lead to some destruction of property, homes and could cause traffic chaos.



MATERIAL ASSETS

9. Material Assets

This section relates to material assets such as existing infrastructure, communications, utilities and existing buildings.

9.1 Existing Infrastructure

Feedback received included suggestions as to how existing infrastructure could be integrated into the new MetroLink system. A stakeholder noted that "no opportunity should be missed to maximise integration with nearby rail and bus routes."

A submission noted that "other cities have passenger tunnels to help the smooth flow of passengers and I believe Dublin should do likewise. I mentioned this at the Public Consultation at the Gresham Hotel. I was told that it would be too difficult due to the Victorian Pipeline Network."

One submission stated that "it is not good enough to damage public infrastructure, exposing vulnerable road users to unnecessary risk, during and post project." A submission from a local business stated that "it appears from the information contained in the Consultation Document, the preferred route for the MetroLink line indicative construction and proposed new access roads will, during MetroLink construction and operational stages, directly impact on the operation of the existing...plant as well as its associated infrastructure including pipelines."

Estuary Park-and-Ride

A submission noted that proposed development lands at Lissenhall are "substantial and are strategically located in terms of both existing infrastructure and the preferred MetroLink alignment."

Ballymun

Stakeholders in Ballymun queried if their utilities such as water, drainage and electricity would be relocated in instances where planned station locations coincided. A submission noted:

"In the last 5-7 years all of the main services such as water, drainage and electricity were relocated to the east side of the road on which it is planned to locate the station. There has been no mention of a relocation or adjustment to existing underground utilities and services in the area, which from previous proposals will involve 1-2 years moving these services to the other side of the dual carriage roadway. We believe that if these services need to be again relocated to enable the station works that this will significantly extend the

station build time and thus add to the already very heavy burden which will be imposed on the residents living in close proximity to the proposed station."

Glasnevin

A submission stated that "this proposed design does not seem to take into account other previously approved infrastructure in the area e.g. the canal cycleway, BusConnects corridors, substantial redevelopment of buildings or sites to south of Cross Guns Bridge or the proposed Glasnevin Cemetery or Royal Canal green connection."

Tara

A stakeholder stated that MetroLink "did a PR exercise in outlining your 'examination' of the alternative routes, including the moving of the Tara Street station south towards Pearse Street which you rejected because your €5 billion budget couldn't stretch to the diversion of a public sewer."

Another submission stated that there was "no additional risk to Dart Viaduct. The majority of the station work can remain to the west of the Dart tracks, as was proposed in the initial preferred route option" and a further submission noted that it would be preferable that MetroLink do the majority of station work "west of the Dart tracks, as was proposed in the initial preferred route option."

Charlemont

Several submissions noted concern at the proposed station location at Charlemont. A submission stated that "Dartmouth area residential streets are already heavily traffic congested and with limited parking. The location is further constrained by the Canal."

There was concern that an underground station would "greatly disrupt the existing drainage systems in the area."

A submission stated that "Charlemont is not a suitable location for a major metro terminus which is by default what you are planning to do. It's locked in by the canal and is right in the middle of a residential area with no transport infrastructure around to support the hundreds of thousands of daily commuters."

One submission noted concern that there was "no history of infrastructure to cope with a Major Transport Hub."

9.2 Communications

Stakeholders noted the potential that MetroLink has to impact on communications infrastructure with a submission requesting information on "how your plan affects that infrastructure, compared to the alternative plans?"

A submission noted the potential for MetroLink to impact on emergency services communications and asked "have you investigated the telecommunication infrastructure which enters Townsend Street Fire Station?"

9.3 Utilities

Stakeholders noted concerns about the potential for MetroLink to impact utilities such as sewerage systems, gas, electricity and broadband.

A stakeholder said that in the context of utilities infrastructure, "although rerouting the sewer is a problem, it shouldn't be the end of a badly-needed and long overdue infrastructure project." An additional submission stated that "it is unheard of in any development scheme of this magnitude and significance that the diversion of a sewer line be cited as the main reason construction cannot continue."

Submissions expressed concern about the location of infrastructure such as sewerage pipelines particularly in Architectural Conservation Areas (ACAs). A stakeholder noted "we are greatly concerned that the environmental impact assessment report has not yet been published and this could have significant impact on the selection of the preferred route. Our property is in an area of architectural conservation and we have concerns on the following: impact on water and sewage service."

Some submissions commented on the potential disruption to sewerage systems. One stated, "I have concerns around the risk of damage to the dual sewage system in place in our area and I request the arrangements to protect this system are disclosed in a transparent manner." One stakeholder said residents are concerned that tunnelling will damage the old clay and Victorian lead pipes in their area.

A stakeholder noted that "potential damage to foundations, gardens or services such as pipe work, etc. needs to be specifically addressed." Another submission said that the relocation of existing utilities could result in "significant additional range of works causing disruption to the area for an additional year at least."

A local business stated, "the proposal has the potential to impact on pipelines and other buried services crucial to the operation of the facility due to the proposal to provide MetroLink below ground level in the vicinity ... construction works in this area have the potential to impact on pipelines."

The submission from the Gate Theatre noted closure or cancellation of performances may result if there are any disruption to utilities.

Collins Avenue

A submission on the proposed station noted that there had been previous disruption due to the relocation of utilities. The submission stated "with the proposed location of the Collins Avenue underground, these services will all require relocation across to the west side of Ballymun road, necessitating a further considerable time disruption and design works prior to the commencement of any works on MetroLink. These will involve probably a further 1-2 years of serious disruption for the residents while the various utilities are being relocated to the other side of the dual carriageway roadway."

Tara

Referring to the alternative options discussed in the Design Development Report a stakeholder suggests that "by overlaying the Base Option drawing on top of maps provided by Irish Water, it is clear that this option will also have a significant impact on the sewers in this area. The assessment of the Base Option should have concluded a 'Major Constraint/Impact' similar to Option 3 if both options were to have a significant impact on the same sewers." An additional submission stated, "there might be some point in further exploring Option 3, but I acknowledge that it has significant disadvantages in terms of the interaction with the sewers. It also requires some demolition although not any additional demolition of residential buildings." This submission noted that the presence of a sewerage pipeline was one reason for the re-location of the St Stephen's Green station." A stakeholder stated that the diversion of a sewer is not sufficient reason "to destroy 78 homes" on Townsend Street and at College Gate.

A stakeholder requested information regarding utilities infrastructure at this location, stating "why did you state that moving the station south was not an option, because of the interference with the sewage lines on Townsend Street, when similar sewage lines on Luke Street will be interrupted with your plan?"

Charlemont

A submission expressed concern about a sewer located adjacent to the proposed Charlemont station, stating that "All the houses (1-17) on the west side of the Dartmouth square discharge their effluent into a sewer which runs under the Back Lane." A second submission noted "the main sewer serving the west side houses runs beneath the lane and will have to be rerouted, potentially further disrupting the gardens parallel to the lane as a new sewer is constructed."

A stakeholder noted feedback in relation to the Emerging Preferred Route, stating, "I am concerned that the NTA and TII were less than honest with the public when they did not reveal the presence of a main sewer

running adjacent to the canal at Charlemont station, which cannot be moved, which means the emerging southside route promoted in 2018 was never an option."

An additional submission noted the sewer at the canal had impacted on the route that the proposed tunnel would take. The submission from Rethink MetroLink stated that the group "is concerned to learn that the NTA was not transparent with regard to significant infrastructure problems at the Charlemont Luas station which has a significant impact on the Metrolink options i.e. the existence of a main sewer which runs adjacent to the canal."

9.4 Existing Buildings

Stakeholders raised concerns as to how the construction of stations would impact their daily lives and current dwellings. A submission noted that the "maps in use for the proposal around the Beechwood area exclude structures which had been built in the area over 20 years ago."

A submission from a local business mentioned the risk of contamination to their operations and that their buildings must retain "full and unencumbered operational capability during the constructional and operational phases of MetroLink."



CULTURAL HERITAGE

10. Cultural Heritage

This section addresses feedback received relating to Dublin's cultural heritage.

10.1 Conservation Zones

Stakeholders voiced concerns about the potential impact of MetroLink on the conservation zones along the proposed route corridor of MetroLink.

One stakeholder stated, "we are greatly concerned that the Environmental Impact Assessment Report has not yet been published as this could have a significant impact on the selection of the preferred route. Our property is in an area of architectural conservation and we have concerns about the following: construction traffic, loss of amenities, noise pollution, safe access to our street, impact on water and sewage service, the likely loss of period properties in the area."

Several submissions were received in relation to the Architectural Conservation Area of Dartmouth Square in Ranelagh noting that "Dartmouth Square West is part of a precious and fast-disappearing heritage environment. Dublin citizens demand its protection." Another submission stated that Dartmouth Square is a complete "19th century residential area as is much of Ranelagh. They suit light rail solutions, not Metros."

The Gate Theatre highlighted that it is "a protected structure, forming a unique element of Dublin's architectural heritage. It is essential that detailed structural and condition surveys are required prior to construction to provide a comprehensive baseline of the building."

Santry Lodge stated in their submission that the lodge was built as a Charter school dating from the mid-18th century and is a listed building. The submission stated, "the route of the MetroLink should be revised in this area, considering the significance of the site and redesigned to avoid both the track and a new access road cutting through the lands of Santry Lodge."

Glasnevin

Submissions were received pertaining to Prospect Square and De Courcy Square, Architectural Conservation Areas in Glasnevin. Residents stated that they were "deeply concerned that the proposed route still runs directly under the area."

One stakeholder outlined that any proposed station design "should, from the outset, be devised further to give careful consideration of its context, which coincidentally is an existing historic purpose-built

transport junction." The stakeholder further commented that "the NIAH [National Inventory of Architectural Heritage] rates the many structures in this area as being of Regional Importance, noting their collective value as a significant group of buildings."

Iona District and Residents Association, a local community group, requested that the "design is considerate of its surroundings, so as not to detract from the area," as it represented many Victorian and Edwardian period properties within an ACA.

It was noted by Joe Costello TD, that Areas of Architectural Conservation such as those in the Glasnevin area "must be treated with great care and sensitivity and the residents and Local Authority consulted at every stage of development. ."

Charlemont

A number of submissions were received pertaining to Dartmouth Square West, Leeson Park and Northbrook Road and nearby houses being in an Architectural Conservation Area. The proposed CPO of the Dartmouth West laneway was frequently mentioned;

"the lane at the back of the garden where the sewer for the west side is situated forms part of the curtilage of the ACA and is owned by the West Side house owners with a right of way through the lane for the owners. This lane has been subsumed permanently into the Metrolink Terminus/Hines development without the owners of the lane being informed and apparently without any awareness by Metrolink of the fact that it forms part of an ACA."

A further stakeholder specified that it was "of malicious intent to erode the special conservation standing of the residential area," with another stakeholder mentioning the "important heritage value," of the area.

Another stakeholder stated that the proposed Charlemont MetroLink station would result in their residential neighbourhood being "completely destroyed by the construction, operational traffic and other activity." Several submissions were received relating to the large volume of pedestrian footfall that would result from MetroLink and its impact on the structures.

Suggestions were made that the Charlemont station should be in the local brownfield site, as the current location was "depriving future generations of the enjoyment of one of Dublin's finest architectural conservations areas" and that the current plan was "unnecessary and unwanted."

It was stated that there were "no grounds on which a protected residential area can sustain a development of

this magnitude" and that MetroLink would "inflict very significant damage on these protected structures," as they are "structurally interdependent and furthermore, built without foundations."

Concerns were raised that "no impact study appears to have been done since Charlemont changed from being an interchange station, to being a terminus station."

Stakeholders referred to the Carroll's building, stating that "it is not acceptable that a commercial development be favoured by state infrastructure to the detriment of existing Protected Structures, recognised as having heritage value by a State Body."

It was noted that "locating an underground hub at St Stephen's Green would allow the preservation of Dartmouth Road and Square area."

10.2 Architectural Heritage

Stakeholders suggested alternative routes to the Emerging Preferred Route, in order to save Dublin's heritage. This theme is explored further in Section 8: Alternatives.

Some stakeholders showed support for the proposed MetroLink, stating their opposition to BusConnects as "an underground does not negatively impact on the heritage features of our built environment."

Fingal County Council stated in their submission that the preferred route of MetroLink "no longer crosses over the Protected Structures of RPS No. 340 Balheary Bridge or RPS No. 341 Lissenhall Bridge which is welcomed. Lissenhall Bridge is also protected by National Monument legislation (RMP Ref. DU011-081) due to the level of surviving medieval fabric within the bridge. Therefore, it is important that the new bridge structures that will carry the rail line are sufficiently separated from the historic bridges to enable the western faces of the bridges to be seen and for maintenance to be carried out." The submission further stated, "any assessment of the potential impact of the proposed route should include a review of surviving elements of historic designed landscapes, gardens or parks and seek to avoid these or sensitively incorporate them into the route where they cannot be avoided."

Trinity College expressed concern with regards to "aspects of the project and how it might impact on our site, our heritage buildings, and our modern buildings."

Glasnevin

Several submissions were received pertaining to the proposed demolition of the Brian Boru pub in Glasnevin. Suggestions were made to avoid its demolition, including extending the stop below the canal and under the old ADT building.

It was remarked that "too often in the past 50 years, major development has resulted in locals losing a little

of the Victorian fabric of the community and being left with large modern buildings of weak aesthetic appeal." Residents of Cross Guns Bridge stated that the "proposed station design and layout ignores its context to the detriment of the environmental, aesthetic and historical qualities of the adjacent area and the efficient functioning of the station itself."

Glasnevin residents stated that they would "welcome the architect exploring the option of a Victorian Revival station or perhaps even a Victorian Dutch Billy revival."

Another stakeholder commented "the Brian Boru pub is part of the architectural heritage of Dublin. Given its historical significance, we ask that consideration is given to identifying a neighbouring site to avoid its demolition."

Mater

A stakeholder highlighted that "the current proposed location also requires the demolition of period houses, which again is avoidable if the original location is reinstated."

References were made to the Healing Hands sculpture by Tony O'Reilly and stained-glass windows in the local church, with fears that the MetroLink would damage the existing "rustic feel, framed as it is by the neighbouring park and trees."

There were concerns around the park railings at the Mater station, with a stakeholder explaining that "the artists impressions of the Mater stop also indicated that the railings at the Berkeley Road side of the park will not be replaced. This specifically contradicts what is promised in the consultation document about the retention and reinstallation of the monuments and effects of the park. These Victorian railings are protected structures and must be reinstated in position after constructions."

A stakeholder stated that "it should not be forgotten that the Four Masters Park is of historical, cultural and architectural heritage significance and provides a magnificent foreground to the original Mater Hospital building. It adds to the setting, atmosphere and quality of life of this historic area which has already suffered the destruction of many fine Georgian buildings on the adjacent Eccles Street."

O'Connell Street

Reference was made to the Carlton Cinema and the project team was asked that "all possible conservation measures are put in place to retain historic fabric along O'Connell Street."

Tara

Reference was made to the Markievicz Leisure Centre and that "the age of the building must also be taken into consideration as a protected amenity. This site is a landmark and should be treated as such."

Charlemont

Residents of Dartmouth Square West raised concerns that to CPO their laneway was to "erode the special conservation standing of the residential area."

A stakeholder said that "defacing and flattening protected structures is short sighted and generations to come will despair at these decisions."

It was stated that "a major transport hub at Charlemont would destroy the residential community."

A stakeholder highlighted that in the context of Dartmouth Square, "impact on the building structure and historic fabric of each and any building within this set piece impacts on the architectural element as a whole."

10.3 Archaeology

The Irish Georgian Society voiced concerns that "in respect of impacts of archaeological, architectural and cultural heritage, a decision on the Preferred Route for MetroLink appears to have been based solely or primarily on the findings of a desktop analysis."

They also stated that despite the Preferred Route Design Report identifying "a potential for direct impacts on a number of buildings listed in the Record of Protected Structures, these impacts are not detailed in the Report. It is unclear how it will be possible to mitigate the impacts of the demolition and destruction of structures and sites of known heritage importance through design."

A stakeholder highlighted that there was the "prospect of another Wood Quay, if artefacts were dug up in Viking Dublin."



11

LANDSCAPE AND VISUAL

11. Landscape and Visual

This section outlines feedback received relating to landscape and visual impacts. Stakeholder feedback included privacy impacts, cut and cover, direct impacts from construction and visual impacts.

11.1 Privacy and Security

Stakeholders queried the impact both constructional and operational phases would have on their privacy in their homes.

At Charlemont, a stakeholder stated security concerns due to the conversion of a lane into a public walkway, "this raises concerns about the security of our homes as the public passage would be on a level higher than our current garden levels. To the issue of overlooking and loss of privacy would be added the real risk of increased incidence of burglary." A stakeholder noted concern from burglaries, stating "the rear walls of the small gardens are already low and the houses would become very vulnerable to burglary and vandalism."

Stakeholders acknowledged that noise reduction solutions would be implemented but insisted that they "cannot be a visual eyesore" nor "impose on the view from the upstairs bedrooms" of their homes.

Businesses noted that construction should not be intrusive on their privacy.

Estuary Park-and-Ride

At Estuary, a stakeholder objected to MetroLink on the grounds of loss of privacy. A stakeholder stated that "the proposed five-story car park will inevitably overlook our property."

Seatown to Swords Central

A resident of Ashley Estate raised a concern that their estate would be "used as a facilitator" for locals to park in whilst they went to work or shopping and that this was both a health and safety and privacy issue.

11.2 Cut and Cover

Stakeholders provided feedback on the MetroLink landscape and visual aspects of cut and cover, namely in relation to the R132 in Swords.

A stakeholder stated they supported the use of cut and cover rather than an elevated railway along the R132. A

submission stated, "regarding the alignment along the R132 in Swords, the solution of having the alignment in a cutting is welcome as it will avoid the visual impacts of an elevated alignment."

A submission noted concerns around traffic disruption during the cut and cover points. Submissions stated that there would be noise impact from the retained open cut track and asked "what is the need for the retained open cut track at this piece right at the point that the line will run close to existing rental housing?" Another submission expressed concern about the proposal to have open cut through the only green space in Ashley Estate.

Stakeholders provided feedback on suggested cut and cover alternatives, with a business suggesting that "as we understand it the current proposal is to create a cutting to the east side of the R132 with a retained cut/ open cut track running through...in conjunction with the cut and cover design at the entrance to the North Dublin Corporate Park only. Having reviewed this our strong preference is for the cut and cover design to continue from Seatown station to a point south of North Dublin Corporate Park, as in our view this option will be less visually obtrusive and would require less land to be acquired."

A submission noted that "the route proposed to be in a retained cut/ open cut track immediately adjoining their property...objection is based on the impact which will be associated with both the construction phase and subsequent operational phase of the proposed MetroLink."

A submission noted that "strong and attractive urban elevations" should be implemented along the R132. A local business noted that their site was potentially impacted by the proposed acquisition of part of the site for a cut and cover tunnel.

Submissions suggested alternative design proposals for cut and cover such as to "extend cut and cover design from Seatown Road Roundabout to the Malahide road roundabout i.e. change design through the Ashley estate from 'retained cut/open cut track' to 'cut and cover', avoiding use of open ventilation shafts on Ashley green."

A submission from a resident of Ashley Estate stated that they "are 100% against any form of a track through our estate unless it is in effect a tunnel. Our preferred method would of course be a bored tunnel."

A submission stated that "I have no real objection to an open air site at Seatown in theory, however sound is an issue in this area due to the dual carriageway, due to its

proximity to residents' dwellings in Seatown Park and Comyn Manor, and this is the first real major vocal point where an underground station would be optimal."

Collins Avenue

It was stated in a submission that "it is considered that the insertion of a station in to the curtilage of the church needs to be sensitively designed in order to not reduce access and visual prominence of the church when viewed from Collins Avenue."

11.3 Construction Impacts

Stakeholders outlined concerns about the construction impacts on their local green spaces.

Seatown to Swords Central

Ashley Estate residents requested the green to be restored to exactly how it was prior to construction.

Stakeholders stated that construction impact "is catastrophic to me and my family and the amenity we enjoy in our home. We will lose ease of access to our property, on our street, parking close to our house and the visual impact of being effectively boarded into our home ." A stakeholder stated that they dreaded to think of the disruption that would be caused by the construction of MetroLink.

A submission from a resident of Ashley Estate requested "detailed landscape plans to be provided for the vicinity of Ashley Estate, with reference to levels, structure walls, railings and surfaces, sound barriers, planting detail, trees, shrubs and meadow planting. Ashley residents would welcome an opportunity to be involved in landscaping plans."

A stakeholder noted the "potential disruption to my home and my quality of life (tunnelling, drilling, the physical impact on my property the impact on my privacy, noise pollution, flood lights and construction activity)."

Residents from Boroimhe Hazel shared that water pumping from the excavation will be "intrusive, disruptive and noisy" and still had concerns despite promises of abatement measures "which are not always as effective as initially perceived."

11.4 Visual Impacts

A local community group expressed apprehension about the "aesthetics of MetroLink as it comes over-ground... in both directions coming to and from Dublin Airport." A stakeholder additionally suggested that "having no overhead lines would make the line a lot prettier."

Stakeholders raised question about the impact that construction would have on the natural light allowed into their homes.

It was stated that car parks built to facilitate the operation of MetroLink will "impact the natural beauty that exists at present."

A stakeholder requested that "structures associated with MetroLink in the area be reviewed at design stage with an imaginative and novel approach so that they be a unique, visual asset to the area."

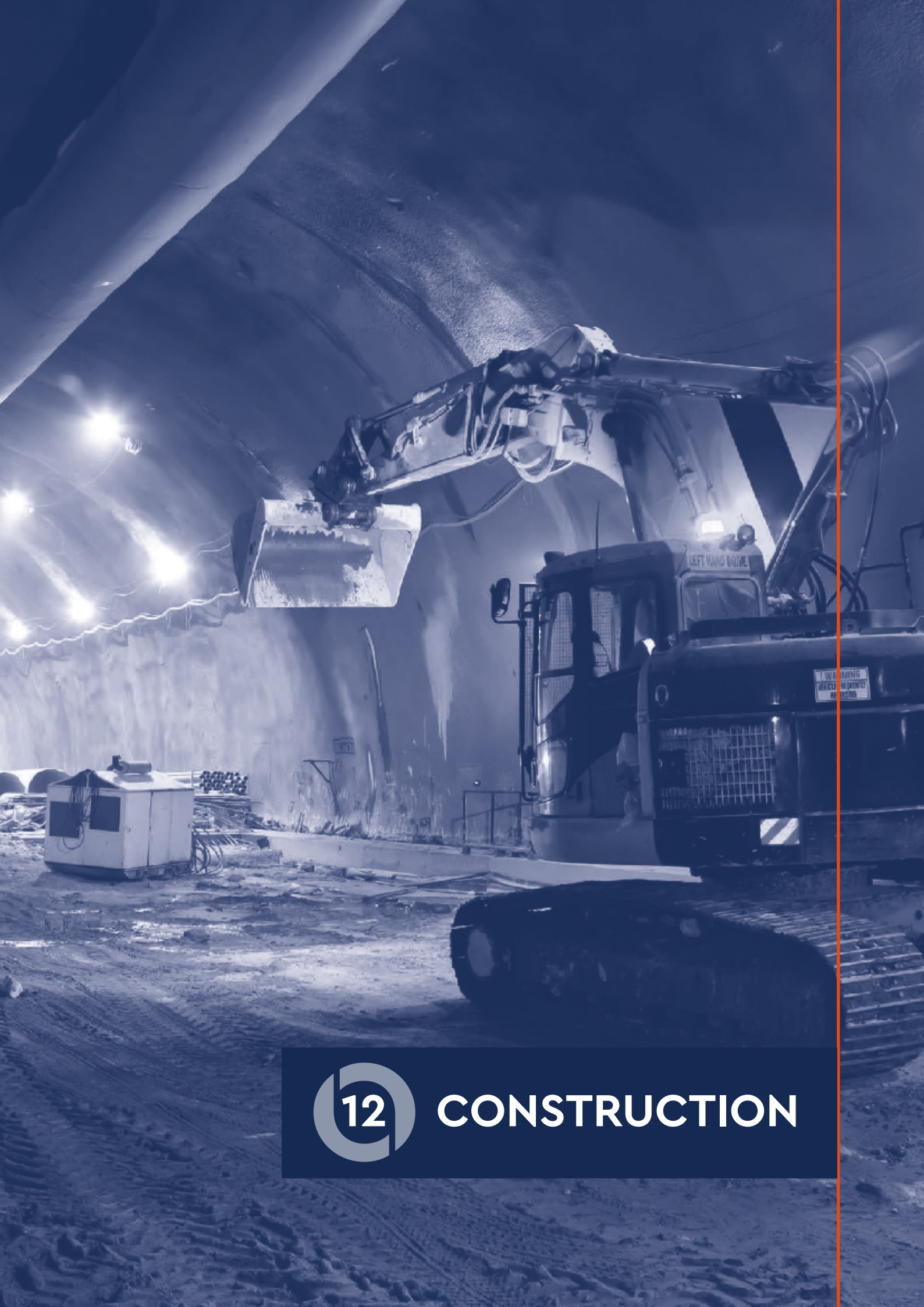
Another person expressed concern that the natural environment would be cleared during the construction phase and "in its place will be a low-rise, generic building in an expansive crawl of concrete."

Seatown to Swords Central

Submissions expressed concern about the visual impact on the surrounding area. Ashley Estate residents were concerned the appearance of their neighbourhood would change as a result of construction as they "have great pride in the appearance of the estate and regularly have clean-up days and plant shrubs." Additionally, "we understand from discussions with TII that the existing Railway Order for Metro North which proposes an elevated rail line in the central reservation of the Swords Road, is being disregarded due to concerns about visual impact expressed by adjoining residents."

A resident from Ashley Estate noted that building high walls will "ruin the views of the houses outside the green" and could lower house values.

Submissions noted that noise mitigation measures could have a significant visual impact on nearby residents, stating "noise and traffic from the R132 dual carriageway is already excessive. An uncovered rail route behind a high wall would add to this substantially and affect residential amenity and the view from homes on Ashley Avenue very negatively." Additionally, a submission stated, "regarding the proposed side walls on the cutting which we understand could be 1.8m high above ground level and would be visually obtrusive and again impact on the value of our sites." On the same theme, another resident stated, "it is important to note that any noise reduction solutions cannot be a visual eyesore and cannot impose on the view from upstairs bedrooms from the back of our house."



CONSTRUCTION



12. Construction

This section outlines feedback relating to potential construction impacts of MetroLink. Submissions noted concerns relating to impacts such as noise, dust, emissions, child protection, traffic management and public safety.

12.1 Construction Vehicles

Several stakeholders raised concerns about the potential impact of construction vehicles on vulnerable road users such as pedestrians and cyclists. One submission suggested the use of high-visibility lorries for the removal of spoil during construction, with the submission stating that "tipper trucks are lethal to vulnerable road users and this is a very reasonable demand that I back wholeheartedly." Other stakeholders continued the theme of protecting vulnerable road users, with the submission from the Dublin Cycling Campaign stating that "TII/NTA need to set high standards for HGV vehicles that work on the MetroLink project." Please see Section 15: Traffic Management.

Seatown to Swords Central

The Ashley Avenue and Chapel Lane Residents' Association requested that TII would provide confirmation of the routes that heavy machinery would be used. A stakeholder requested confirmation of the routes heavy machinery would be accessing and egressing the site area at Ashley Estate. One resident stated that "the movement of trucks carrying spoil material combined with the major excavation work in the immediate vicinity of residences would be seriously detrimental to the local amenity and residents would have the quality of their homelife significantly impacted and disrupted for little if any additional benefit."

Griffith Park

Construction plant around or near schools in the vicinity of Griffith Park was raised as a concern in this public consultation. Individuals expressed concern for the safety of their children due to heavy machinery being present on their route to and from school, "a driver in a high cabin has little or no chance of seeing a 4 year old who appears out of nowhere," as well as the amount and type of vehicles used during construction. Parents of school going children expressed concerns at construction traffic in and around the entrances to Scoil Mobhí, Scoil Chaitriona and the adjoining pre-school facilities and sports clubs.

12.2 Environmental Impacts

There were concerns regarding the potential environmental impacts of construction.

Issues raised included general environmental concerns such as construction dust and emissions from construction vehicles, traffic, noise pollution, biodiversity and ecology impact, and air quality. One resident stated, "The scale and extent of this proposed construction will have a very significant adverse and intensive impact on our homes, including noise pollution, environmental pollution, vibration, loss of light, loss of gardens, trees and wildlife." Another stakeholder stated that "heavy exhaust fumes, dust, diesel emissions, spoil debris and other potentially hazardous materials are an inevitable part of a project of this scale."

Woodies DIY located along the R132 commented "there will be noise and dust impacts over an extended time period which will place an unreasonable burden on Woodies and its ability to trade." Ballymun Road Area Association were also concerned that the "many years of construction will be a major disruption to air quality."

A local resident noted environmental impact concerns, "We would have serious concerns... not to mention levels of dust and dirt that any construction work would mean especially given that the cut and cover options would take quite a while."

Griffith Park

Stakeholders referred to the potential impact on children attending schools located near the construction site at Griffith Park. One submission stated that "environment noise has a significant impact on the cognitive development and education attainment of children. The excessive dust generated from the works will affect children who have asthma and there are a number in both schools." A further individual stated that "noise and air pollution need to be countered so as not to disrupt the children's health or access to learning."

Glasnevin

The impact on trees and greenery was noted in submissions. A stakeholder requested that due care should be taken to minimise impact on wildlife along the Royal Canal Greenway.

Mater

Berkeley Road Residents Association noted concerns in relation to biodiversity and ecological impacts from construction in the locality.

St Stephen's Green

Concerns were raised regarding the noise and dust being generated with the increase in vehicular traffic in and out of the area during the many years of construction.

Charlemont

The proposed construction site at Charlemont was highlighted in submissions as it would have a resulting large footfall and it was stated that this would lead to related problems with noise, pollution and security.

12.3 Mitigation Measures

In general, it was noted in several submissions that vulnerable road users needed protection with mitigation measures to be put in place. One stakeholder stated, "care should be taken to ensure that the impact on pedestrians and cyclists is minimised i.e. diversions should not be overly lengthy for those propelling themselves under their own power and temporary bridges etc. where possible."

Several submissions requested early engagement on proposed mitigation measures. A resident stated, "indeed, we feel justified in asking that prior to the commencement of any construction that we enter fully and equally into full consultation with the residents of the estate and the contractors appointed with respect to the mitigation measures to be employed."

Dublin Chamber of Commerce noted general mitigation measures to be put in place during the construction period stating, "support for the project is based on a condition that the adverse effects of the construction work be mitigated to allow businesses in the city to operate effectively."

Griffith Park

Griffith Avenue and District Residents Association (GADRA) requested, "a Compliance Programme is established to monitor key components of the conditions of the project subject to railway order. This Compliance Programme should incorporate a clear chain of command with well-defined responsibility cascades."

Mitigation measures around the location of the Griffith Park construction site were requested due to its proximity to schools and sports clubs, including site-safety garda vetting, contractor KPIs and sobriety tests for contractors working on sites, as well as sufficient hoarding and protection of the site to protect nearby children. One stakeholder stated, "I find it truly alarming that the boundary of the proposed construction site to be located at Na Fianna is going to be approximately 5 metres from Scoil Mobhí."

Glasnevin

A large number of submissions referred to the proposal to close the Royal Canal Greenway. There was concern surrounding the impact this would have on commuters to Dublin City Centre and on leisure users of the Greenway. Many individuals were against the closure of the Greenway for any period and requested a temporary bridge or access point during construction so that the Greenway could remain open.

The Dublin Cycling Campaign stated that "the completion of this new bridge as part of MetroLink would achieve a key objective of the Phibsborough Local Environment Improvements Plan 2017-2022 (LEIP). It would also mitigate the temporary closure of the Royal Canal Greenway path on the north bank by providing an alternative on the south bank." In response to a concern that the canal path might close for an extended period of time, another stakeholder remarked, "I disagree with closing the canal path for six years at Broombridge. Provide an alternative over the canal to allow us to use the towpath on the other side or shorten the construction period."

Charlemont

Submissions requested information on whether MetroLink had considered whether properties would be subject to higher insurance premiums during the construction period. A submission stated that "clarity about your plans to mitigate the damage and compensate owners for the damage should be a priority before proceeding with any further planning."

12.4 Construction Working Hours

Concern was expressed about construction sites near schools and residential areas. Many individuals requested minimal lighting at night to prevent light pollution and that construction outside working hours should be kept to a minimum. A resident stated that "details regarding the intervention shaft and any blasting required at this site will be fully agreed by local residents in relation to the timing." A stakeholder queried whether guarantees could be made that construction would not take place in late evening or early morning. Another stated, "I am concerned by the hours of operation (during construction and operation) will be excessive and the nuisance this will create for me and my neighbours in addition to the noise pollution."

Griffith Park

Concerns were raised regarding construction works during school hours. Submissions varied on what the optimal working hours should be in proximity to schools. One individual stated, "it isn't right to have children spending up to seven hours a day in an environment full of dust particles from cement." Some individuals requested that work should be sequenced so that the noisiest works take place during the summer holidays, that construction activity is not permitted when schools are open and/or that works should be suspended during school hours.

O'Connell Street

The Gate Theatre requested a timetable of construction works that would not conflict with the theatre's schedule.

12.5 Health and Safety

A number of health and safety concerns were raised about the construction of MetroLink.

Griffith Park

The health and safety of children would need to be protected during construction according to several local residents. Individuals requested that, "construction workers be suitable and should be Garda vetted ." One resident commented, "I have major concerns about the health and safety of the children and a lot more people on site and in the area, which would be a child protection concern for me." A further stakeholder requested "at the very least the HSE needs to undertake a study on the health implications this site poses to the pupils of Scoil Mobhí before plans for this site progress any further."

Safety concerns were also raised around diesel emissions and vehicular access to and from schools and sports clubs. One person stated that "massive trucks coming in and out of an already heavy traffic route will prove unsafe for children." It was noted that adequate protections should be put in place around the construction site as children could try to access the site or investigate the vehicles with detrimental effects. A resident stated, "the natural curiosity of children of all ages could lead them to explore such a huge and interesting site, leading to a tragedy."

Na Fianna CLG also noted health and safety concerns regarding insurance implications for the club and requested information on the mitigation measures that would be put in place on the construction site.

12.6 Access

Many businesses along the R132 questioned access arrangements during construction, including Woodies DIY and Tesco, who voiced concern about "the potential for the project to impact on the efficient operation of Tesco Distribution Centre and surrounding commercial properties during the construction phase of this project."

The Gate Theatre noted that access to their premises must be provided for during project construction.

Estuary Park-and-Ride

Residents in Estuary Court estate queried how primary access to the estate and to the bus stop on the R132 would be facilitated.

Seatown

Residents of Seatown Villas stated that access to a small residential cul-de-sac where there is already limited parking would need to be maintained whilst construction is ongoing.

Seatown to Swords Central

The loss of the Ashley Avenue footbridge was mentioned several times with local residents commenting that this was "the only safe access to Swords Village by foot" and queried how this access would be maintained, particularly for elderly residents.

Dublin Airport

daa noted that access to the airport must be secured, particularly as there may be other airport-related construction projects on-going simultaneously.

Griffith Park

There were concerns from parents of school-going children as to how safe access to and from local schools and outdoor play areas could be maintained. Parents stated that safe drop-off and collection points should be provided. One parent asked "what guarantees are being given to ensure direct and safe access to the school of our children by foot, scooter, bike or car?" Other submissions commented on existing traffic issues stating, "it is already very difficult to get in and out of Scoil Mobhí, Na Fianna and adjoining facilities ."

Collins Avenue

Deputy Roisin Shortall, TD, noted there could be potential access issues for residents of Albert College estate and especially for senior citizens living in Hampstead Court and Albert College Court. One stakeholder stated, "there will be severe disruptions... limiting access to Our Lady of Victories Church, especially for weddings, funeral and church services... limited access to Albert Court Senior Citizens Accommodation as well as elderly persons accessing the church, credit union and local shops."

Glasnevin

Concern surrounding the closure of the Royal Canal Greenway was a significant theme of this public consultation. Several individuals remarked that during construction there can be no disruption to key cycling routes such as the Royal Canal Greenway. Many also requested an alternative route to be provided. One stakeholder suggested, "a temporary over bridge to the west of the construction site would prevent temporary closure of the Greenway ." Please see Section 12.3 Mitigation Measures for further information.

Mater

A disabled resident living close to the proposed Mater Station site noted that they had particular concerns regarding access to their home whilst construction was underway.

Charlemont

Dartmouth Square residents requested information on how safe access to Dartmouth Square would be facilitated when construction works at the proposed Charlemont station commence. Residents in the vicinity of the proposed Charlemont station noted concerns on increasing traffic volumes while construction is ongoing and the impact this would have on access to properties.

12.7 Duration

Stakeholders were concerned about the duration of construction, as well as specific local issues. One stakeholder stated, "I think the opening date of 2027 is too late. MetroLink should be built as fast as possible." Requests for information on construction duration were also received. A stakeholder argued there was not enough public information on the proposed duration of construction works. Concern about potential increases in construction timelines was noted in feedback received.

Griffith Park

Parents of school children attending Scoil Mobhí were concerned about the duration of construction works. A submission stated, "Scoil Mobhí is not an appropriate site for a sub-station as two years of building works would destroy this special school for all teachers, volunteers and children." Scoil Chaitríona requested information on construction duration "will construction of the station be spread over the lifetime of the project and constructed in lockstep with the construction of other stations or will it be a standalone building project?"

A member of Na Fianna CLG stated, "our family's participation as members of Na Fianna will also be impacted during the unknown timeline of the entire construction process."

Glasnevin

The duration of works at the Royal Canal Greenway was noted with a daily bicycle commuter concerned at the extended period of works between Ashtown and Broombridge. Several submissions were "devastated that Royal Canal path may be closed for up to six years during construction." Others requested that the time and length of the Greenway closure be minimised. One stakeholder stated, "closing our canal path for six years will have a massive impact on our community's ability to commute safely into the city centre to work."

Mater

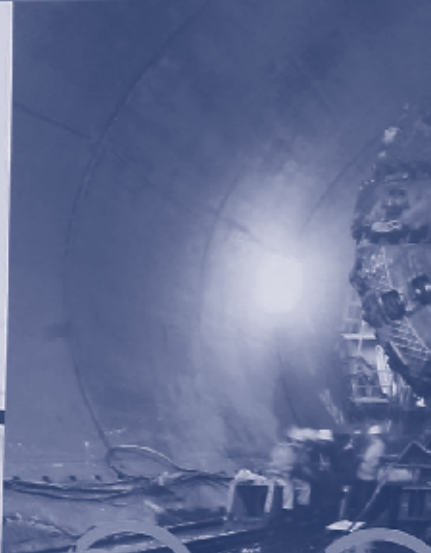
Residents of Berkeley Road were concerned about the use of Berkeley Park "I cannot see why you have to take the Berkeley Road park for the duration of construction - there are other vacant sites adjacent...which would not require the loss of a precious green space." Another resident stated that they were against the use of Four Master's Park during construction.

Charlemont

Residents in the vicinity of the proposed Charlemont Station were also worried about the duration of construction and the impact on Luas operations "interfering with its service for an extended period while MetroLink works are carried out. It is not an option to close it for any period or to add further pressure to it by connecting it to the MetroLink at Charlemont." A stakeholder expressed their support to upgrade the Luas Green Line to metro standard, but cited the reason that this option was put on hold was due to local residents "spreading fears in the suburbs by saying the Green Line would close for four years to build the MetroLink, or that it would be surrounded by four metre-high walls." The stakeholder sought for misconceptions such as this to be addressed.

METROLINK

Project Schedule



Q4
2017

Q1
2018

Q1
2019

Q2
2020

2021

Alignment Options Study -
Identification of Emerging
Preferred Route

Emerging Preferred Route
Public Consultation

Preferred Route
Public Consultation

Railway Order Application
to An Bord Pleanála

An Bord Pleanála Dec.
(Anticipated)



OBJECTIVE:

To provide a safe, high-frequency, high-capacity, fast, efficient and sustainable public transport service linking Swords, Dublin Airport, Irish Rail, DART, Luas, Dublin Bus and the city centre.

METROLINK

An tInbhear - Charlemont

An tInbhear

Baile na Mara

Baile Shóird

Baile Foster

Aerfort Bhaile
Átha Cliath

Baile an Dairdisigh
(Swords to be added)

An Choill Thuaidh

Baile Munna

Ascaill Uí Choileáin

Páirc Uí Ghríofa

Glas Naíon

An Mater

Sráid Uí Chonaill

Teamhair

Faiche Stiabhna

Charlemont

13

NEED FOR THE PROJECT

13. Need for the Project

This section refers to stakeholder opinions on the need for the MetroLink project.

13.1 General

Many submissions welcomed the project as they noted the "MetroLink plan would give a well needed top class high capacity spine running from north to south." Another added "MetroLink is something that Dublin badly needs, greater good needs to be prioritised." A stakeholder noted they, "wholeheartedly welcome the MetroLink, which will alleviate the chronic infrastructure deficit that Dublin suffers from. Dublin is quite frankly light years behind comparative cities."

Dublin Chamber welcomed the project, commenting, "Dublin Chamber's vision is for Dublin to be a city that offers a high quality of life and a world class transport system. In order for that vision to become a reality it is vital that Dublin is an easy city to move around and where short, consistent commute times are the norm... The delivery of projects such as MetroLink are key to that ambition being realised and Dublin and its businesses cannot afford further delays in its delivery."

IBEC also stated their support for the project, "there's a strong case for high capacity public transport between the city centre and the population and economic growth centres in Fingal," adding "IBEC supports the MetroLink project as a vehicle for promoting more sustainable transport modes in Dublin as it would serve as a reliable, frequent and high capacity alternative to private motor transport for those too far from work to walk or cycle."

Several stakeholders noted that as the population of Dublin grows, the construction of MetroLink is necessary to deal with the increase. One said, "as Dublin grows I recognise the need for a well-integrated and environmentally conscious extension of the rail network. This project should be streamlined and constructed ASAP and the evidence for necessity is overwhelming especially given the homelessness crisis." Another stated that upgrades to public transport are required as "projections recorded in the Ireland 2040 planning show that the population of Ireland is due to grow by another 1million by 2040, and the majority of this population will live and work in the Greater Dublin Area. The current avenues of public transport into Dublin city centre are already incredibly crowded at peak times."

An individual said, "to promote competitiveness and social cohesion, Dublin needs integrated and sustainable public transport." Adding to this, another commented on the need for the project, saying, "we must be the

only capital city in Europe not to have a comprehensive transport system, this stifles investment and future employment for the city."

One stakeholder expressed their support stating they were a "big supporter of the project and wish for it to go ahead in full, short term disruption is a small price to pay for a necessary and overdue upgrade to public transport in Dublin."

Another stated, "delaying the metro is just going to prolong overcrowding, with Brexit on the horizon and the volume of people in Dublin is increasing and the public transport is not sufficient." Another submission noted, "with the current focus on Brexit, it's easy to forget that we are living through a climate emergency. We are seeing the effects already and our children are facing a bleak reality. We are facing potentially hundreds of millions of euro in annual emission fines from next year. We cannot afford to do nothing, it is imperative that we urgently make walking, cycling and public transport very, very easy."

One resident urged the project team to undertake the project as soon as possible and requested the team to ignore a small group of residents that will "condemn South Dublin as a whole to continued overcrowding of its public transport."

A stakeholder noted "if we have no metro or other public transport development, there is nothing from which these services can be expanded, it is significantly easier, cheaper and faster to extend a line or build a connection than it is to start from scratch."

A landowner from the Swords area noted, "due to exponential growth in Swords, objectives and policies for the area must be outlined and implemented to ensure orderly and sustainable growth occurs and intrinsic to the development of MetroLink serving Swords."

Many stakeholders from the north side of the city stated, "no more delays with Metro North, Swords, the northwest of the city and Dublin Airport are crying out for this service" Another requested that the "Metro North half is completed as soon as possible, even if it impacts the preparations for a future southside route."

Many submissions recognised the need to upgrade public transport in Dublin, but suggested alternative proposals to the MetroLink alignment, including the route going towards UCD and the south west, as it was argued these areas are currently underserved by transport. Another added "provision of a more evenly distributed rail network will enhance a more even, dense and equitable development of the

city." More information can be found on this in Section 8: Alternatives.

One stakeholder suggested the "proposed MetroLink would only cause disruption with little benefit."

Charlemont

One submission expressed support for the Charlemont station stating, "Charlemont is a high-density hub comprising newly constructed office, hotel and residential floorspace that can benefit from a high capacity, efficient and reliable rail service with direct access to the airport." They added "Charlemont served by metro will act as a model for compact growth as promoted within the National Planning Framework. It is essential that MetroLink extends as far as Charlemont for the long-term viability of project and to enable sustainable connectivity for the many hundreds of people who will live, work and stay overnight in the Charlemont hub."

13.2 Capacity

Many individuals raised the issue of capacity in relation to the need for the MetroLink project. One noted "the current avenues of public transport into Dublin city centre are already crowded at peak times."

Other individuals made reference to issues with the existing public transport system in Dublin, stating that the DART and Dublin Bus are over crowded and it is not a safe or enjoyable experience traveling to and from work during peak times.

13.3 Green Line

Many people raised concerns that the Green Line is no longer being upgraded to metro standard, as it is already over-capacity. Several stakeholders noted that overcrowding on the Green Line is unsafe, with one stakeholder commenting that "there are CCTV cameras at the Luas stops and I hope they are being monitored to show how many people are failing to get onto the trams, its sometimes positively uncomfortable onboard due to people pushing on." A large volume of stakeholders noted that the only way to combat the capacity issue on the Green Line was to upgrade it to metro standard, stating "it should happen now and not in 20 years."

One submission argued that, "modelling forecasts released show that significant upgrade to the Green Line will be necessary probably prior to the scheduled opening of MetroLink so everything possible should be done now to enable this upgrade to be a full upgrade to metro standard."

Stakeholders suggested that new housing developments, for example in Cherrywood "mean the existing Luas line will soon come under greatly increased pressure" and urged the project team to revert back to the original plan of upgrading the Luas to metro standards.

Similarly, others suggested that the "Luas Green Line is extremely crowded already at rush hour and will only become more so when MetroLink is completed and lengthening the remaining trams to 55metres will not be sufficient."

One person suggested that "the issue is not with capacity but that the catchment area is too large, and many have no alternative but to travel large distances to the Luas."

Rethink MetroLink questioned, in relation to capacity on the Green Line, whether the NTA "considered reviewing the seating configuration (specifically the mix between standing and seating) of the Luas trams to ensure that optimum passenger loads are achieved."

Stakeholders noted that to improve the capacity on the Green Line "TII should increase the size of the trams and increase their frequency ." Another stakeholder suggested that the "introduction of the 55metre trams should be fast tracked in order to relieve congestion."

13.4 Government Policy

Rethink MetroLink questioned the need for the project arguing that: "the demands on the public purse for investment in economic and social infrastructure are greater than ever...while this is a matter of overall Government policy on public expenditure, there is an imperative that all public bodies demonstrate in advance of any large-scale project that the taxpayer is getting maximum value for money."

A stakeholder, in support of MetroLink said that, "Dublin is the second most congested city in Europe due to a combination of factors, including past political decisions that promoted road-building and road widening for private cars. Massive under-investment in safe segregated cycle infrastructure. Under prioritising walking on roads, and at junctions and crossings, cars are always favoured. Lack of political vision and far too much NIMBYism and parish-pump politics."

Fingal County Council stated, "Project Ireland 2040 and the Regional Spatial and Economic Strategy for Eastern and Midlands Region provide the development strategy to shape our national, regional and local spatial development and within these documents MetroLink is defined as a key future growth enabler for Dublin."

Another submission said that "budgets for public transport in Ireland, are far too low. National Policy states that transport should be designed according to hierarchy of provision; pedestrian, cyclist, public transport, goods vehicles, private cars. We can see from projects that have been funded and those that are currently underway, that the funding regime for transport is exactly opposite to what is in the policy. This must be urgently reversed."

One stakeholder stated that "future proofing the system is incredibly important given how difficult it is to get the transport infrastructure projects across the line in Ireland."

Another, commenting on the future upgrade of the Green Line said "this has been a political decision, I would urge that the work on connecting the Green Line to the MetroLink not be left for decades."

It was noted that the "Government needs to show leadership on transport policy and direct the NTA to undertake a study of alternative southside underground options."

One stakeholder welcomed the project and urged "Ministers to approve the project for progression to An Bord Pleanála," adding that the importance of MetroLink has been acknowledged by successive governments "but it's disheartening to see the project delayed again."

Another claimed that a "later stage upgrade is a short-term cessation for the European and Local Elections and then back on the agenda."

One individual urged the Government to "radically change its approach to procurement, tendering and funding if MetroLink is to be delivered on time and on budget."

A stakeholder argued that by terminating MetroLink at Charlemont rather than extending further south in the initial stage was "down to political lack of ambition or confidence" and urged TII to "plan ahead."

13.5 Public Transport

Many stakeholders welcomed MetroLink as they agreed that Dublin needs an upgrade to the existing transport network. One stakeholder stated that "higher capacity public transport is sorely needed," and added "this should be supported by late night bus routes, commuter rail and Luas services."

Stakeholders welcomed the project as it will integrate with other forms of transport. One suggested that "no opportunity should be missed to maximise integration with nearby rail and bus routes."

Another individual commented that the project has been "delayed long enough, the northside section of metro needs to progress without delay. Any issues that arise need to be expedited rapidly so that the line can be delivered as fast as possible."

Similarly, another suggested that "the route is wholly inadequate to serve the needs of the growing population in the south of Dublin and continues on the long tradition of fractured public transport in the Greater Dublin Area." Another added that "while the improvement of public transport in Dublin is essential in view of a growing population and environmental concerns, the removal of city centre homes at the time of a major and worsening housing crisis is reprehensible."

A large volume of stakeholders requested that before the project team moves forward with MetroLink "the NTA needs to undertake a study of alternative southside route options in advance of the review of the Greater Dublin Transport Strategy 2021/22 to ensure that integrated transport links are developed to meet the needs of areas of the city currently underserved by public transport."

One stakeholder noted "there is demand for improved transport facilities in the region, but I see no demand for MetroLink to Dublin at €3billion plus."

One person added that "we want investment in transport links that deliver a better city, not the destruction of existing successful lines."

A large number of stakeholders expressed frustration with local resident groups and urged the NTA and TII to implement the project without delay, noting "absolutely ridiculous that thousands upon thousands of commuters are getting held hostage by a small but vocal minority of people who live walking distance of town." Stakeholders argued that "the plan needs to get on and break ground, NIMBYism needs to be challenged."

One stakeholder commented that MetroLink was not needed in Dublin and that the bus network was sufficient stating "the city already has a superb mode of public transport via the bus service, the buses are cheap, require no tunnelling and can have frequency of service increased or decreased depending on demand."

Conversely a large volume of stakeholders expressed dissatisfaction with the bus network and urged the NTA to upgrade this or introduce MetroLink in their areas.

One stakeholder commented that "it's 2019 and we only have a Red and Green Line servicing a limited area of Dublin, for the environment give the people of Dublin more transport options that take them away from using cars."

One person suggested that the "revised plan doesn't truly address the long-term requirements for north-south transportation in Dublin."

Another outlined the importance of investing in public transport infrastructure, such as MetroLink for people "who cannot drive and rely on public transport and walking to get around. I've always been impressed when going abroad to cities with established metro networks."

One individual said that the Mater station is not needed as, "many of those going to the hospital would rather travel by car than risk the vagaries of public transport."

13.6 BusConnects

Many stakeholders requested that MetroLink be introduced to different areas of Dublin before BusConnects, with one noting "TII and the NTA need to look at alternative routes instead of the environmentally destructive proposed BusConnects corridor in Rathmines and Rathgar." Another stakeholder added "proper integrated transport solution would eliminate the need to implement the disastrous BusConnects plan which will destroy the main routes leading into the city for little or no gain in travel efficiency or a reduction in private car journeys." One person stressed that "MetroLink south needs to be revisited in the light of the huge potential environmental and community impacts arising from the recent BusConnects proposal."

Another said that "a large portion of the budget for BusConnects should be channelled into providing a MetroLink beyond Charlemont." One stakeholder added "an underground metro not BusConnects is the only way Dublin will survive and thrive."

Rethink MetroLink raised concerns about both projects. They argued that "while it seems both projects will run concurrently with significant disruption to Dublin transportation, neither project seems to consider the other project or other transportation modes."

Fingal County Council urged the project team to ensure coordination between MetroLink, BusConnects and the Swords Western Distributor Road.

Estuary Park-and-Ride

One stakeholder suggested that "the inclusion of the Estuary masterplan lands would be in line with national guidance for the location of high-quality public transport interchanges in close proximity to residential and employment areas."

Griffith Park

One stakeholder requested that "the NTA prioritises MetroLink over BusConnects in this area (St Mobhi Road) as to run both projects at the same time is unfair on residents."

One person questioned the need for locating a MetroLink station close to Scoil Mobhí stating "children do not and will not use public transport to go to school."

13.7 Cost/Benefit on Alternatives

Many stakeholders suggested that alternative routes and options would mean that "taxpayer's money is invested wisely." Several stakeholders recommended that "the NTA/TII need to determine the best southside route now to ensure we are thinking long term on Metro and spending taxpayer's money optimally."

Several stakeholders argued that terminating MetroLink at St Stephen's Green, would allow for interchange

between MetroLink and other modes of transport. A stakeholder highlighted that doing this "would not only save money but would also allow MetroLink to continue east onto UCD or to south west as appropriate."

A number of stakeholders suggested alternatives as a better use of public money. One suggested that the budget for the original route to Sandyford be used for servicing Harold's Cross to Rathfarnham as they are in need of MetroLink. Another suggested that existing transport links be maintained, and taxpayers' money invested in "transport links that meet the strategic development of the city."

One person suggested that the money dedicated to MetroLink should be invested improving transport links to the rest of the country."

It was also suggested that due to the cost of the MetroLink project and National Children's Hospital, MetroLink should be abandoned and Metro North should proceed as it is already approved. Another stakeholder suggested that the "lack of additional stations will save on costs."

An individual argued that the project is a "huge waste of taxpayers' money to bring the metro out to Charlemont when there are areas of the southside more in need than Ranelagh."

One submission stated, "it is not going unnoticed that the cost of these two planned Luas upgrades are higher than the cost of directly upgrading the metro."



14 NOISE & VIBRATION

14. Noise and Vibration

This section addresses feedback relating to noise and vibration.

14.1 Construction Noise and Vibration

Stakeholders were concerned about the potential impact of noise and vibration from construction on local houses, amenities, schools, hospitals and businesses.

It was requested that construction noise is kept to a minimum outside normal working hours and that noise cancelling barriers be provided for the duration of the works.

Concerns were raised about "the inevitably high levels of noise pollution associated with the trucks and additional haulage vehicles that will be required to service the site." There was a request that "MetroLink undertake to do the 'noisiest' aspects of construction outside of term-time," to reduce the potential impact of construction noise on schools.

Concerns about noise due to tunnelling and construction traffic near schools and state exam centres were cited, in particular the impact this could have during school hours "as during these hours our children will be trying to concentrate on learning in the classroom and relaxing during their lunch breaks and enjoying their sport at the GAA club after school and well into the evening." A study of the impact on children's education due to construction works at Munich Airport was referenced in this regard.

The potential impacts on health due to construction noise and vibration were raised by some residents including, "hearing impairment, hypertension, ischemic heart disease, annoyance, sleep disturbance and changes in the immune system." Parents were concerned about the potential health impact of construction noise and vibration on children who suffer from hypermobility, learning difficulties and hypersensitivity disorders like autism. There were concerns about the potential impact of noise and vibration during construction on sensitive receptors including nursing homes, retirement homes and hospitals.

Many individuals and businesses who were concerned about the level of noise during construction also queried the duration of works, in particular for the cut and cover sections of the line, as this section is likely to take longer.

It was noted that cutting down shrubbery along the route will increase traffic noise considerably, especially during construction.

Some residents were concerned about the potential impact of construction vibration on their properties. The Gate Theatre expressed concern about the potential impact of vibration on their "equipment and acoustic systems."

Woodies DIY stated that the proposed works "are unreasonably and unnecessarily close" to their retail store and have concerns that vibration as a result of construction may impact on the structural integrity of the building.

Griffith Park

A large volume of stakeholders had concerns about the potential impact of construction noise on the students and staff of Scoil Mobhí on St. Mobhí Road due to its proximity to the proposed Griffith Park station at Home Farm FC with one respondent stating, "I'm sure noise will make it impossible to create a positive learning environment, so all these children are at a disadvantage."

Mater

One respondent noted that the Mater station is in close proximity to their house and "would expect ongoing communication from the design and construction teams, and serious efforts to minimise the noise and vibration impacts on residents."

Charlemont

Some stakeholders and businesses stated there would be a massive disruption to Dartmouth Square in terms of construction noise and increased traffic noise.

14.2 Operational Noise and Vibration

Stakeholders were concerned about the potential impact of noise and vibration from MetroLink once it is operational.

Some were concerned about the cumulative noise pollution from MetroLink and existing traffic noise in areas where the route is not underground. In particular, it was noted by stakeholders that noise pollution on the R132 dual carriageway is already excessive and that an uncovered rail line behind a high wall would add to this substantially.

Some respondents sought clarity on how "a higher, heavier, longer more frequent train service will actually be quieter than the current Luas service." It was noted by stakeholders that noise pollution would dramatically increase near Ashley Avenue once the Metro is operational.

Stakeholders queried whether they would hear the trains when they pass under their property. Others noted that they were satisfied that the depth of the tunnel was adequate to prevent residents experiencing operational noise in their area. Some asked what comparative measures will be put in place during noise testing to mimic the 'brake screech' of increased train traffic.

One respondent queried what operational noise limits would apply "during day time 7.00am-11.00pm and night time 11.00pm-7.00am." It was suggested that "suitable attenuation be designed into the structure such that at no time are allowable noise levels exceeded."

Concern was expressed over the increased noise levels from braking and departing trains at the stations. A stakeholder stated that MetroLink stations should be "silent stations" to lessen the disturbance that amplified announcements over speakers would cause local residents. The stakeholder also explained that this concept should also be applied to the coffee docks and recreational areas, which should "not have any music playing over speakers/PA systems." The Gate Theatre sought agreement "that any temporary infrastructure will cause no higher level of ground borne noise than the operational criterion." Some stakeholders queried the maximum sound levels expected during the operational phase and requested the "worst case scenario, two trains at speed at the same time."

The Emmaus Centre in Swords specialises in retreats, meetings and conferences. They said that "silence, stillness and solitude is core to what we do," and expressed concerns that noise from an operational Metro and associated increased traffic will have an impact on their business.

There were concerns that the level of vibration during the operational phase of MetroLink may undermine the structural integrity of properties and impact on quality of life. Some stakeholders requested details of the expected vibration and shock load during operation.

Stakeholders sought reassurance that they would not be subject to regular vibration every time a train passes underground. One referenced the Barcelona Metro and the vibration they experienced in the building they were staying in when the train passed underneath. Another said; "unless it can be guaranteed that there will be no noise or vibration in our homes, especially at night then the project must be reconsidered."

Trinity College Dublin noted in their submission that there are activities in some of their buildings and basements that could be significantly affected by vibrations and that one building has particularly sensitive equipment that can be affected by the slightest vibration or electromagnetic interference. They also expressed concern about the operational phase and its potential effect on research and specialised equipment.

Dublin Airport

There were concerns raised that noise levels would be intolerable in the area surrounding Dublin Airport due to the cumulative noise from the new northern runway and MetroLink. It was also noted by stakeholders that this is a noise restriction zone for development.

Dardistown Depot

A business expressed concern that the Dardistown Depot has the potential for noise and vibration impacts "that could result in a decline in the quantity and quality of product from the existing plant and loss of business which, in turn, would have a negative impact on the wider business."

Griffith Park

It was noted by some stakeholders in relation to the Griffith Park station that "the planned depth is adequate to prevent residential homes in our area from experiencing operational noise."

The potential to disrupt the quality of life on St. Mobhí Road if noise or vibration from the trains can be experienced especially at night was noted by a respondent.

Mater

It was queried whether the tunnel was sufficiently deep at the Mater station to mitigate shaking and vibration when the Metro is in operation.

Charlemont

Some stakeholders stated there would be a massive disruption to Dartmouth Square in terms of increased commuter noise and large footfall and noted "it would be helpful to see a public statement or report clearly comparing future noise levels with today's noise levels and a promise that future noise and pollution levels will be reduced (or at least not worse) for the MetroLink neighbouring houses at Dartmouth Square and Oakley Road."

It was also noted that there is already significant noise in this area from Luas trams and "longer trains at higher speed and frequency would only add to this."

One stakeholder queried what the noise and vibration predictions are for Cambridge Terrace once operational.

Another respondent stated that "a Metro will reduce the number of cars, reducing noise pollution in the area," in reference to the Ranelagh area.

14.3 Noise and Vibration Monitoring

Stakeholders stated that noise and vibration monitoring needs to be undertaken during both construction and operation and a request that a "detailed noise and vibration report is prepared by an independent Acoustic Engineering consultant to assess the likely construction noise and vibration."

A stakeholder stated that if "noise level testing is carried out on the 'as-is' situation, this will not reflect the true reality of the future state." There was a request for a meter to be installed to measure the vibration levels during construction. There was a request for pre-condition surveys to be carried out as well as ongoing monitoring post-construction for ten years.

Glasnevin

It was claimed that there are currently noise tests being carried out at the car park of the Brian Boru bar in Glasnevin which is flagged for CPO and that the results indicate that noise is already at an unacceptable level.

O'Connell Street

The Gate Theatre referenced a report undertaken by an acoustic consultant in 2010 on their behalf on the potential impacts of the previous proposed Metro North. They also stated that "the existing noise and vibration in the building have been measured to gauge the potential impacts of the proposed works," and that "measurements were timed to include the evening peak period to ensure that noise at the façade was representative of the highest levels to which the building is exposed."

The Gate Theatre requested that noise and vibration monitoring be undertaken, taking account of the appropriate limits given for the nature and use of the structure and the hours of work and their effect on the use of the building.

St Stephen's Green

A school requested that continuous noise and vibration monitoring be put in place for the duration of the construction activities at St Stephen's Green.

14.4 Mitigation Measures

Stakeholders stated that noise and vibration mitigation measures for both construction and operational phases should be put in place.

It was suggested by some stakeholders that reinstating all the trees and shrubbery along the Malahide Road and R132 would help muffle traffic and operational noise along with retaining the green belt in the Ashley Estate. An alternative for sound-proofing was also suggested by "increasing the height of the wall alongside the estate", at Ashley Avenue.

One stakeholder suggested "that during these works, there is an ideal opportunity to better protect our neighbourhood from the constant traffic noise." It was noted that a fully underground tunnel would alleviate noise concerns along the R132. Another stakeholder suggested "raising the boundary wall to the Swords bypass so as to alleviate the loss of current noise protection that is being afforded by mature trees."

It was noted by stakeholders that on the previous Luas project, local residents were promised a wall to reduce noise and subsequently received a wire fence and this has decreased their trust in the government and the NTA.

Details of how the tunnel and the rails would be damped to lessen vibration and shock were requested by another resident.

Local residents requested that the track should be changed to retained cut or cut and cover to reduce noise exposure between Dublin Airport and Fosterstown, given MetroLink's proximity to their homes.

Estuary Park-and-Ride

The Emmaus Centre requested that there should be no vehicle access to the Estuary Park and Ride complex from Ennis Lane to help minimise the potential noise impact on their business and queried what type of mitigation measures will be put in place to minimise noise.

Griffith Park

The Griffith Avenue and District Residents Association (GADRA) made several suggestions of possible mitigation measures that could be implemented to reduce the impact of noise on residents living near the Griffith Park station both during construction and operation.

Mater

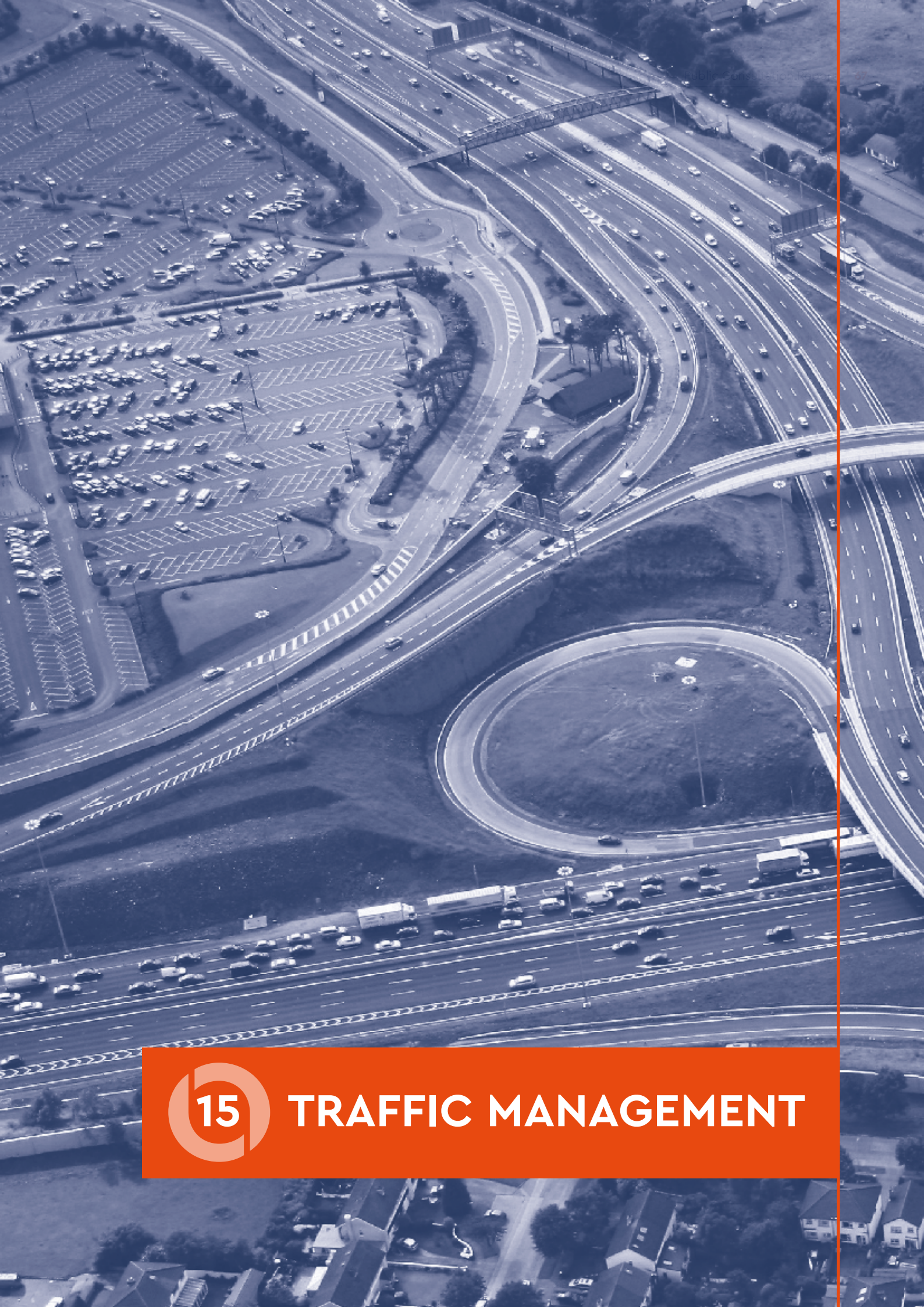
A stakeholder queried how "audible warnings such as horns and announcements from the trains" will be mitigated at Mater station.

O'Connell Street

A requirement was sought by the Gate Theatre that any need to exceed agreed noise limits will be agreed in advance. They also requested that all potential mitigation measures need to be tested in advance of commencement of works to ensure that their effectiveness will satisfy their requirements.

Charlemont

It was queried what mitigation measures for noise and vibration levels would be implemented at the rear of Cambridge Terrace during construction and a request made that "all available techniques will be incorporated into the design and construction stages to mitigate future operational noise and vibration."



15 TRAFFIC MANAGEMENT

15. Traffic Management

This section contains feedback relating to traffic management during the construction of MetroLink.

15.1 Construction

Several submissions focused on the need for high safety standards in relation to construction vehicles as the construction phase would bring "a large number of HGVs into urban areas." Submissions stated how HGVs posed a threat to vulnerable road users, like pedestrians and cyclists and requested that "management of these HGVs will be an important part of the construction management plan for MetroLink." Stakeholders requested state of the art construction vehicles to be utilised that don't "have blind spots associated with traditional trucks."

Dublin Cycling Campaign stated "TII/NTA need to set high safety standards for HGV vehicles that work on the MetroLink project. TII and NTA have a responsibility to protect vulnerable road users." The group referenced the CrossRail project in the UK as a good example where "they required sensors, underrun guards and other measures to improve safety of vulnerable road users."

Estuary Park-and-Ride

One submission questioned the traffic management around the Estuary Park-and-Ride, stating, "it's important to further look at traffic calming measures for the site during both the development and operational stage of the site and subsequent Metrolink."

Swords Central

Feedback from residents in Ashley Estate identified concerns regarding traffic disruption during the construction phase. They observed that "the roads in question are heavily used and we would anticipate it to be almost impossible to get in and out of our estate for a considerable duration(s) of the day. We also feel that many people outside our immediate area will be heavily impacted by this. Traffic management if designed correctly and fully employed will assist to alleviate this aspect to more tolerable and acceptable levels." One submission stated that "construction traffic needs to be maintained to ensure safety of everyone on the estate."

Mouna/ABP was concerned about construction traffic in the vicinity of their business, as this would have a negative impact on the people utilising their services.

Dardistown and M50

Mouna/ABP sought clarity on traffic management plans during the construction phase and questioned whether

this would impact their business and requested that if a traffic management plan is put in place that it is agreed with them in advance. The local business added "any works on Ballystraun Lane or proposed access roads need to have an agreed traffic management plan with particular emphasis on the provision of 24/7 HGV traffic to and from the entrance" to the businesses site.

Collins Avenue

Some stakeholders referenced impacts on traffic levels in the area and access to Our Lady of Victories National School. One stakeholder requested that "TII and NTA consider the implications of development works on traffic flows at an early stage in the project and provide alternative access routes where possible."

Griffith Park

Many submissions received were from parents of children attending Scoil Mobhí and referred to construction traffic management. Stakeholders described the existing road as dangerous and that additional construction traffic is "ill-thought out at least and inviting accidents, its simply not safe." Many of these submissions raised concerns over child safety as a result of the amount of construction vehicles required for the station, with one stakeholder commenting "I would like for my children to safely be able to cycle or scoot to school. I could never allow this to occur if such large trucks are coming and going continuously." One stakeholder questioned what traffic management system will be in place to "ensure parents and children have free and safe access, both pedestrian and vehicular access, to the road." One stakeholder questioned how the HGVs will exit onto Mobhí Road as it is "left turn only" which will then lead into a "subsequent traffic jam on Botanic Avenue."

The Board of Management at Scoil Mobhí expressed concerns regarding school access "in order for the school to operate during the construction period, a separate pedestrian and vehicular access to the school (fully segregated from construction traffic) will need to be provided."

Many stakeholders referenced An Bord Pleanála Inspector's Report produced for the previously proposed Metro North route, which suggested "that during construction a 42% increase in HGV traffic could be expected during some phases of the project." Their report focused specifically on the impact this would have on traffic on the 3-lane M1 between the Airport and M-50 junctions. A stakeholder commented 'the suggestion that the single-lane Mobhí Road would be able to accommodate anywhere near this additional capacity on top of its already lengthy traffic jams is ludicrous."

Glasnevin

Residents from Dalcassian Downs sought clarity regarding road closures and queried whether construction vehicles would have access to residential estates. Many stakeholders urged the project team to set high safety standards for HGVs as "there is a lot of foot and bike traffic" in the area.

Mater

Submissions queried whether Berkeley Road would be closed to traffic during construction of the Mater station emphasising its value as a public transport route. One stakeholder outlined their support for the Mater station but stated that it "requires management with residents during construction, tunnelling, traffic management and access." Some submissions also outlined concerns in relation to construction staff vehicles.

Tara

One stakeholder requested that there should be minimal or no impact on traffic as a result of the construction on Townsend Street and asked that work be scheduled during off-peak times to minimise the disturbance to traffic.

The Gate Theatre raised concerns over the potential impact to the theatre during the construction phase of the project. They noted "construction noise limits should also apply to construction traffic. Exceeding the current daytime level would lead to unacceptable intrusion to the rehearsal room."

St Stephen's Green

A submission detailed the impact on the area as a result of construction traffic "the traffic disruption due to the proposed location of the St Stephen's Green station will have a sustained and highly disruptive impact on traffic and movement in the general area, both during and after the construction works. The extent of the proposed dig for the station will...prevent any traffic flows along St Stephen's Green East thereby disrupting what is already a confused and unsafe traffic situation. It will also involve relocating the current traffic to other routes which are already overloaded and congested, and this does not make any rational or practical sense."

Charlemont

Local residents expressed concerns regarding the impacts of station construction traffic. Concerns were also raised over the proposed closure of Dartmouth Road throughout the duration of construction.

15.2 Operational

Several stakeholders commented on traffic management once MetroLink is operational.

Estuary Park-and-Ride

One stakeholder requested that the project team look

at traffic calming measures for the Estuary Station, both during the construction and operation stages of MetroLink. The Emmaus Retreat requested changes to traffic flow at Ennis Lane once MetroLink is operational "widening of the road, better lighting and enforced speed limits." They also requested a bus stop and the Park-and-Ride to be only accessed "by the new road being constructed and not Ennis Lane to cut down on traffic on Ennis Lane." They also requested appropriate road signage to be put in place when Ennis Lane is closed off at the R132.

The Health Service Executive (HSE) raised concerns in relation to the traffic management impact of the Preferred Route on ambulance response times. They requested an independent traffic analysis study to assess the implication both during the construction period and when MetroLink is operational.

Seatown

Local residents were concerned "the MetroLink line will be cutting across Seatown Road, our primary access will be disrupted from the R132."

Swords Central

In relation to traffic congestion along the R132, stakeholders stated that "during the operational phase the bottleneck effect coupled with the chaotic three lane roundabout and a MetroLink running across it will exacerbate the situation" and questioned the impact on local residents.

Dardistown and M50

Tesco Distribution Centre stated they require access to be maintained during the construction and operational phase of the project. They requested that "the NTA and TII consult with Tesco throughout the course of this project to ensure the efficient operation of this large distribution centre which is central to Tesco's operations in Ireland."

Collins Avenue

One stakeholder stated there will be traffic management issues in the area once MetroLink is operational.

Griffith Park

One stakeholder commented that "safety regarding the entrance of the MetroLink stop" was a concern. The stakeholder queried how cars and taxis are supposed to pick up and collect MetroLink users or those with disabilities and small children.

Glasnevin

One stakeholder questioned how the entrances to Glasnevin station will work with an already congested junction, noting "this bridge currently has a bus lane and general traffic in each direction. There are traffic lights and pedestrian lights. The junction is already quite dangerous for pedestrians and cyclists, who have to

compete for limited space in close proximity to fast traffic."

Residents from Goldsmith Street raised concerns over traffic management when MetroLink is operational, they noted that the current situation is bad and sometimes dangerous and with more people flocking to the area, they had concerns that the situation will worsen.

Tara

One stakeholder requested that traffic management around Tara Street was looked at by the project team, adding "please ensure that the number of traffic lanes is reduced, or two-way traffic is introduced as a method of calming down the motor dominant area."

Charlemont

A local resident suggested that "the proposal will drastically change Charlemont for many reasons, having more people and more traffic traveling through the area." One stakeholder stated that MetroLink will have a negative impact on the area and noted "Grand Parade is blocked in the morning and evening with people and cars. This problem will be exacerbated with people arriving or leaving by cars and taxis and loading and unloading suitcases."

One stakeholder questioned "why there was a road in between the Luas and the Metro station...this is going to be one of the biggest interchanges in the country with very high footfall, I would have thought separating cars from people would be essential."

Another stakeholder added that "the roads around the proposed Charlemont station will not be able to cope with the huge amount of additional traffic and parking which will occur if MetroLink is built at this location." Many local residents stated there will be major traffic disruption in the area, as "the terminus will generate not just the 24 hour traffic movement of passengers arriving and departing but the transport infrastructure needed to bring people to destinations further south."

15.3 Parking

This section outlines the impact to parking for cars and bicycles during the construction and operational stages of the project.

One stakeholder suggested in relation to car parking that "all stations should have significant parking and that will reduce pressure on feeder services." The Public Participation Network recommended "if car parking is supplied it needs to be secure and well-lit, and at least 10% of the spaces are for disabilities and parent parking and that those 10% are located at a location close to the station."

Many stakeholders noted in their submissions that adequate bike parking is a requirement by both national and local policy. Many stakeholders requested significant numbers of high quality bicycle parking to

be provided at all stations, "putting good bike parking infrastructure in place will facilitate people within the catchment to access MetroLink easily." Another stakeholder added by increasing bike parking, it reduces the need for extensive car parks in dense urban areas. One stakeholder also stated that "bike parking uses significantly less space and can accommodate many more people on bikes than cars." One stakeholder suggested that bike parking should include provisions for "non-typical cycle types, such as hand-cycles for disabled people and cargo bikes for parents."

Dublin Cycle Campaign agreed with the points in relation to secure, high density bike parking required at each station. They added that in The Dublin City Development Plan 2016-2022, train station developments are required to provide a minimum of seven parking spots per number of trains at the two-hour peak period (100 spaces). They also noted that in order to improve accessibility for cyclists to stations, "the availability of appropriate bike parking facilities at stations be a key influence on people's decision to choose cycling...enabling people to arrive by bike increases the local catchment of stations and this in turn improves MetroLink's business case."

Seatown

Residents from Seatown Villas raised concerns over car parking impacts and access to their estate as a result of MetroLink. Woodies DIY raised concerns over the loss of parking at their store and stated that it would negatively impact their business. They added "ease of access and adequate car parking facilities is essential for any retail warehouse business, as the majority of customers use their car to access the store."

Swords Central

Ashley Estate residents stated that "there is a huge issue in the estate with non-residents parking and going to work." They added that this will only worsen when MetroLink is operational and will force the area to adopt a "pay and display parking system on the estate which would ensure visitors would need to pay to visit our homes."

Another resident stated, "the proposed route will create more traffic issues within our estate as people will see the estate as a handy option for free parking to access MetroLink." Local residents also noted "we would have concerns of the current positions in respect of parking being proposed at the stations, and feel that the volumes, as currently being allowed for, fall way short of what any reasonable person may expect."

Dardistown and M50

One local business requested further information on the location of the Dardistown car park and the fact that only one station access point is shown in the artist's impression.

Collins Avenue

The Ballymun Residents Area Association noted their concerns in relation to the lack of available car parking facilities in the station area, stating that this "will, particularly post construction phase, lead to considerable illegal parking activity in the Albert College housing estate and along Ballymun Road. There will be greatly increased traffic activity in these estates which will result in increased access difficulties for residents, as passengers are likely to park irresponsibly and obstruct access to their homes."

They also noted that the local schools rely on Our Lady of Victories Church car park, which they noted "is difficult to envisage where these parents would be able to safely park given the already severe congestion at the Collins Avenue/Glasnevin Avenue junction."

Griffith Park

One stakeholder commented "if the station is located at Griffith Park, commuters will use the existing free on-street parking on the surrounding street as a free car park-and-ride facility. Local residents will be unable to park." Na Fianna sought clarity on "what measures, if any, are proposed to accommodate the additional parking that consumers may require."

One stakeholder stated "parking next to the school is being touted as a serious concern, however parking in the area should be discouraged, there is plenty of parking nearby which involves a short walk for staff, parents and students. The idea that parking is sacrosanct and should have a greater priority than the construction of a major transport initiative is unreasonable in the wider context."

Glasnevin

Several stakeholders from Berkeley Road and Goldsmith Street noted parking concerns as a result of the proposal to close Berkeley Road during construction. One stakeholder stated they welcomed the decision not to provide extensive car parking facilities at Glasnevin Station, "we welcome this as we would be concerned that such a facility would encourage additional private car traffic when the NTA should be encouraging through all its activities less use of private cars."

Residents from Dalcassian Downs raised concerns over the impact to their parking. They added that they are concerned the estate "will become a pick up or drop off area for commuters and that the green area in the middle will be used as a turning circle for traffic to exit onto Harte's corner."

O'Connell Street

The Gate Theatre stated their concerns over the "potential loss of audience if current vehicular access to the theatre cannot be maintained. The Gate may suffer if there is a loss of conveniently located on-street parking in the near vicinity of the theatre due to road closures or diversions."

Charlemont

Local residents raised concerns with regard to "illegal and increased parking of non-resident vehicles in and around Dartmouth Road and Dartmouth Square should the MetroLink interchange go ahead." One stakeholder sought clarity around set-down areas and proposed parking in the vicinity of the Charlemont station.

15.4 Park and Ride

Several stakeholders noted the importance of Park-and-Ride facilities and one stakeholder requested "more Park-and-Ride facilities as it will prevent congestion in the city." One stakeholder requested a Park-and-Ride to be built for the southside of the city.

Estuary Park-and-Ride

A stakeholder questioned the cost of utilising the Park-and-Ride facility. Another stakeholder queried whether "the number of spaces is necessary, and will it actually divert traffic off the M1 or will it just induce more private cars from North County Dublin."

Another stakeholder stated, "the inclusion of part of the Swords Western Distributor Road strengthens the justification for a signalised junction as a means of access to the Park-and-Ride."

15.5 Congestion

This section outlines the submissions on congestion during the construction and operational stages of the project.

It was widely acknowledged in the submissions that MetroLink will be hugely beneficial to the city through reducing car congestion, "MetroLink takes pressure off the current public transport system and busy roads, fewer people will take the car as a consequence of access to the Metro." Dublin Chamber of Commerce remarked "TII's National Roads Network Indicators 2017 report, notes that congestion levels returned to pre-boom levels in 2015 and now stand at a record level." One stakeholder suggested the project would "promote public transport and eliminate car use." Another stakeholder added "I see the project as one of the most vital infrastructure projects for the city of Dublin, for people who cannot afford to drive, they have no other option than to use the bus service and waste hours sitting in congested traffic." Tesco Distribution Centre welcomed "the proposal of a new rail line in Dublin given the increasing population of the city and suburbs. The project has the potential to greatly improve journey times and reduce congestion in a sustainable manner."

Many stakeholders suggested that implementing more and alternative routes would further alleviate traffic congestion in Dublin "it would solve Dublin's traffic problems, with Dublin listed to amongst the most congested cities in the World." Another stakeholder suggested that the N1 from the airport to the city "is the one that suffers from huge congestion and the preferred

route will not alleviate this." More information on this can be found in the section on Alternatives.

Several stakeholders welcomed MetroLink proposals over the BusConnects plan as they suggested "the BusConnects plan would lead to little to no gain in travel efficiency and reduction in private car commuter journeys."

Several stakeholders raised concerns over the Green Line upgrade, noting "expanding the number of trams running at peak times to one every two minutes will generate more congestion adversely impacting pedestrians, cyclists and bus users." More information can be found on this in Section 24: The Green Line.

Many stakeholders expressed concern over the change of route and the knock-on effect this has on congestion, climate change and foreign direct investment. One stakeholder commented that "our FDI is at risk if we cannot provide an easy, stress-free route to work from residential areas for the employees of the large foreign organisations that set-up shop here. We are now ranked among the most congested cities in Europe." Another stakeholder noted "I do not want to see construction delays of an underground system on the south side. It is urgently needed to address traffic issues and to open up parts of the south side to reliable means of transport, capable of handling large volumes of people."

One stakeholder remarked "MetroLink will not solve Dublin's traffic problems. Developing a MetroLink service on the current Luas line won't be enough to solve the daily traffic capacity problems and is short-sighted. It will only serve to draw more commuters into the areas surrounding the line, increasing the number of journey segments and average journey times. So, rather than decreasing the number of overall car journeys, commuters from more distant areas will take their car, bus, bike to MetroLink stations increasing traffic congestion and parking issues around main hubs."

Estuary Park-and-Ride

One stakeholder queried if the Park-and-Ride would generate significant traffic from places like Donabate and Lusk and result in significant congestion at peak times.

Swords Central

One stakeholder requested that the Balheary and Magillstown Road needs to be widened for cars, cyclists and pedestrians. The same stakeholder noted "the level of traffic at the moment is too heavy for this rural road. When the Metro is operational, there will be a significant increase in traffic from Ballyboughal, the Naul and Rolestown."

Residents from Ashley Estate and Chapel Lane voiced their concerns over the current congestion in the area and noted the "construction works will add to this significantly."

Dardistown and M50

A local business expressed concern regarding the impact of the increased traffic from the construction of the depot.

Ballymun

Tesco Distribution Centre raised concerns regarding the Ballymun Road and the potential increase in traffic congestion and the impact this could have on the commercial premises in the area.

Collins Avenue

The Ballymun Residents Area Association highlighted congestion in the area, stating that "the extent of the proposed dig will at its narrowest point reduce the Ballymun Road past the central median. Available traffic lanes will be halved, and we are fearful as to the impact that will have on traffic flow which in turn results in complete gridlock for large parts of the working day."

Griffith Park

Stakeholders commented on the existing congestion problems and remarked that this may increase because of the proposed station. However, one stakeholder added "overall, I welcome MetroLink in my neighbourhood (Griffith Park), it is progress and should meet future population growth in the areas it serves. I am hoping it will assist in the overall reduction in traffic volumes on our roads and improve the environ."

Charlemont

Local residents stated "closing Dartmouth Road for three years will lead to massive congestions pouring onto Northbrook Road." One stakeholder queried "what about the daily existing traffic issues currently experienced on the arterial route from the M50 to Ranelagh and along the canal between Harold's Cross and Ballsbridge. Compound this with an additional 60,000 people back on the roads and the construction traffic and you will turn this area into a car park."

Another local resident added "there would be long-term traffic congestion once the service commenced. Having MetroLink end in Charlemont rather than St Stephen's Green would be likely to give rise to an increase in the number of trips by car to the MetroLink." The stakeholder also stated, "if the MetroLink ends in Charlemont, a lot more passengers are likely to be dropped by car to MetroLink, giving rise to traffic congestion and parking difficulties."

15.6 Pedestrian and Cycling Access

This section summarises submissions regarding pedestrian and cycling management.

It was suggested by several stakeholders that overpasses and underpasses are necessary to maintain pedestrian and cycling access at all times. One stakeholder added that "it is important that cycling and

walking to and from the MetroLink is as convenient and safe as possible. It would be great if the pressure the MetroLink will take off the road system would be used to stimulate these two modes of environmentally friendly and healthy modes of transport." One stakeholder questioned whether a risk assessment in terms of interfacing transport modes would be undertaken to ascertain risk and exposure to each transport mode, with weighting in the design protecting the vulnerable road users, pedestrians and cyclists.

Rethink MetroLink noted "there can be no crossings at grade, pedestrians, cyclists and cars all have to be completely segregated. Notice that this becomes completely essential once Automated Train Operation is chosen. The entire line has to be walled off from its surroundings." One stakeholder stressed the need for "walking and cycling infrastructure must be upgraded to the highest possible standard with dedicated conflict and danger reduction and clearly defined infrastructure for each mode." The stakeholder added "footpaths and cycleways must be separated by colour and by grade and fully accessible for partially sighted and mobility impaired users. Signal wait times for these users must be as short as possible. Gradients and sightlines must be as good as possible for pedestrians and cyclists to make the infrastructure inviting and safe."

Dublin Cycling Campaign referred to the following policy documents that note the importance of quality bike parking at each station; National Planning Framework, Dublin City Development Plan 2016–2022, Fingal County Development Plan 2017–2023 and the NTA's National Cycle Manual.

Regarding pedestrian access, one stakeholder asked the project team to "ensure that walking in the vicinity of all stations is prioritised. For public transport to fulfil its full potential, it must be nicer than the alternative (driving). Public walkways around all the stations should be comfortable and as generous to pedestrians as possible. Walking routes to and from the station should be direct, and not require pedestrians to yield to motor traffic." The Public Participation Network requested "no obstructions to the view of both pedestrians and persons in wheelchairs at crossing points."

Stakeholders stressed the importance of pedestrian permeability at all stations. Cairn Homes urged the project team to upgrade the surrounding roads or pedestrian networks "to ensure stations are connected and integrated with local areas. The delivery of supporting infrastructure such as improved footpaths and cycle paths connection stations to surrounding areas will be critical to the success of MetroLink. Cairn Homes would encourage TII and the NTA to work with the local councils to ensure any necessary supporting infrastructure is delivered in tandem with MetroLink."

Regarding access for cyclists stakeholders noted the importance of cycle access to each station. It was noted by many stakeholders that cycling provision around stations is well designed, one stakeholder suggested

"safe segregated cycleways and secure cycle parking that should be built to a Dutch standard of quality. Every effort should be made to allow for people to cycle to the MetroLink along safe routes."

One stakeholder stated, "if we are truly dedicated to improving Ireland's transport system, the convenience of park and ride cannot be overstated." They also added that "access by bike to stations along the R132 has improved in the Preferred Route. This is mainly due to the proposed walking and cycling bridges over the Swords bypass. These bridges should provide a segregated path for walking and cycling in line with the National Cycle Manual. This will reduce conflicts between pedestrians and cyclists. It will also separate people on bikes from visually impaired people who are walking." They suggested that the MetroLink bridge over the Broad Meadow River could provide enough space for pedestrians and cyclists to cross underneath, on the southside the bridge should connect to the Santry Greenway."

Estuary Park-and-Ride

Swords Business Campus sought clarity around pedestrian and cyclist access arrangements. They noted "the Swords Business Campus is potentially within five minutes' walk of the proposed Estuary MetroLink Station, given the provision of suitable pedestrian infrastructure to the south of the station." They added "we therefore request that consideration be given to providing a direct pedestrian and cyclist connection from the proposed Estuary Station to the northern boundary of the Swords Business Campus." One stakeholder requested that adequate cycle parking should be provided at the Park-and-Ride to enable people to mix modes of transport use. The Emmaus Retreat and Conference Centre requested that pedestrian access between their centre and MetroLink be made accessible for customers and staff.

Dublin Cycle Campaign sought clarification on the proposal around Estuary, stating "it appears that the MetroLink will cut through existing or planned walking and cycle routes in the area. It is not possible to access the Estuary station from Swords by foot or bike, as the segregated track prevents access."

Seatown

One stakeholder requested that "when the route passes beneath large roads using cut-and-cover, consideration should be made to adding pedestrian underpasses to increase pedestrian permeability and connectivity between housing estates." The stakeholder added "the space between Carlton Court and the Pavilions car park and the R132 should be used for pedestrian and cycle facilities if at all possible, with connections to Carlton Court." Woodies in Seatown raised concerns over the impact on the nearby pedestrian footbridge and how people will access the store.

Swords Central

It was requested by several stakeholders that it must be easily accessible for pedestrians and cyclists to cross the line north of Swords. One stakeholder requested that the stations be easily accessible for cyclists and pedestrians and an over or underpass to the Swords station would be beneficial.

Many stakeholders from Ashley Estate and Chapel Lane urged the project team to reinstate the Ashley walkway and pedestrian bridge to Swords Village, schools and other amenities. As they stated this would severely impact accessibility in the local area. They noted "the current position of the footbridge at Chapel Lane should remain in place and measures taken so as to ensure that we do not lose this facility during construction. This route is not only one for the residents of Ashley, but it is used daily by the wider community of Swords to access the local schools and church."

Fingal County Council requested that along the R132 "pedestrian and cycling facilities along the entire corridor need to be fully considered, in determining appropriate crossing facilities consideration needs to be given to maximising the convenience for both pedestrians and cyclists. Therefore, at grade crossings, in general, are considered more appropriate than grade separated pedestrian bridges. In the vicinity of the new station, it is likely that pedestrians and cyclists demand will be the requirement at grade and overbridge provisions."

Fosterstown

One stakeholder suggested "considering the location of Fosterstown station and the proposed pedestrian overpass, there should be a pedestrian walkway joining Pinnock Hill road and Boromhe Estate."

Three elected representatives requested "the large population areas closest to this stop are Holywell to the east, Boromhe and Forest Road, River Valley and Ridgewood areas to the west. There must be safe walking, pedestrian and crossing points for these residents to easily and efficiently get from their homes to this MetroLink station. Feeder buses also required."

One landowner questioned the proposed overbridge from the station to the landowner's land and sought clarification on this overbridge. As they noted they are actively seeking to develop their land and stated they "intend to provide a signal-controlled access from the existing R132 to their site. This signal-controlled access would provide an at grade pedestrian crossing to directly link the proposed development with Fosterstown Metro Station." They added "the provision of an overbridge at this location, which segregates motor vehicles and pedestrians is contrary to the recommendation of the Design Manual for Urban Roads and Streets (DMURS)."

Dublin Airport

Pedestrian access from the MetroLink station to the terminals was a major concern for stakeholders. Several stakeholders requested an underground pedestrian link. More information can be found in Section 23: Design. The Irish Airline Pilots Association noted, "we trust pedestrian access to and from the MetroLink shall not restrict or thwart surface vehicular drop-off transport flows from entering the airport."

Dardistown and M50

Many stakeholders requested that the "new metro bridge over the M50 must include walking and cycling access." One local business discussed pedestrian and cycling access on Ballystruan lane, which they describe as "limited in terms of width and has poor pedestrian footpath and no cycling facilities. The increase in traffic on the sub-standard lane has potential to negatively impact on plant related traffic and give rise to road safety issues particularly for pedestrians and cyclists." The business added "the provision of a station at Dardistown will require upgrade works to the lane in order to provide pedestrian and cycling connectivity and improve road safety" which potentially could impact the business during construction and operation.

Northwood

One stakeholder suggested "the junction design above the station should be changed to increase safety for both pedestrians and cyclists."

Griffith Park

One stakeholder suggested the project team and the local schools work together "to develop a formal pedestrian and cycle route that is well away from truck movements would be beneficial." Several stakeholders noted that if cycling facilities were implemented around Scoil Mobhí this would discourage gridlock and parking in the area.

GADRA requested that safe pedestrian and cyclist access be made available between Griffith Park station and DCU College campuses in St. Pats Drumcondra and All Hallows. GADRA suggested a cycleway via Millmount or Millbourne via Walsh Road and the Department of Defence's lands. They added "incorporating this cycle route into this design phase will ensure safer cycling for all within the area."

Glasnevin

Stakeholders are recommending the area around the station needs to be developed to allow for greater pedestrian access to the station. Dalcassian Downs residents opposed "any elevated pedestrian cross-over bridge in terms of the proposed interchange station. An elevated bridge over the Maynooth train line would impact the privacy of the residents." One stakeholder raised concerns over pedestrian and cyclist safety in relation to the construction site at Glasnevin stating, "I both walk and cycle in the area and fear it might become unsafe to travel."

O'Connell Street

One stakeholder suggested that as the O'Connell Street Station will be incorporated into a development, "it is important that there is pedestrian access to Moore Lane at all times, even if the retail development is closed. Access to Moore Lane will allow for direct access to the Rotunda, DIT and the future city library on Parnell Square without having to go via O'Connell Street."

The Gate Theatre stated there may be a "loss of walk-in bookings as a result of unpleasantness or difficulty in accessing areas due to the huge construction site." They added "a reduction of pedestrian traffic in the local environs as a result of detours and the effect of enabling works will impact negatively on pedestrian accessibility to the theatre."

Tara

One stakeholder suggested that the pedestrian access around Tara be considered by the project team, the stakeholder added "as it stands, pedestrians who walk from Tara station to the city, must cross Tara Street which is four lanes of traffic in one direction. This street has the characteristics of a motorway and it is not inviting to public transport users."

It was also noted that "the drawings show Luke Street, New Luke Street, Poolbeg Street and Tara Street all as one-way streets. This will make access to the station difficult for people on bikes. A more considered layout could make access to the station difficult by bike easier by adding a contraflow cycle lane on these one-way streets. This would increase permeability of the area for people on bikes. It would also connect Tara Street to the Liffey cycle route. It would also align with objective MTO13 of the Dublin City Development Plan to provide contraflow cycling to one-way streets."



PLANNING

16. Planning

This section outlines feedback received relating to planning, including national and local government policy, the planning process, and future planning and zoning.

16.1 National Policy

Submissions noted several aspects of national and local government policy.

Some submissions noted that MetroLink forms part of the Government's Project Ireland 2040 plan. They observed that this strategy estimates considerable population growth, for example with the population of the Greater Dublin Area (GDA) forecasted to grow by one million people by 2040.

Several submissions remarked that MetroLink has a function as an element of governmental climate change policy. One submission stated that "as part of Project 2040 and the Paris environmental goals...a modern Metro and tram system that can support the desired capacity...is more green and eco-friendly." Other submissions stated that they did not believe MetroLink adequately addressed the need for public transport investment in the GDA as a whole.

The submission from the Dublin Cycling Campaign referenced the National Cycle Policy Framework "the Metrolink report indicates that bike parking will be provided 'where feasible'. All stations require adequate bike parking to meet various local and national policies such as the National Cycle Policy Framework."

Swords Central

A submission noted the role of MetroLink to help Swords "deliver on its potential as a major residential and employment centre within (the) GDA as identified in both the National Planning Framework and recently adopted Regional Spatial and Economic Strategy for the GDA."

Dublin Airport

Dublin Airport Authority noted the importance of population projections and the wider policy context, stating that "it is noted that Metrolink is part of a wider integrated strategy to provide sustainable mobility, including BusConnects and DART expansion projects listed within Project Ireland 2040. Dublin Airport is keen to engage with TII and NTA from a capacity

perspective to ensure that MetroLink would have the capacity to cope with current and future demands. This should be consistent with both population projections and passenger projections as set out in the National Planning Framework."

Charlemont

Submissions provided feedback on the Luas Green Line tie-in at Charlemont. A submission stated that "as noted in the consultation document, the National Planning Framework projects Dublin's population to grow by 20 to 25 percent by 2040. Meanwhile, the country is undergoing a major housing crisis driven by a shortage of housing. The Luas Green Line routes through many of the areas of south county Dublin best primed for further residential development."

16.2 Local policy

Submissions noted that MetroLink forms part of the NTA's Greater Dublin Area Transport Strategy 2016–2035.

Several submissions suggested that further studies need to be undertaken to investigate future tie-ins to MetroLink, such as continuing out to the south west of the city, to determine which south side route is best for Dublin.

Tara

Submissions commented on the proposed layout and design of Tara station. One stakeholder stated that the "current layout and design under the preferred route for Tara station...contradicts the aims of both the MetroLink project and the Transport Strategy for the Greater Dublin Area 2016–2035...I have seen no reference to how this challenge has been met with regard to the demolition of the College Gate apartments and sports facility in any MetroLink document to date or in the different options that were considered."

St Stephen's Green

Some stakeholders requested that MetroLink be terminated at the proposed St Stephen's Green station until such a time as a transport study is undertaken to provide a complete, accurate and up-to-date assessment of the transport needs of the south and west of the city.

Stakeholders also suggested that St Stephen's Green should become a MetroLink termination point for future transport tie-ins and allow MetroLink to potentially expand to the south and west of Dublin. "As part of this process the proposed route should revert to the creation of an integrated transport hub in St Stephen's Green which would allow for the interchange between MetroLink and the Luas Green Line and cater for the

development of the DART Underground should it ever be resurrected instead of having the Luas/MetroLink interchange at Charlemont."

Charlemont

Some stakeholders requested that the NTA undertake a study of alternative southside route options now, in advance of the review of the Greater Dublin Area Transport Strategy, which is due to take place in 2021/22 to ensure integrated public transport links are developed in other parts of the city. Submissions in this regard also stated that such a study would "ensure that taxpayers' money is invested wisely in transport links that meet the strategic development of the city rather than in the destruction of existing successful lines i.e. Luas Green line, which have a positive impact on the community."

Others requested that the proposed tie-in at Charlemont be re-examined, stating that "the subsequent withdrawal of the proposal to 'tie-in' the Green Luas line has now resulted in Charlemont unintentionally becoming 'the' southside hub for the whole Metro project. The fundamental basis of the MetroLink transport strategy for the southside has now totally changed. However, no comprehensive study of a 'hub and spoke' model has been carried out and concluded and demonstrated that Charlemont is the ideal solution for a long term major southern transport connection hub."

A submission commented on the future tie-in at Charlemont "as part of the GDATS 2016–2035 is a fundamental pillar of public transport provision in the Greater Dublin Region

16.3 Planning Process

Some submissions included comments on specific aspects of the planning process and the current MetroLink plans.

The Dublin Cycling Campaign requested engagement with the MetroLink team so that all issues can be resolved before the MetroLink Railway Order application is submitted.

A submission noted that the expected MetroLink route had been adopted by various planning documents and has been highly influential on development and zoning decisions in the area.

Dardistown and M50

A submission from a business located in the area requested further information on station details such as customer car parking and noted that it hoped the environmental impacts of the proposed station will be considered as part of the EIAR.

Glasnevin

A stakeholder requested additional information on the layout of the proposed rail station and associated junctions, as they stated it is still unclear whether these rail alterations will be included in the Railway Order for MetroLink or considered as part of the DART expansion. Cllr. Marie Sherlock requested in her submission that the construction of a footbridge from Broombridge, provided for under the Phibsborough Local Environment Improvement Plan (LEIP), would form part of the MetroLink planning.

Charlemont

Some residents raised the issue of the Hines Development planning application and the interchange with MetroLink. A submission queried the status of the mature trees behind the west terrace of Dartmouth Square boundary wall, "the Hines' planning permission documents and subsequently re-submitted to An Bord Pleanála indicated planting would shield the West Terrace of Dartmouth Square from the office development and these trees will now be removed by MetroLink. There is no clarity about their replacement, replanting mature trees over a station might not be possible and saplings will take at least 20 years to re-establish a screen during which time the quality of life of a generation of residents is substantially diminished." A submission stated that "if piling line angle to accommodate the MetroLink station is implemented on site by the Hines Development, which is proposed to be in construction ahead of the Statutory Planning submission by Metrolink, there can be no due planning process followed with regard to the position or design of Charlemont Station. This will be established in fact before even the pre-planning consultation process for Metrolink is completed."

16.4 Future Planning & Zoning

Some submissions noted the importance of considering the preferred route in the context of future planning.

The submission from Fingal County Council referenced a number of different areas covered by MetroLink and noted that;

"the proposed alignment and design of MetroLink must provide for an appropriate and satisfactory relationship to future planned development on these key strategic development areas in Swords, Estuary Central, Estuary East, Seatown North, Seatown South, Barryspark, Fosterstown, Crowscastle."

Estuary Park-and-Ride

Stakeholders noted that there is a large amount of land zoned for development at Lissenhall and that the population of this area has the potential for growth.

A submission noted the importance of synergy between the proposed station and adjacent zoned lands at Lissenhall. It was also noted in the context of these

zoned lands that MetroLink will have a direct influence on the timing and delivery of development plans for these lands.

A submission stated that they did not believe that the location of the proposed Estuary station in the north of Swords served the future development of these adjacent lands at Lissenhall. One respondent mentioned that this development was envisioned as being a high-density development.

It was noted by stakeholders that the proposed Estuary and Lissenhall stops had been consolidated and that no stop had been considered in the context of the future development of zoned lands. The submission from Fingal County Council stated that "by identifying Lissenhall as a key future development area, the Council is seeking to maximise the opportunities created by the delivery of MetroLink, this key piece of strategic infrastructure, in accordance with best planning practice and the principles of sustainable development." The submission further stated that provision should be made so that the existing alignment could be extended to allow for the development of a stop centrally in the Lissenhall zoned land in the future.

Seatown

Woodies DIY stated that they found the proposed station alignment unacceptable. They said that "a far better solution would be to provide a tunnel under the central median of the Swords Road, an existing transport corridor. This would ensure zoned lands are free for commercial and residential development adjoining the MetroLink."

Swords Central

One stakeholder said it was unclear from proposals whether adequate access facilities are in place from the R132 to accommodate future development of zoned lands at Miltonfields and Hortex.

Dardistown and M50

It was noted by one respondent that the land at Dardistown is zoned 'hub' rather than for employment as stated in the MetroLink public consultation document. This respondent argued that this analysis is flawed and that "to state that it's more efficient to locate a train depot on this site, having regard to its development potential which is comparable on a world stage and to state these lands are zoned for employment is short sighted and does not sufficiently recognise the actual cost to the tax payer of this potential decision."

Glasnevin

It was suggested that the proposed station could be moved to the current Des Kelly site stating that "this would allow for a 'Rail Plus Property' approach, allied to the possibility for multistory buildings in the area would give a potential for cost recovery and add to the social benefit of the development for the area."

Tara

One respondent noted that other issues such as land use planning should continue to be considered when furthering the design of the Tara station.

St Stephen's Green

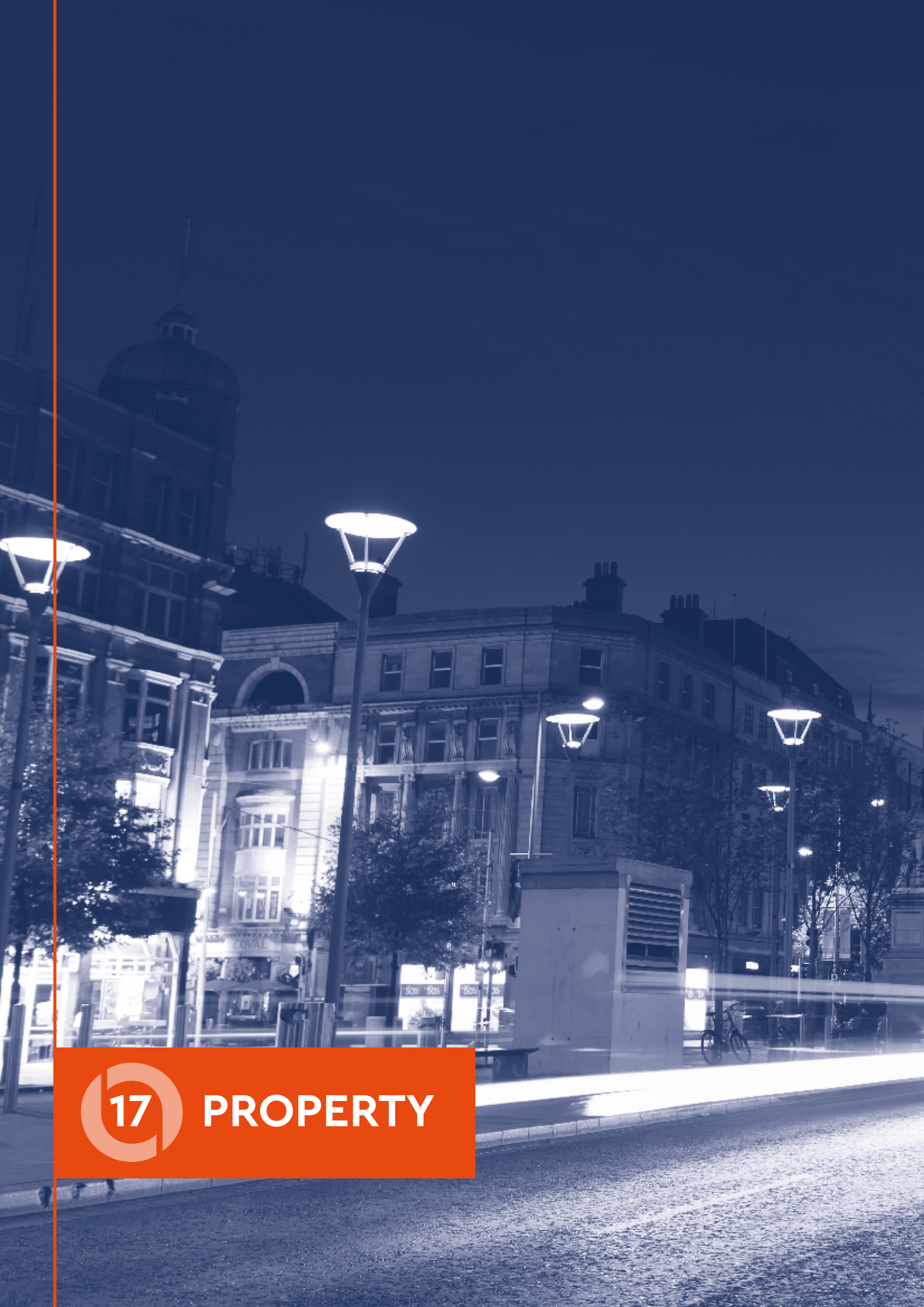
One stakeholder was of the opinion that terminating at St Stephen's Green would be more beneficial in the future to constructing further links to other areas.

Charlemont

The point was made that there is extensive residential, retail and commercial development underway at Cherrywood, Stepside and Carrickmines and that some stakeholders would support the upgrade of the Green Line Luas in the future. It was outlined in one submission that the upgrade to the Green Line would be needed sooner than projected growth estimates stated. This is outlined further in Section 24: The Green Line.

It was requested that adequate space within the adjoining site for pedestrians be provided. The importance of the future MetroLink tie-in to the viability of commuter towns such as Bray and Cherrywood and future housing developments here was also noted by stakeholders.

Dublin Chamber of Commerce noted that the Chamber "believes that stopping the Metro at Charlemont leaves open a whole host of opportunities to expand the Metro in coming years and decades into other areas of Dublin's southside. As mentioned previously in this submission, it is vital in this regard that consideration is given in the planning and construction of MetroLink to the future expansion of Dublin's underground network."



PROPERTY

17. Property

This section outlines submissions received in relation to impacts to property, compulsory purchase orders (CPO), temporary compulsory purchase orders and compensation.

17.1 Impacts to Property

Stakeholders expressed concerns about the potential impact to their properties during the construction stage of the project.

Many stakeholders questioned whether older buildings and buildings of architectural conservation would be more sensitive to tunnelling. It was requested that historical buildings along O'Connell Street be preserved where possible. A stakeholder noted that "potential damage to foundations, gardens or services needs to be specifically addressed," adding, "even if there is a high expectation that these services will not be disrupted, it would still be prudent to have a well thought out and publicly communicated contingency plan in place in the unlikely event that such instances might occur, this should be done before works commence."

One stakeholder requested that mitigation measures for structural damage to properties are discussed prior to construction and asked that the stakeholders are kept up-to-date regularly. One stakeholder outlined that their house was on a slope and questioned whether the construction would impact this further. A stakeholder questioned whether there would be "substantial impact on the alignment of the doors and windows to my property," as a result of blasting and underground drilling.

It was stated that damage to the foundations would make the home of one stakeholder, "unhealthy, unsafe and intolerable to live in." A stakeholder stated that the "structural stability of my apartment will be compromised permanently." Stakeholders referenced the impacts to property due to the construction of the Port Tunnel, stating that Marino residents' homes were "under constant pressure and some had structural damage." Respondents highlighted that their homes were not built to withstand large periods of mass construction nor vibration when MetroLink becomes operational. This issue was raised by a large volume of stakeholders, specifically those with no foundations. A stakeholder queried whether the MetroLink project would restrict them from extending their home.

Many local businesses and organisations raised concerns over the impact construction would have on their sites. An organisation suggested that construction would have a "detrimental effect" on their building and occupants. Trinity College noted that sensitive equipment could be adversely affected by construction. A stakeholder asked if MetroLink had "contacted the Irish Insurance Federation outlining if insurance for houses above and to the side of the route will be affected and subject to higher rates during the construction phase." A stakeholder detailed that they have listed buildings along the Luas Green Line and the project team are at risk of having people sue them "for negligence, if we discover structural problems with our properties."

Ballymun

A resident noted that they "welcome the relocation of Ballymun station, which greatly reduces construction impacts and addresses some other issues, such as possible interaction with the foundations of the Metro Hotel" adding, "although I note that the revised alignment appears to pass under more residential properties than did the EPR."

Tara

Stakeholders were vocal about the potential damage to properties in the vicinity of Tara station. Alternative locations were suggested to preserve the College Gate apartments. A stakeholder expressed that what is "particularly concerning, is an unwillingness to take seriously the opportunity to build this station under the Apollo House and Hawkins House sites. As this would have averted the need to destroy any properties, would have been cheaper to build due to 125 metres less tunnelling needed," and offered suggestions to reduce damage to properties. One stakeholder stated that "every effort should be made to avoid the destruction of these homes," with another noting that "nowadays, there must be a solution to avoid such a massive demolition to build a metro."

Charlemont

Many local residents outlined that houses in Dartmouth Square are conservation buildings and therefore would be more sensitive to construction and tunnelling. It was stated that "damage to any house in the terrace is likely to affect the entire terrace because of interdigitating brick work, roofs and minimal foundations" and concerns relating to subsidence of the terrace were also received. It was stated by a Dartmouth Square resident that "every minor change that we made in the past or will make in the future to the internal and external structure needs to be meticulously reviewed by Conservation Architects in the Planning Authorities."

Alternative locations for the station were proposed by stakeholders, such as the reorientation of the route beneath the Carroll's building, as they noted this would significantly reduce the damage to surrounding buildings.

17.2 Property Value

Stakeholders had concerns about the potential depreciation in the value of their properties as a result of MetroLink; being near open-cut track and the long-term impact to their homes. A stakeholder expressed concern that there "will be a substantial devaluation of my property," as a result of MetroLink and construction works would in turn postpone their "legal right to sell at full market value until construction is complete." One stakeholder stated that they are "aware that a recent survey carried out in Ireland suggests that a property that is near good transport services has a higher value." This stakeholder noted that this higher value would not come into effect until MetroLink was fully operational.

Several stakeholders questioned whether they should sell their homes now due to concerns over construction but did not want to be pushed into a renter's market. Concern was raised by one stakeholder that it would be difficult to sell their home until MetroLink was operational.

It was stated in one submission that MetroLink would affect development potential, which in turn would have a knock-on effect on stakeholders' sites. It was highlighted by a stakeholder that there would be an "increase in land value near stations."

Charlemont

It was noted that "Charlemont (station) is inappropriate in a residential area and will have a negative impact on the amenity value of the area."

17.3 Compulsory Purchase Order

A large volume of submissions referred to the proposed compulsory purchase orders (CPOs) required to move forward with the project, particularly in relation to properties around Tara station. Many stakeholders referred to the current housing crisis and the potential impact that would have on residents who were required to move due to CPO. A stakeholder requested that "replacement accommodation and facilities be provided before construction in all instances of CPO." A stakeholder requested that further consultation be undertaken before homes were acquired by CPO.

It was noted that the acquiring of land through the CPO process in principle should be for the "greater good" and the project team's decision to acquire a number of the proposed locations was questioned. Concerns were raised that the cost of the project would increase due to the "unnecessary acquisition of land."

A number of submissions urged the project team to find an alternative solution to avoid the CPO of land and property due to the optimal location of their current property. A number of businesses objected to the proposed acquisition of their land due to the losses this would incur. Woodies DIY in Seatown opposed the acquisition of lands both on and adjoining their site due to the impact this would have on their business.

A stakeholder welcomed the fact that CPOs were kept to a minimum where possible. A number of submissions said it was positive that many houses that were subject to CPO in the EPR were no longer going to be impacted. Many stakeholders queried why areas such as Ranelagh and Drumcondra were no longer impacted by CPO and residents around Tara station still impacted.

Glasnevin

Concerns were raised over a number of the locations subject to CPO, particularly the Des Kelly site and the Brian Boru pub and the possibility of relocating the station in order to keep the buildings in place was requested.

Tara

The proposal to CPO College Gate, the Markievicz Leisure Centre and the townhouses on Townsend Street was one of the most common themes that arose from this consultation period.

Many stakeholders expressed deep concern in relation to the impacts to residents and the local community if these sites were acquired to construct the Tara station. They noted that "the effort made to find alternatives for your initial preferred location for the Tara street metro station falls well short of what would be expected, given there are 78 homes and a treasured public facility, representing decades of local heritage, at stake."

One stakeholder stated that "having recently found out about the plans to destroy 70 homes in the College Gate complex and 8 Townhouses in the city centre. I would like to strongly object on the grounds that there are not enough homes in the Dublin City Area as it is, and any government proposal to knock down homes should be considered as an absolute last resort." This stakeholder continued, "we are in the middle of a housing crisis: homelessness trends are on the rise, rent prices are more than 35% higher than they were during the Celtic Tiger and are set to continue to rise, and housing availability is significantly behind on demand. College Gate and Townsend Street townhouses represent a diverse mix of owner-occupied, rental and social housing properties, ranging from students to young families to pensioners...Every effort should be made to avoid the destruction of these homes." A stakeholder stated that the "acquisition of Markievicz is unfortunate, but seemingly necessary."

A submission was received from Dublin City Council objecting to the proposed station and demolitions that would occur as a result. A submission mentioned that the College Gate apartments were one of the "few affordable public complexes in the city centre." Another brought the treatment of the residents of Townsend Street into question and argued that the prospect of a CPO would be "making 150+ citizens homeless and depriving property owners of their income."

References were made to the important role the Markievicz Leisure Centre plays in the community. Stakeholders urged the project team to find solutions to keep the Leisure Centre in place. It was also suggested that if a CPO was necessary, every effort should be made to find another location for the Leisure Centre in the city centre to facilitate the local community.

Charlemont

A number of stakeholders were opposed to the proposed CPO of the lane to the rear of Dartmouth Square, gardens and homes on Dartmouth Road. Some suggestions were made to move the station location so that stakeholders would not be affected by CPO. Stakeholders requested that the project team "investigate the redesign of the access to the station" in order to avoid the permanent CPO of the laneway.

The CPO of the lane raised concerns that public access would make homes "vulnerable 24/7." A stakeholder stated that "the CPO effectively seeks to gift privately owned land to an adjoining commercial development. To date, there has been no formal approach about the laneway either during construction or for the long term or even recognition that it is in private ownership."

17.4 Temporary Compulsory Purchase Orders

Some stakeholders raised concerns over temporary Compulsory Purchase Orders.

Questions were raised as to how the project team planned to provide "special access or allowances" for those impacted by temporary CPO as a result of the construction stage of MetroLink. It was argued there is a need for more consultation regarding the proposed CPO and temporary CPO of sites required for the project.

Stakeholders had apprehensions about the "parts of several gardens" being threatened with CPO and stated that this was a topic of uncertainty at the time of their submission. It was stated that "details of the management of new public space must be made clear and agreed with existing residents... and businesses prior to planning approval." Stakeholders asked that clear information be provided to them prior to construction about the future of areas under temporary CPO. Stakeholders made suggestions of derelict sites that could be an alternative to the CPO of their local green spaces.

Seatown to Swords Central

Residents from the Swords area had concerns regarding the temporary CPO of their footbridge. One stakeholder stated that they "have been told there's a possibility we may lose our footbridge also, which is our only link to important amenities within the Swords area."

Submissions were received stating that the footbridge "is the only connecting point residents in our estate and surrounding estates have to safely access Swords village by foot."

Residents in the Ashley Estate had concerns about the temporary CPO of both the footbridge and their local green, stating "the only reason we bought our house here was the easy access to Swords Village and the green." More information can be found on the impact to the green area in Ashley Estate in Section 19: Tourism and Amenities.

Collins Avenue

The future implications of MetroLink on Albert Court senior citizens accommodation were voiced with a stakeholder stating that "there is a concern that MetroLink would result in the residents possibly having to be relocated from their homes for the duration of the construction, leading to much distress and anxiety."

Griffith Park

A number of submissions were received urging the project team to provide alternative facilities for Home Farm FC during the construction period of MetroLink and to restore the pitch as soon as possible. Stakeholders requested the "re-instatement of the playing pitch as a recreational use pitch, following the construction period" and not to be "turned into high density housing."

Mater

A number of submissions were received in relation to the Four Masters Park, "a small green lung on Berkeley Road." Concerns were raised about the park being used as a depot, with residents requesting more information on this topic. A stakeholder stated that "maximum possible preservation of the Four Masters park is of paramount importance to the community. There is very little green space in the North Inner City and the preservation of what little there is, is of great concern to the local residents." Other stakeholders welcomed that the Four Masters Park would be opened to the public post-construction.

Charlemont

Local residents were particularly concerned about the temporary CPO of gardens in Dartmouth Square and requested more information on this matter.

17.5 Rental Properties

The housing crisis was mentioned frequently, with stakeholders concerned that "other rentals will not be available if evicted for MetroLink." Landlords raised concerns about the potential impact MetroLink would have on their income and requested the "provision of an arrangement for continued rental income," to be discussed. The Gate Theatre noted that there would be a "loss of income from rentals to consider" on commercial rent during the construction period of MetroLink.

17.6 Compensation

Stakeholders raised concerns about compensation due to inconvenience during the construction and operational phases of MetroLink. Stakeholders subject to the loss of their public spaces sought compensation for this.

Several stakeholders requested compensation for expenses incurred during the construction of MetroLink and requested more information on what plan the project team had in place to manage these expenses. These expenses refer to the repairing of structural damage, the cost of replacing single/double glazed windows for triple glazed and weekly exterminator visits.

It was noted that "the only reference in the consultation document to compensation related to the acquisition of properties around Tara station and no reference has been made to compensation nor redress where properties will be impacted in serious ways." A stakeholder said that "clarity about plans to mitigate the damage and compensate owners for the damage should be a priority before proceeding with any further planning." A stakeholder queried if the proposed compensation would cover them "if there's Metro-related problems or delayed issues that will occur in 10–20 years or more."

A stakeholder specified that "a formal indemnity document will need to be agreed upon and put in place before the commencement of any construction works." More information was requested regarding indemnity.

The Gate Theatre stated they require direct compensation from the developer if they are unable to negate the "potential negative impacts of any of the above issues as a result of the development of MetroLink and if there is any loss of income, impact on business or an increase in costs incurred by the Gate Theatre as a result of the development, it should be noted that direct compensation from the developer will be requested and expected."

Regarding homeowners and tenants impacted by CPO, it was requested that compensation be provided so that they "would not be left in debt and would have the option to relocate." It was requested that "any lost opportunity arising from the acquisition of lands will be compensated by the CPO process."

17.7 Property Owner Protection Scheme

Glasnevin residents requested that those near the station receive "triple glazing and blackout blinds as appropriate" and questioned if the Property Owner Protection Scheme was in place. A stakeholder stated that they "understand that MetroLink intends to have in place a scheme under which MetroLink would indemnify property from any damage caused by the tunnelling up to a maximum of €35,000.

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Stephen's Green



STAKEHOLDER ENGAGEMENT

18. Stakeholder Engagement

This section outlines all the feedback received in relation to stakeholder engagement.

18.1 Coverage of MetroLink in the Media

One submission noted that "there is now slightly more information emerging on the layout of the proposed heavy rail station and associated stations, mainly as a result of the PR consultation process." Another submission stated that the "NTA and TII has done a reasonable job of getting the information out. They have held various road shows and made good quality booklets available."

A number of stakeholders stated that the "NTA and TII must stop waiting on the side lines for the Public Consultations to be over before correcting false or misleading information."

Another stakeholder requested that the project team "release the supporting evidence to this effect to dispel rumour and false claims" because "the void of digestible info is a cavity that can get easily infected." The submission also stated that the project team should be "prepared to challenge media organisations who verifiably platform the spreading of falsehoods."

One submission stated that the project team could do more "to educate those who oppose the project to show them not just the benefit to Dublin but also the benefit to their locality and to address their fears." Another submission suggested that the project team needs to "work harder to counter misinformation, from media outlets and organised opposition on social media." The stakeholder suggested that "the rumour that the Green Line would have to be closed for 'up to four years' really hit your reputation and you did not take enough action to counter scurrilous claims made by, for example, Michael McDowell in the Sunday Business Post, and by Shane Ross." The stakeholder continued to propose that it "might help you to consider aiming your media campaign at young voters; they will be the ones to benefit most from this project and as recent social movements have shown, can be a powerful force in making change happen."

Similarly, another stakeholder suggested that opposition to the project could "come down to communication, in the sense that misinformation was able to be spread about the project, and people's perception of short-term losses for their community was dominating public discourse." The stakeholder proposed that the project team should promote the long-term benefits of the project.

One submission noted that "a public consultation must be decided on facts, which is not happening if this 'fake news' goes unchallenged" adding "the group calling themselves 'Rethink MetroLink' has been circulating huge amounts of fake information about this project on social media."

Other submissions criticised the manner in which information has been disseminated. One resident stated they were not aware they were impacted by the Preferred Route until late in the process, while another said that the first they heard of the possibility of their apartment in College Gate being demolished was "on the RTE 1 News in March 2018" which "was not a reassuring opening to this process." Another submission questioned how it was possible that the "public learned about key decisions from leaks to the media and not through a properly organised communications campaign?"

18.2 Accessibility of the Public Consultation

A number of comments were received in relation to the accessibility of the public consultation events. One submission referred to accessibility for people with disabilities and requested that "any further open days, public meetings with TII staff or Independent Experts are held in fully accessible rooms" and requested that "Irish Sign Language (ISL) interpreters and assistance for visually impaired residents be available at all stages of this project."

While copies of the public consultation document were available in Irish, another submission expressed their disappointment at "the lack of use of the Irish language." A stakeholder suggested that once operational, MetroLink should provide a "fully bilingual" service.

A number of comments were made about the MetroLink website. One submission stated that "the layout of your online homepage for submission of contributions is wholly, if not purposely, misleading in that the section which requests selection of 'stations of interest' does not include any of the stations south of St Stephen's Green." Conversely, stakeholders noted their approval of the website with one stakeholder stating that the website "has been well updated and information has been provided when requested."

In relation to the materials provided, one stakeholder suggested that "documents should be provided in a word format which screen readers find easy to read and if not, a pdf copy needs to be meticulously tagged to be accessible although they are not recommended for screen readers."

One stakeholder stated that the "next and all phases of info should be much clearer to members of the general public." Another stakeholder stated that "the home page for the submissions does not list Charlemont and Stephen's Green as stations."

A number of submissions commented on the process for submitting feedback through the consultation website. For example, one stakeholder stated that the "form is very difficult to use as the text box is not expandable" and another noted that they were unable to make a submission via the MetroLink website. Another noted that they could not "find the submissions tab to register my concern for the MetroLink on your web page."

18.3 Public Consultation

A number of submissions commented on the public consultation for the Preferred Route and any future consultation with stakeholders.

Several stakeholders stated that issues were only addressed when submissions were received in large numbers with one stakeholder stating, "after 8,000 submissions it seems only the major objectors were listened to." Another stated that "it is important that concerns of impacted communities be heard but considered in a holistic manner." Another said they have "serious concerns that the full impacts were not reasonably assessed and taken into account in order to achieve an optimal outcome for all Dublin citizens that would balance all competing needs and interests" because of the "very short duration for the public consultation process, and the limited and incomplete analysis undertaken, and information made available to the public."

A number of submissions suggested that there has been "a lack of proper consultation" and that the project team should endeavour to improve consultation with local communities. A stakeholder noted that "this deficit by TII has resulted in a sense of anger at the disenfranchisement of local communities and the feeling of powerlessness as the project is driven forward." One submission noted that "there needs to be greater public consultation with these plans and greater thought given to the people who actually live in the areas affected" and another stated that a "more thorough consultation process undertaken on the basis of some serious alternatives" was needed.

It was noted that there seemed to be "an element of confusion in the way the public consultation process has been conducted".

A stakeholder noted that the proposal had not taken his business into account and had concerns as it is a "very sensitive commercial receptor".

Rethink MetroLink raised concerns that "in the 12 months since the original consultation on the Preferred Route, the NTA has not had any direct one-to-one discussions with Rethink Metrolink despite our

substantive submissions covering key elements of the overall project." They also noted that "while the information briefings as part of the consultation process have been useful, further meetings should be held with stakeholders in order to fully understand all concerns raised in responses to the consultations."

One submission stated that decisions on the project should be made "following meaningful consultation - not a consultation where opinions are sought after decisions have already been made; and where due consideration is given to the effects on local communities of the construction of such a line."

Another submission requested that "the installation of a 24-hour helpline for residents to report problems and seek advice during the construction phase," be implemented. Cllr. James Geoghegan refers to Rethink MetroLink who suggested that there could be a "structure for a permanent community forum" to provide "direct access to information and an opportunity to make submissions and observations as plans develop."

One submission criticised the transparency of the consultation process and stated that "the delays and lack of openness since the last consultation in May 2018 does not boost confidence that the NTA can really plan and execute the MetroLink project efficiently." Another stated that "we have been presented with a fait accompli masquerading as a work in progress and open to suggestions" and concluded that "this smacks of a process that is not transparent." A stakeholder requested that the "TII/NTA are fully transparent in their decision making and how they communicate with the public following the consultation period."

A number of submissions included positive comments on the consultation process with one stating that they would like to congratulate the project team for the "effort put into public consultation" and another stated that they "greatly appreciate the amount of consultation [the project team is] doing for this project." Similarly, a stakeholder thanked the project team for "engaging in detailed consultation and for the considerable effort that has obviously been expended to date in attempting to take on board the various stakeholder concerns."

A number of stakeholders commended the project team on the transparency of the project. For example, one submission noted that they "would like to thank the NTA and TII for the transparency of its process and for its continued engagement with the public." They stated that they hoped "this level of public engagement will continue during the process."

A number of submissions noted that the feedback received by the project team may be skewed as people are more likely to make a submission if they have issues with aspects of the project.

For example, one stakeholder stated that the project team "should keep in mind that it would be mainly objectors, not supporters making these submissions

which would be why there were so many D6 objections in the first consultation with maybe not too many supporters from beyond D6 commenting as they thought it was a great idea to extend out [the Luas Green line] in order to boost capacity for the future."

In relation to the construction phase of the project, a number of submissions referred to communications and consultation with local residents. An individual suggested that a Residents Charter should be established, which would continue for the operational phase of the project. They also suggested that "TII retain ownership of the project and any issues arising, so that they are the designated point of contact for residents through the construction phase and into the operational phase for many years."

A number of stakeholders suggested that public consultation on other proposed public transport developments such as BusConnects and DART Underground should be coordinated as the projects should work holistically. One stakeholder stated that it was "unfortunate that NTA would not extend the deadline to the 31 May to coincide with the deadline for the BusConnects Route 3 proposal which has a direct impact on this proposal."

Albert College Park Ventilation Shaft

A number of submissions received were in relation to the ventilation shaft at Albert College Park. Stakeholders considered that the information on this aspect of the project was not sufficient and was not provided in a timely manner. One stakeholder stated that the quality of the drawing is "of poor quality and is difficult to review."

One stakeholder noted that "it is extremely difficult to make comment on the stations/ventilation shaft because of insufficient available detail" and that "detailed design information should be released and consulted on prior to any application for planning permission and/or funding."

Another stakeholder stated that "to have only released this information with two working days to go to the consultation closing date cannot be considered good faith practice in public consultation" and they requested "a 6 week consultation on this shaft in keeping with the consultation on all other stations and alignment."

Glasnevin

One submission referred to the elderly demographic in the area and requested that TII communicate important details, such as "any changes to the Preferred Route and important dates in the process by mail drop in the affected areas and supply a phone number as well as an email contact."

Mater

The BLEND Residents' Association said they were "disturbed at the way MetroLink and the NTA/TII

instinctively plan for the elimination of community playing fields, trees, parks, private gardens and green spaces in their scheme for public transport, and without consultation with local communities affected by their decisions." They said they support intensive and open public consultation for each community at every stop planned where those communities wish to engage" and they are "dissatisfied with the current way TII justify rather than consult."

Tara

A number of submissions were received in relation to the proposed CPO of the College Gate apartments, the townhouses on Townsend Street and the Markievicz Leisure Centre for the Tara station. Stakeholders believed there was a lack of consultation in advance of the publication of the Preferred Route with the affected parties. One stakeholder stated that "there has been no consultation with regards to my rights as a citizen, the impact of this proposal on my circumstances and a concrete future plan." Another stakeholder noted that "it is obvious that [the Project team] consider 'little people' without political clout as expendable collateral damage who don't matter nor need to be consulted in a serious manner."

Charlemont

A number of submissions were received in relation to the proposed station at Charlemont. One submission referred to the lane at Dartmouth Square which is proposed to be subject to CPO and stated that "this lane has been subsumed permanently into the MetroLink Terminus/Hines development without the owners of the lane being informed."

18.4 Responses

Some stakeholders commented on the responses provided by the project team to stakeholder queries.

A number of people asserted they had not received a response to questions they raised during the previous consultation period on the Emerging Preferred Route. For example, one stakeholder stated that they "note with regret that we received no response to the submission made under the previous public consultation." Rethink MetroLink noted that "despite specific requests for meetings with the community to discuss these issues, neither the NTA nor TII responded."

The residents' association GADRA stated that they "expect that TII will respond in a timely manner to all questions, with full disclosure of information to all residents, provided in an easily understood manner." GADRA also requested that "TII treat all residents with respect and understanding, given the significant stress residents, many of whom are elderly, are experiencing since hearing of the plan to tunnel beneath their homes." A stakeholder requested that responses were given in writing as "verbal vague statements are not sufficient." Another stakeholder noted that "failure to

promote feedback and interaction is incompatible with MetroLink's professed goal of an integrated transport system."

18.5 Access to Information

Submissions noted the availability of information and the quality of that information.

A number of submissions discussed the timeliness of information. One submission noted that information should "be made known to residents and communities in a timely manner to allow them to explore the implications of proposals and their impact on their communities." Another recommended "that the way proposals are being communicated to residents and resident associations be reviewed as we are concerned that residents are not being given sufficient notice of proposals."

Some stakeholders suggested ways in which access to information could be improved. One suggestion was to "add a link explaining the different track types included on the map and what they will look like" on the website. Another stakeholder from the Swords area observed that "it doesn't seem clear from the proposed route map what form the track will take here."

One stakeholder concluded "there is a lack of transparency and lack of credibility and detail by NTA/TII on 'preferred option' and 'alternative options'." They claimed, "no background technical reports or information to support the engineering analysis are available." They stated that "NTA/TII has all the power in arriving at conclusions and opinions but is not giving any evidence, reports or detailed specifications or analysis to support their position."

A number of stakeholders noted that information with respect to the construction and operational phases is not available at this time. For example, one resident impacted by the Griffith Park station observed that "the preferred route consultation as currently available for public consultation does not provide sufficient information in respect of impacts associated with the Griffith Park station at construction and operational phases." Another stakeholder from the Beechwood area stated that "that no information is given (or possibly yet available) of the impact that this would have on our road as regards: access required both during construction or operation; ventilation required; safety/security of parked trams stored underground at night; safety of residents to any additional power sources located wither above ground or underground at such location."

Specifically, one stakeholder stated that "there is an old mill to the rear of the apartment complex at Cross Guns Quay in Phibsborough. If, by any chance, there is a plan to use this site as a holding zone for materials or construction vehicles then we INSIST that the residents of the apartments are consulted as how best to do this."

Woodies DIY noted that the MetroLink design is yet to be finalised but expressed concern that there is a lack of information available. In particular, the business requested more information on the timescale of the proposed construction, when the construction on the relevant section of the project will commence and information on the CPO. The business noted that there is a lack of information available to them and "as such the true impacts of the proposal are impossible to quantify."

A number of submissions noted that the base maps used in the reports and on screen at the open days were out of date. For example, one submission claimed, "the street plans and maps being used appear to be about 30 to 35 years old with none of the recent house extensions, outbuildings or road alterations marked." Comments were received on the information made available for the public consultation. One submission stated, "the project can only be evaluated in the context of the overall strategy for transport in Dublin and this is not well covered in the project documentation."

Another submission remarked on what they considered to be an omission in the consultation document "the complete lack of reference in the document to: (i) the potential negative environmental impacts (ii) the potential impacts to the ground/foundations/locality from tunnelling/boring (iii) the safety/security of residents and the upkeep and safety of the common areas, in particular outside areas where heavy machinery, debris and building materials will pose risks (iv) mitigation of (i), (ii) or (iii)."

The stakeholder also observed that "the only reference in the consultation document to compensation related to the acquisitions of properties at Tara Street and no reference has been made to compensation / redress where properties will be impacted in other serious ways." One submission suggested that there should be "detailed documentation of the proposed construction methodology and alternatives in the case of unforeseen physical challenges and/or unforeseen or increased noise/vibration impacts."

It was noted "the consultation document does not deal with the specific population forecasts for this area which should inform decision making on the selection of the preferred route." This stakeholder also considered that "there is little evidence set out in the MetroLink Preferred Route consultation document about why the previous route to Sandyford is now being delayed for up to twenty years at a time when there is significant population growth in the areas served by the Luas Green Line from Sandyford onwards."

A stakeholder living near the proposed Glasnevin station who attended an open day stated that "the book presented to us by a MetroLink representative at the consultation in Glasnevin was low in content and detail," referring to the Public Consultation document. One submission remarked on the inconsistency of

information across the two consultation periods, "the numbers seem strange – the original proposal talks about up to 15,000 people per hour in each direction; this proposal talks of up to 20,000 people per hour in each direction." Another stakeholder commented on the inconsistency between consultation materials and maps on the website stating that "such confusing and contradictory details will essentially obfuscate and aggravate the serious issues of concern for all parties in the area."

A stakeholder suggested that additional information should be made available by the project team prior to finalising the design. These suggestions include: "population growth data; integration with other major transport projects; detailed mitigation measures; and climate impact data."

18.6 The Project Team

A number of stakeholders included praise for the project team in their submissions. One stakeholder stated that they "would like to commend the team on the great work done with the planning of MetroLink." Another stakeholder remarked that "it's clear that some great work has gone into designing the MetroLink" and another stated that "excellent work has clearly been done by the project team."

Conversely, a number of submissions included criticism of the project team with one stakeholder stating that they'd like to express their "utmost disappointment at the handling of the MetroLink Project." A stakeholder stated that they had "lost confidence in Ireland's ability to project manage MetroLink given the initial bad judgement shown over the Fianna site and our inexperience of tunnelling under old properties." One submission suggested that the project team should "hire some people who do proper transport, like Germany or Japan and build good transport already."

A number of stakeholders suggested that communities should have access to the project team, for example, one stakeholder stated that "the TII/NTA should make themselves available to local groups across Dublin, to discuss their concerns at all stages of this project."

One stakeholder said they were "concerned that the NTA and TII were less than honest with the public when they did not reveal the presence of a main sewer running adjacent to the canal at Charlemont Station, which cannot be moved, which means the emerging preferred southside route promoted in 2018 was never an option."

A number of submissions referred to the site workers that will be employed during the construction phase. One submission requested that "all contractors and workers wear TII Hi-Vis vests regardless of whether they are sub-contractors." Another stakeholder requested "the appointment of a dedicated on-site contact to deal with operational matters and a detailed escalation procedure to effectively deal with matters arising."

One landowner claimed there had been "several incidents of representatives acting on behalf of NTA/TII accessing and carrying out work [...] without obtaining formal consent through the appropriate channels."

A number of stakeholders suggested that dedicated points of contact be established. One residents' association suggested that a "dedicated senior citizens consultant be appointed to liaise with those in senior citizens complexes to inform the residents of the detail of the project and to take cognisance of any concerns they may raise."

18.7 Independent Expert

A number of stakeholders requested the appointment of an independent expert. For example, the residents' association, GADRA, requested "the immediate appointment of an Independent Expert to advise all residents along the full route" and noted "an Independent Expert was paid for by RPA during old Metro North."

One stakeholder stated that "pre and post house surveys need to be conducted by an independent company, separate to the NTA" while another observed that "it appears that no funding for independent expert advice has yet been allocated which may require residents to survey their properties at their own expense in case of property damage."

One stakeholder recommended that an "independent structural engineering firm be appointed to represent the affected residents." Another stakeholder suggested that "TII should pay for the services of an engineering firm but the communities affected by the MetroLink project should be entitled to select the company to ensure transparency and independence."

One submission from the Tara station area requested that "the alternative plans for the Tara Street development described in Appendix M of the Preferred Route Design document should be reassessed by an external party."

A submission by an elected representative requested "the immediate appointment of an Independent Public Health Specialist as part of the EIA team."

Other types of independent experts that were requested included acoustic and vibration experts and hydrogeological experts.



TOURISM AND AMENITIES

19. Tourism and Amenities

This section addresses feedback received relating to tourism and amenities.

19.1 Park and Ride

Stakeholders were concerned about the lack of park and ride facilities at stations and stated that this should be integrated into future design plans. A respondent noted in relation to Charlemont station, "unlike the Luas, where most commuters are lightly-laden with laptops and handbags, metro passengers, travelling to and from the airport, will be heavily laden with large bags and suitcases. Many of them will require to be driven to and from the terminus. Looking at your artist's impression, there appears to be no provision for a set-down or parking area for these vehicles, probably travelling in from all over South County Dublin and beyond."

One stakeholder requested that MetroLink should allow for two Park and Rides, one at the northern end of the line in Estuary and one to cater for the south side at a southern location to be determined should the line be brought further south. The submission remarked "at either end of the MetroLink line, enough space and facilities should be created to form major hubs for travellers living up to 10km from those hubs. This can be in the form of bus stops, taxi ranks and large (30,000 spaces) car parks. In the north side, why should anyone from Rush, Skerries, Lusk, Ballybough etc and travelling to the airport, city centre and South County Dublin, need to drive past the northern terminus of the MetroLink? Again, just think of the number of car journeys this would eliminate, and all of the emissions saved."

In its submission, Dublin Airport Authority noted that "the preferred route accounts for a Park and Ride car park at Estuary to the north of Dublin Airport. It is expected that this would be appropriately controlled to ensure the capacity for city commuters."

ILTP Consulting also made a submission on behalf of Bovale Developments and others in the context of client lands at Lissenhall. Whilst their clients welcomed MetroLink in principle, they were concerned that the proposed location of Estuary station and Park and Ride facility is suboptimal in terms of future development of previously zoned lands. They proposed that the Park and Ride facility be relocated to the north of the planned Swords Western Distributor Road as currently planned in Fingal County Council's County Development Plan. This would allow the MetroLink station and Park and Ride facility to be located in a more central location within both the client's and wider zoned lands. They

continued that in addition, the station could be more easily accessed from the adjoining zoned lands without the need to cross the Swords Western Distributor Road. Downey Planning, Chartered Town Planners made a submission on behalf of their client, the Health Service Executive (HSE) in relation to their lands at the Swords National Ambulance Base, Lissenhall, Swords, Co. Dublin. They suggested that direct access to the Swords Western Distributor Road junction cannot be achieved with the current location of the Park and Ride facility and that this design will have an impact on ambulance response times. The HSE instead suggested locating the junction directly opposite their land to reduce ambulance response times and to better integrate MetroLink and the proposed Park and Ride facility with the wider Lissenhall area and the lands east of the R132.

In its submission Fingal County Council remarked that "while the footprint of the proposed multi storey carpark is indicated, the scale and design of it are not provided. There is a potential for the design to have a visual impact on the surrounding area."

CS Consulting Group made a submission acting on behalf of Swords Business Campus, Balheary Road, Swords, Co. Dublin. In it they stated "route map no. 1 published within the current public consultation document appears to indicate access to the Estuary station platforms from the north only, i.e. from the adjacent proposed multi-storey car park facility. Were the final design to reflect this access provision, the Estuary station would function above all as a Park and Ride facility, while surrounding employment, residential, and development-zoned areas would derive little benefit from their proximity to the station." They suggested that if pedestrian and cycling access could be provided to the south of the station and Park and Ride facility this would allow access to the Swords Business Campus, a major local centre of current employment and encourage the development of surplus land for additional and future employment.

A number of residents' associations in Dublin's south west made a joint submission on the Preferred Route. They called for a south west MetroLink that could proceed via Rathmines, Harold's Cross, Rathgar, Terenure, Templeogue, Rathfarnham, Spawell and terminate at Firhouse. They suggested "there is huge scope to feed the traffic into the Metro at Spawell and Firhouse by the provision of a Park and Ride and/or by feeder buses stopping there." They recommended that both Firhouse and Spawell locations have a Park and Ride.

A number of stakeholders held this same view that a more suitable south side route would be through

Harold's Cross and Rathfarnham and that there were many suitable green spaces along this route for a Park and Ride facility.

A joint submission was made by Darragh O'Brien, TD, Cllr. Darragh Butler and Cllr. Adrian Henchy in which they made reference to the Lissenhall roundabout and asked "whether or not a further update will be required to take into account the additional traffic attempting to access the Park and Ride. There will be significant additional traffic volumes coming from Donabate, Portrane, Lusk, Rush, Skerries, Balbriggan and all of north County Dublin and beyond. The new station with a Park and Ride is going to dramatically increase the volumes at this roundabout. There will be a need for regular shuttle buses from all parts of north County Dublin, including Donabate and Portrane which is home to an increasingly large number of Dublin Airport employees. The Park and Ride will need to be monitored and controlled to prevent people from abandoning cars there for lengthy periods of time and Hi-Tec vandal proof CCTV will be required at all stations to prevent anti-social behaviour."

The Deputy and Councillors continued, "we fully support the Estuary station Park and Ride proposal but would believe that even more than 3,000 parking spaces are going to be required. We would see this stop not only serving Swords residents, but commuters from all over north County Dublin who will take the M1 to this stop and park for the day. Commuters from all over north County Dublin and beyond will make use of this Park and Ride station. We would also like to see a second Park and Ride stop en-route to Dublin City Centre to help alleviate the potential demand." They concluded that "there will need to be more than one entrance/exit to the Park and Ride with multiple entrances preferable."

This view was also held by another stakeholder who observed that "given the size of the population of Swords and surrounding areas of North County Dublin a higher capacity Park and Ride facility would be required."

A resident commented that "the proposed route will benefit those with a car who can drive to the Estuary park and ride and people who live close to the stops, but most Swords residents will have to take a bus or taxi to reach the Metrolink stops, rendering the new service useless to them. The route might as well run from the city to the airport. There is little point extending the route to Swords while giving no thought to where people actually live."

19.2 Airport Link

Stakeholders were pleased with and supportive of the airport link and plans for a station at Dublin Airport with many stating this was long overdue. One stakeholder stated, "the airport station is a game changer for tourism and Irish travellers." Another remarked they were "very supportive of building MetroLink to the airport and that this would provide an essential link from Dublin

airport to the city centre. The north side route will serve existing communities and support new communities and business in areas where there is significant development potential."

One stakeholder commented "I'd like to implore upon you to ensure that the proposed North-half metro is completed as soon as possible, even if this impacts the preparations for a future South-side route. The social, environmental, and economic benefits of the airport to city centre link have been put on the long finger one too many times and so we should take the chance to put shovels in the ground before another delay."

Another stakeholder said, "I feel the connection to the airport is essential if Dublin is to compete internationally to attract FDI as the current situation where Dublin lacks a direct rail connection is untenable."

Dublin Airport Authority stated in its submission "when the project is complete, it would transform options for people travelling between Dublin city centre and Swords including Dublin Airport...MetroLink would link Dublin Airport with public transport hubs, including Irish Rail, DART, Dublin Bus and the Luas, resulting in fully integrated public transport in the Greater Dublin Area. In addition to this, it would link Dublin Airport with key destinations such as Swords, Ballymun, the Mater Hospital, the Rotunda, Dublin City University and Trinity College. It would therefore significantly enhance the public transport options for passengers and employees arriving at, or leaving, Dublin Airport. This includes a journey time of just 20 minutes between Dublin Airport and the city centre."

Dublin Chamber of Commerce observed that "Dublin Chamber has long advocated the construction of an underground rail link between North County Dublin and the city centre, including a stop at Dublin Airport. Following many false dawns over the past two decades, we are delighted to see that the delivery of such a project is again being considered. Many transport projects within Dublin are of national and European importance. Dublin Airport, for example, is of paramount importance to the country's global connectivity. With over 80% of overseas visitors arriving through the facility, it is effectively Ireland's national airport. Improved connectivity to Dublin Airport is a national and EU imperative for the years ahead."

Dublin City Council welcomed the provision of MetroLink as "it has the potential to deliver a high quality and much needed transport solution for linking the airport to the city centre and providing a new high capacity public transport service to a large area of the City currently without such a service."

The Irish Airline Pilots Association said that "Metrolink has the capability to radically transform the movement of both commuter and airport passengers into the heart of the city." Santry Business Association added that MetroLink "will be a major benefit to the overall north city area and will improve connections to the airport."

Jim O'Callaghan, TD, and Cllr. Deirdre Conroy welcomed the proposal to construct an underground metro linking Dublin Airport to the city centre. Jim O'Callaghan, TD, added that "as a growing European capital, it is essential that Dublin has a rail link with the airport, and, also that it has an underground rail service."

Some stakeholders agreed with the need for a rail link from Dublin Airport to the city centre but did not believe it needed to extend as far as Charlemont and expressed concerns about the impact this would have on the residential areas surrounding Charlemont station. One submission stated "proceed with Metro North connecting the city centre to the airport. Stop Metro at St Stephen's Green until a transport study can be undertaken."

Another said it "makes more sense to locate the terminus at St Stephen's Green where there are many more amenities for people arriving or leaving the airport."

Another stakeholder considered that "the area around Charlemont is residential and I struggle to see how it could cope with the massive increase in traffic for people coming to get the metro to the airport. It makes no sense to locate it there as the only public transport link to it is the Luas green line. The more sensible option is to locate this hub at Stephen's Green where there are multiple transport options for all of south Dublin to get to."

One respondent stated that it was "a good idea to create a better link between the city centre and Dublin Airport but I do not understand why the occasionally mooted DART extension cannot be the solution to this."

While most submissions supported the provision of the airport link, a few queried why it could not extend beyond Swords to areas such as Donabate, Drogheda and Dundalk. It was stated in one submission that "there needs to be an extension to Donabate station to connect with services coming from the north (Drogheda/Dundalk) and would increase the transport options to Dublin airport. Or even consideration for a further possible extension which does not seem to be mentioned in any great detail."

Another submission supported this view stating, "I believe that the MetroLink line should continue to Donabate station in order to link up with all the train services that use the Belfast to Dublin line. While there will be a link at Tara St. station this will not link up with the Belfast to Dublin services as they stop at Connolly Station. Allowing the Dublin to Belfast passengers to change at Donabate would help boost numbers to Dublin Airport. Given that Dublin Airport is adding a second runway and given that Dublin acts as a hub to connecting flights to the UK and elsewhere in Europe then I believe the link to Donabate makes sense."

It was suggested that "for the people travelling from North County Dublin, Drogheda, Dundalk and even from

Northern Ireland trying to reach the airport or DCU for example I think it would make sense to have a branch splitting somewhere around Swords that would make an easy connection with the train station of Malahide thus avoiding Connolly, then taking the Luas and then taking the Metro back up north."

A few submissions mentioned the need to have the airport link extend beyond Charlemont towards UCD to connect to the airport, "a direct link between the north side of Dublin and the campus would be of immense value and a once in a lifetime opportunity to put in a proper link between the campus (UCD) and the airport."

A few stakeholders expressed disappointment that MetroLink does not link up with any intercity rail station like Connolly or Heuston stations and that ongoing journeys for those arriving into the airport have not been considered. Likewise, passengers arriving to Heuston station would have to change to bus or Luas to get onto MetroLink. Concerns were expressed that this was very inconvenient for them especially if they are carrying luggage.

Dublin Airport

A number of submissions included comments on the design of the Dublin Airport station noting that "connectivity to the terminals at Dublin Airport is very important. A station in one of the car parks with an outdoor walk to the terminals is not a great experience." Another submission said, "The daa and MetroLink should work to provide direct routes from the station to the terminal buildings, be they under or over ground."

It was noted in one submission "the plans seem to show station access from external ground level near car parks although it states station plans aren't fully developed. It would be a huge shame to have to leave the airport to take the train. Nearly all European cities have tunnelled walkways direct to platforms or covered access of some sort. Our climate requires protected access and it also would ease congestion on the busy pedestrian routes from terminals to car parking and car hire areas. Each terminal should have such access. Please think of long-term use and user demand when designing the station access."

Another respondent agreed with this point of view "I think the criteria for this stop is that it is completely covered from station to airport. We all know Irish weather isn't great, so no one should get wet coming from the airport until the stop."

Another respondent stated that "both terminals in Dublin Airport should have a station considering that the whole purpose is to link Dublin Airport with the city centre. Consideration should also be given to a third stop in the environs of the airport considering the amount of commercial and industrial units in the area."

Finally, on the design of the airport link station a stakeholder observed "it also only appears to have one

entrance. Another exit that allows for easy walking to the airport bus depot would make sense."

19.3 Community Amenities

Stakeholders were concerned about the potential construction and operational impacts of MetroLink to their community amenities. One submission stated that while MetroLink "is very welcome, we must ensure it is delivered with as little impact to residences as possible and local parks."

Concerns were raised about the necessity to remove green spaces during the project cycle and stakeholders requested that the MetroLink team be "cognisant of designated green spaces under the Open Spaces Act 1906." Stakeholders explained that green spaces are a necessity for them and they are considered a "hard fought and highly prized" amenity.

Respondents were vocal about the impact both the construction and operational phases of the project would have on their local green spaces, especially areas with just one primary green area. This view was held particularly in relation to the green area of Ashley Estate located along the R132, the pitches at Home Farm FC (Griffith Park Station) and Four Masters Park (Mater Station). Please refer to the station-specific sections below for further information.

Some stakeholders highlighted that the loss of green space would in turn "increase pollution," and concerns were raised about the environmental impacts that would result from losing green space and local trees to facilitate a machinery depot. For more information, please refer to Section 6: Air Quality, Climate and Water.

Concerns were raised about the impact of the project on residential green spaces with concern mainly focused on the open green space located in Ashley Estate along the R132. Residents of the estate, concerned locals and elected representatives made submissions on this green area with many residents commenting that construction of MetroLink removes the "only green space we have in Ashley for our children to play on and pet walking." Several stakeholders noted that the loss of this green space would be "both a visual and physical loss."

Local residents in the vicinity of the future Mater station were concerned about the closure of the Four Masters Park to facilitate construction of the station. One stakeholder noted that "any loss of gardens and public spaces in the city will further decrease the quality of living of the city's citizens."

Many stakeholders made reference to the Markievicz Leisure Centre being a vital social outlet and community amenity. One submission explained that the facility is "used by the local community and schools and commuters.... It's one of the things that makes living in Dublin city centre so attractive and facilitates such a life for someone earning a low, or simply a normal income."

Some submissions also referenced the College Gate apartment complex and how with its removal they "may be forced to relocate out of the city centre uprooting our work and community life."

In its submission the Gate Theatre was concerned about loss of audiences due to construction noise and dust and the impact this would have on the theatre-going community.

Seatown to Swords Central

Stakeholders in the Ashley Estate objected to the potential loss of their green space to allow for construction and operation of MetroLink. Many stakeholders requested that the area be 'cut and cover,' in order to maintain their green, which they viewed as a "valuable amenity."

A number of residents requested that the green space be restored to current standards following the construction phase as "the trees and shrubs act as a barrier to current traffic levels."

One resident observed that "this is the only green area we have for children to play and there are a lot of children living here and grandchildren visiting. The green has played a large part of the community of Ashley from Family Days Sports days and general leisure activities."

The Ashley Estate and Chapel Lane Residents' Association said "the Ashley Green is public open space, which is a necessary service to the citizens of Ashley Estate and Chapel Lane and supplied to the public under planning and development legislation, when the estate was developed during the 1970s and 1980s. The Ashley Green is the only safe public open space in the Ashley Estate used daily for exercise, play, dog walking and socialising. Cut and cover so that area can be retained as a public open space for the use and enjoyment of those residing in this estate."

Separately a number of stakeholders mentioned the Ashley footbridge at Chapel Lane. They explained that this is "our only link to important amenities within the Swords area, most notably the access to three local schools which our footbridge is the only route for pedestrian access for many pupils within many estates including Ashley Ave, Chapel Lane, Foxwood, Drynam, Waterside, Melisian, Holywell and Kinsealy. Our elderly residents use this bridge to access the local church and shops daily."

A number of submissions mentioned that "the current position of the Ashley footbridge at Chapel Lane should remain in place and measures taken so as to ensure that we do not lose this facility during construction. This route is not only for the residents of Ashley but is used daily by the wider community of Swords for access to the local schools and church."

Collins Avenue

Ballymun Residents' Association made a submission representing the interests of residents who live along the main Ballymun Road corridor in the immediate vicinity of Our Lady of Victories Church, objecting to the current proposal to locate the station at Our Lady of Victories Church.

The submission noted that concerns had been raised to them by users of Our Lady of Victories National School, Our Lady of Victories Church and local residents to the proposal to locate the station in the area fronting the church. They believe "this is not seen as an acceptable or safe location by the key stakeholder groups in the vicinity of the proposed location."

Albert College Park Ventilation Shaft

A number of submissions were received regarding the emergency intervention shaft to be located at Albert College Park. It was stated in one submission that "an intervention shaft will ruin our beautiful park."

Roisin Shortall, TD, queried if "the proposed station at Our Lady of Victories Church were relocated to the north west corner of Albert College Park there would be no need for this proposed ventilation shaft."

Griffith Park

Several stakeholders accepted that the loss of green space is necessary in some locations during construction, but asked that "the construction site in question is returned to some form of playing field as it was previously," when MetroLink is operational.

Stakeholders requested that alternative arrangements be provided to allow them to avail of green recreational space during construction.

Many submissions were received from Scoil Mobhí and Scoil Chaitríona parents whose children are actively involved with Home Farm FC. They voiced concern about the construction of the station under Home Farm FC pitch. One stakeholder argued that "training and matches provide an important function for keeping these players physically active and socially engaged, which has associated physical and mental health benefits. This proposal will permanently damage the club and the community and deny thousands of children the opportunity to be involved in Gaelic sport."

A number of submissions sought reassurance from the project team that the pitch would be restored to the same condition following construction as promised in consultation documentation.

Parents of children attending Scoil Mobhí on St. Mobhí Road, expressed concerns about the green area in front of the school, which would be impacted by the construction. One submission made reference to the "Coill", a little green area in front of the school, right beside the Home Farm pitch. It was stated in the

submission that the "joy the students have during the dry weather when they can play in there will be taken away, it would no longer be a safe place for our children due to the inevitable dust and air pollution."

Mater

A number of stakeholders were concerned that the previously constructed underground station structure beneath the forecourt of the Mater Adult hospital was now no longer being used. It was stated in one submission that "some €20m was spent on installing a station box beneath the new adult hospital in preparation for the original station location. It makes no sense to waste €20m of public money and destroy a beloved park. Surely a realignment can be made to the route so that the original Mater station can be used whilst also connecting with mainline rail services at Cross Guns Bridge." Some stakeholders questioned the acquisition of their local green areas as there were other vacant sites in the vicinity that if used, would not impact their recreational spaces.

A number of respondents expressed concerns about the closure of the Four Masters Park during construction and the impact this would have on the local community. One said that "the closure of green spaces in the Inner City was akin to the removal of valuable small green lungs."

Regret was expressed in another submission at "the loss of green space. Improved public transport should not come at the expense of other rare amenities."

A further submission noted "any loss of gardens and public spaces in the city will further decrease the quality of living of the city's citizens."

In its submission Dublin City Council expressed an intention to develop and expand on the use of the Four Masters Park following construction. They stated "it is considered that the proposed new station has the potential to activate the park at the Mater Hospital. The Phibsborough LEIP states that it is an objective to open up this park during the day for the public to enjoy, and also to improve the setting and relationship between the park and the Mater Misericordiae building across Eccles Street. It is therefore considered that the opening up of the park and its treatment be incorporated into the detailed Masterplan for the Mater station."

Tara

Many stakeholders mentioned the impact the loss of Markievicz Leisure Centre would have on the local community, commenting that the facility is a vital social outlet used daily by the local community and schools and commuters. Other submissions were received from College Gate residents objecting to the demolition of the College Gate Apartment complex and that their "sense of community will potentially be destroyed."

Charlemont

A number of stakeholders expressed concern about the impact of an operational MetroLink on the community amenity of Dartmouth Square. One stated, "Dartmouth Square is special, it's an oasis of quiet for wellbeing in the city, it needs to be preserved."

A few submissions were received regarding the lane at the rear of Dartmouth Square West. It was stated in these submissions that "we live on a quiet residential road and to have a station entrance for a major transport hub terminus for the entire south of Dublin located directly in front of our home will be catastrophic to our home and the amenity we enjoy here."

19.4 Recreational Amenities

A large number of submissions made reference to recreation facilities, open spaces and amenities that are impacted along the Preferred Route. Many submissions were received about the Markievicz Leisure Centre. Stakeholders noted that there was a "failure to appreciate the hugely negative impact the demolition of the proposed properties and Markievicz Leisure Centre would have on a vibrant city centre community." Another submission referred to the Markievicz Leisure Centre as a "treasured public facility."

Other submissions referred to the temporary acquisition of Home Farm Football Club pitch during the construction of the proposed Griffith Park Station. One stakeholder stated "NTA/TII have announced their intention to put a major construction site and entrance to a metro station a stone's throw away from a naíonra, a primary and a secondary school, while simultaneously depriving those pupils and many other children in the area of access to the outdoor pitches of their local GAA club for at least six years."

Seatown to Swords Central

Many submissions were received that mentioned the impact of MetroLink on the residents of Ashley Avenue estate. "I am a resident of Ashley Avenue for almost the past 40 years and I strongly object to the plans that the Metro takes away the green space in Ashley."

Another submission stated "If the green is lost to the metro there is no safe recreational space for children to play. This will have a huge impact on the safety and wellbeing of the future generations of our estate. It is used as a space to walk our dogs. In a hugely urbanised area it is a vital section for recreation."

Another stakeholder commented "the proposed route will have an adverse impact on my family and that of fellow residents on the estate. Our greenspace area in particular will be an area which will be massively reduced at best and lost completely at worst. This is the only greenspace area on the estate for our many children to avail of and to be able to play safely. With so many young children on the estate, including my own grandchildren, the greenspace is a vital amenity to ensure they have an allocated area to play and to

promote their physical development in their most formative years."

Cllr. Darragh Butler noted with regard to Balheary Pitches "the Gaelic and Football playing fields at Balheary need to be saved and if moved closer to the river to allow for this, some sort of boundary protection might need to be included."

Albert College Park Ventilation Shaft

Reference was made to the Emergency Intervention Shaft in Albert College Park with one submission stating that "Albert College Park is a great amenity and used by many young and old so hopefully the park will be reinstated to its present state when the works for the ventilation shaft have been completed."

Dessie Ellis, TD, and Cllr. Cathleen Carney Boud stated "the impact of placing this ventilation shaft in a green space area should be fully explored and residents should be given adequate opportunity to explore the implications and impact this proposal will have on their community as well as on a popular green space utilised by the whole community."

Submissions requested that the project team "reconsider an alternative location from the Metro North proposal – the impact to local community and amenities would be reduced with a section of Albert College Park to be used as a safe enclosed work area that will not adversely affect the locality and offer access and logistical advantages in relation to operating efficiently and safely during the construction phase of the project."

Griffith Park

Dublin City Council commented on the proposals to occupy Home Farm FC's pitches during construction "having regard to the need to support sporting facilities into the future, it is considered that the station design should ensure that the use of the playing pitch is not compromised into the future."

In its submission Scoil Mobhí Board of Management commented that they were concerned with the "potential impact on recreational amenities and natural environment both during construction and reinstatement. The School understands NTA/TII fully intends to reinstate the Home Farm FC pitch, at the end of the construction period, as a sports/recreational field. The School notes that that recreational facility is of significant importance to the School (and the wider community on this site) as well its contribution to the general character of the site. Accordingly, the School would, in any event, seek MetroLink to covenant that the site will be reinstated, at the end of the construction period, as a sports/recreational field, in all events."

Glasnevin

Many submissions were received regarding access to the Royal Canal Greenway during construction of MetroLink. One stakeholder stated "as a major cycle

route and local amenity, closure of the path will be a major disruption for users. An alternative arrangement should be found. Part closure between locks 5 and 6, and lock 6 and 7 should be considered to allow for some use over the period of construction."

Another stakeholder sought reassurance that there would be "continued access to the Royal Canal Greenway as a cycling route and recreational resource during construction."

Tara

A large number of submissions were received requesting that Markievicz Leisure Centre be saved. Submissions stated that "the Markievicz Leisure Centre is the only public pool and gym in the city centre with extended hours, pricing concessions and a pay as you go option. The pool and gym have only just been renovated at a cost of over €1million of taxpayers' money. Not only is it used by the local community and local schools, but many commuters also use the resource daily. It provides a vital social outlet, allowing young and old to participate in sporting activities. It is fully accessible to those with disabilities."

One respondent stated "I also believe that valid alternatives exist which would allow MetroLink to go ahead while preserving this public amenity and these homes. Markievicz pool is the only 25-metre public pool in the city centre. It is also the only public pool which is regularly and consistently open throughout the week. We have an appalling shortage of public swimming pools and health facilities in the city, so to close down this one is an awful decision."

In its submission Dublin City Council stated it "remains concerned about the demolition of Markievicz Leisure Centre and the associated residential units. The Council is keen that all engineering options are exhausted before a final decision is made, and the Council hopes to liaise with TII further in relation to this project as it moves to more detailed design."

Cllr. Deirdre Conroy noted "it is not considered appropriate when alternative routes are available to demolish the Markievicz Leisure Centre. One of just four leisure centres in the city and much needed for local residents."

Another stakeholder remarked "I support MetroLink but not at the expense of the only public gym and pool refurbished in 2016 at a cost of €1 million. Please consider alternatives."

A number of submissions requested that an alternative pool be provided in the vicinity of Tara Street before works commence to compensate for the loss of this facility. "The swimming pool at Tara St should be replaced as a priority. This pool serves an area where there is a huge social mix and few public facilities for low income families."

One respondent remarked "the loss of the Markievicz Pool and Gym, as well as the College Gate apartments and those at 25–32 Townsend Street is unfortunate, but seemingly necessary. I request that the replacement accommodation and sports facilities are provided before the MetroLink works begin. Tara is a critically important interchange but must not be allowed to have too large a human cost."

Another stakeholder remarked "I am a member of the Markievicz Sports Centre. I understand from the report the necessity to build the station at this location. I think that an alternative sports facility including a swimming pool must be built nearby and this should be done early in the build phase of MetroLink so that members are not left without such a valuable facility. The cost of this should not be significant compared to the overall cost of the scheme."

St Stephen's Green

One submission requested that "the St Stephen's Green station should be moved down 60m towards the Shelbourne. There is a large under-utilised public space at the corner of the Green here which could become a prominent civic space if combined with the MetroLink entrance. It also moves the station closer to most of the destinations in the area (Grafton Street shopping area, National Museums/Gallery, bars and restaurants on Merrion Row/Baggot Street and Dawson Street, etc.)."





20. Tunnelling

This section addresses feedback received relating to tunnelling.

20.1 Tunnel Boring Machine

Many stakeholders were concerned about the proximity of the tunnelling works to their houses and foundations. There was some concern expressed about the impact of the tunnelling works with some referring to the Port Tunnel works being very invasive.

Alternative tunnel routes were recommended to ensure the tunnel works were not impacting on densely populated residential housing. It was suggested that the tunnel be routed "under institutional land rather than residential land...where the impact on residential families would be lessened."

Stakeholders raised concerns about the potential impact of the tunnelling works on older foundations and subsoil comprising mostly of clay.

Concerns were raised about the proposed depth of the tunnel.

There were requests that the TBM is not left in the ground and tunnels further than the proposed landing site at Ranelagh towards Rathfarnham, Firhouse or Sandyford.

There were suggestions for the tunnelling to be extended further to service UCD, Rathfarnham and Terenure. More information on this can be found in Section 8: Alternatives.

There was confusion voiced over how the tunnelling for a future tie-in to the Green Line at Ranelagh would be undertaken. It was queried whether this would involve more tunnelling at a later stage, or whether the tie-in works would all be constructed from the surface and no bored tunnelling work would be required. Concerns were also raised that the purpose of the tunnel has changed to a place to store the TBM once it has been completed.

It was suggested that the proposed line be designed in a way that it can be easily extended in the future with some submissions supporting the tunnel continuing past Charlemont to minimise disturbance when any future tie in works take place.

One stakeholder stated that they "fully support the current proposed plan for MetroLink." They also suggested that the tunnel be as long as possible stating, "if you're going to build a MetroLink tunnel, why not build it as long as possible while the equipment and labour is available."

A request was made for the tunnel to continue past Dunville Avenue and to terminate north of the Beechwood Luas stop. A similar request was made for the tunnel to continue on to Milltown. There were concerns raised that MetroLink would be expanded to Beechwood by leaving the TBM in-situ at some stage in the future.

One stakeholder noted that they were "grateful for the change in the location of the tunnelling site away from Scoil Mobhí and Na Fianna."

It was claimed that the tunnel design "will require outdated TBM technology with no prospect of the cost being reduced."

There was concern raised over the project team's "inexperience of tunnelling under old properties."

It was suggested that the TBM should be chosen to suit the route rather than the route to suit the type of TBM.

The Gate Theatre raised concerns about the potential impacts to the theatre due to the proximity of tunnelling and concerns that the TBM will be located directly underneath the theatre with noticeable disruption for a number of days during construction.

Trinity College Dublin expressed concern about the potential impact on highly sensitive equipment and research both during the tunnel boring and operation.

The residents' association GADRA welcomed the implementation of best international practice in relation to tunnel depth along the entire route of MetroLink and requested a construction methodology regarding the shaft and sequencing of the works.

Dublin Airport

daa noted that "the safeguarding of Dublin Airport's infrastructure during tunnelling works beneath the airfield and terminal buildings" is of the utmost importance and that "operational safeguards would be required to ensure that critical airport services below ground on the R132 are not impacted by the underground works and tunnelling intended for road way."

Tara

It was queried whether alternative TBM types were considered that would have a tighter turning radius in order to facilitate a station at Hawkins House as an alternative to Tara.

It was noted that there are deep basements under Trinity south of the station that may lead to issues when tunnelling.

St Stephen's Green

It was suggested that MetroLink should terminate at St Stephen's Green and tunnelling continue from there to allow for the turn back.

20.2 Tunnel Type

It was noted by a stakeholder that "the size of a tunnel only limits the train's load gauge. It does not dictate the track gauge. In my view, the Irish gauge should be considered. This would facilitate metro trains sharing DART route in the future."

There was a recommendation that the New Austrian Tunnelling Method (NATM) be applied for the tunnelling process as "it is extremely less intrusive."

Some stakeholders were supportive of MetroLink's approach to a single bored tunnel, with one stating "I love this project, the use of single bore tunnel and driverless train is fantastic, very modern approaches."

There was a suggestion that "an underground Metro terminus further north near the Liffey should provide two or more blind spurs for future tunnels as one sees on the tube."

Regarding the single bore tunnel, there was a suggestion that it should be possible to place platforms between the rail lines, rather than on either side of the lines.

GADRA welcomed the single bore tunnel plan, "as this design change eliminates the need for crossover tunnels along the route and reduces the number of homes above a tunnel in our area."

Dublin Airport

daa recommended that the single bore tunnel should consist of a "simple split north of the Dublin Airport station, or alternatively, construct a turn back with an additional mine for future expansion capability just north of the Airport station to eventually serve the western campus/T3 Terminus."

Charlemont

It was noted that the tunnel is now deeper than originally envisaged near the Grand Canal, and should be able to go safely under the Carroll's building.

20.3 Health and Safety

There were concerns raised around the health and safety of the tunnel both during construction and operation.

Concerns were expressed about the danger of collapse during excavation. It was also queried how the tunnel would be accessed and evacuated safely in the event of a fire or explosion, in particular with a single bore tunnel.

One resident was concerned about the potential for explosion if engines are stored underneath their homes.

Some health concerns were raised about the dust from excavations and removal of soil, pit extraction and from mining cement. The inhalation of diesel fumes was also a concern for stakeholders.

Concerns were raised about MetroLink's operational safety, in particular derailment with overturning and/or secondary collision, although it was recognised that automation will reduce these risks.

The Public Participation Network advised that extra units should be available if there are maintenance issues or if anything happens to take the MetroLink out of operation. The network also requested an "on-board fire suppression system" and that "the floors of the units should contain a directional lighting system to show the direction to exits in the case of a unit being filled with smoke or where the lighting fails."

GADRA noted that should emergency ventilation be necessary, it should be used only in case of emergency.

20.4 Electromagnetic Compatibility

The Gate Theatre was concerned about the potential negative impact on their equipment and acoustic systems from electromagnetic interference (EMI), electromagnetic compatibility (EMC) and stray current.

20.5 Albert College Park Ventilation Shaft

Stakeholders were critical of the lack of information made available during the public consultation period regarding the intervention and ventilation shaft at Albert College Park. Further consultation on the ventilation shaft was requested due to the time constraints on details of the shaft being released towards the end of the Preferred Route Public Consultation.

There was a request for more detail to be provided regarding the ventilation shaft, its position and proposed height and any blasting that may be required during construction.

There were concerns that the ventilation shaft would have a negative impact on Albert College Park as it is an above ground structure, with some requests for the shaft to be relocated to avoid disruption to the park.

The need for the ventilation shaft at this location was also queried by stakeholders. Concerns were raised over the safety of the ventilation shaft and how it may impact on people's quality of life due to its proximity to residential properties.

Concerns were also expressed about the ventilation of the tunnel and how the ventilation would be powered. GADRA requested that testing of an emergency vent should take place at a pre-determined time that is acceptable to residents.

Collins Avenue

There was a proposal that the ventilation shaft be incorporated in the nearby Collins Avenue station.

20.6 Materials

Stakeholders asked about the plans to excavate material from the tunnel. Questions included how it would be disposed of or reused.

There were concerns raised about the potential dangers of materials excavated and queries as to how they will be managed.

It was suggested that the spoil of the tunnel could be a useful by-product and the "concrete itself could be used to capture CO₂ and stored, making the proposal carbon neutral."

It was recommended that the TBM launch site be relocated to a greenfield site, in order to accommodate the removal of spoil more readily.

GADRA also asked to work closely with TII regarding construction design, methodology, spoil removal routes and hours of work.



SOCIAL IMPACT



21. Social Impact

This section outlines the social and community impacts of MetroLink. It references both positive and negative impacts. The topics addressed in this section are as follows;

- Impact to communities;
- Accessibility;
- Cycling;
- Greenway; and
- Impact to commuters.

21.1 Impact to Communities

The positive and negative impacts to communities in relation to MetroLink was one of the most popular themes throughout this consultation period. Stakeholders understood the need for the project, however they would like it delivered with as little impact to residents and communities as possible.

Several submissions provided extremely positive feedback, "MetroLink could potentially improve the quality of life for hundreds of thousands of Dublin residents and will undoubtedly be a massive economic boost to Dublin and indeed the Irish economy." Other stakeholders welcomed the project as it "will enable urban development and alleviate the current length of commutes and pressures on the housing and rent situation in Dublin."

One stakeholder welcomed the proposal as they noted "it will create liveable communities where people can confidently and safely walk or cycle to get around." Another stated that "the project would bring nothing but benefit to the city and its population." Another stakeholder commented "the amended route greatly reduces the community impact of the project in north Dublin."

It was stated in one submission that the project should embody "integrated transport and integrated life as a selling point, it should surely be about linking communities with the maximum respect given to residents and communities."

However local residents along the alignment voiced their concern about the impact during the construction and operational stages of the project on their day-to-day lives. One stakeholder requested that "investment proposals like the MetroLink should include analysis

and quantification of the social, economic and environmental effects on communities."

One of the most prominent issues mentioned in the feedback was the removal of city centre homes during a housing crisis in Ireland. Many stakeholders urged the project team to reconsider the proposal to CPO houses, and commented that "cities all over the world have been able to construct underground stations below existing buildings and TII should do this. Instead, at a time of a major housing shortage, you are happy to remove over 70 homes from Dublin city."

Another stakeholder stated, "demolishing homes and rendering 160 people homeless in a city which has an out of control homeless problem would make a mockery of the housing crisis."

Some stakeholders noted the positive effects of MetroLink on the housing situation in Dublin "this is urgently needed, especially given our current homelessness crisis. Adding more homes to within commuter distance to the city centre is necessary to alleviate the current situation."

One stakeholder requested that the Government spend the money assigned to MetroLink on solving the homeless situation in Ireland.

Landowners along the route stated access from future residential developments to MetroLink is essential in order to "provide much needed residential development to meet the current housing crisis."

Some stakeholders were concerned that MetroLink stations would become "a constant scene of gatherings and anti-social behaviour which would have a negative impact on communities." One stakeholder sought clarity on "what measures will be in place once the station is built. Once the stations are operational, the human traffic passing will increase dramatically which leads to concerns over the amount of litter, noise and anti-social behaviour that comes along with it."

It was also noted by many stakeholders that alternative and further MetroLink routes would positively improve the quality of life of many thousands of Dublin citizens. More information on alternatives can be found in Section 8: Alternatives.

Seatown

Local residents requested that the project team "extend cut and cover, thus allowing local residents to continue enjoying the peaceful lifestyle afforded to us in Seatown Villas." Residents were also concerned that it will increase general disturbance and anti-social behaviour in the area.

Seatown to Swords Central

Several submissions were received regarding the impact of MetroLink on the only green area in Ashley Estate, noting it is used "daily for exercise, play, dog walking and socialising." They added "it will have a huge impact on the safety and wellbeing of future generations." Residents of Chapel Lane also stated MetroLink would negatively impact their local community. More information on impacts to amenities can be found in Section 19: Tourism and Amenities.

Residents in the Boromhe Estate raised concerns that "the airport combined with the proposed track will make it intolerable to live in the area. This will have a negative impact on our lives and mental wellbeing."

Dardistown and M50

It was noted in many submissions that a pedestrian and cycle path should be included in the new bridge over the M50, in order to reconnect communities on either side of the M50. One stakeholder commented "MetroLink presents an opportunity to solve existing community severance issues caused by the M50, it will reconnect the areas of Northwood and Ballymun."

Collins Avenue

Several residents expressed concern about the impact from construction and the station location as "it could potentially negatively impact the lives of residents, school users, workers and churchgoers."

Griffith Park

Several stakeholders objected to locating the Griffith Park station within close proximity to local schools. One stakeholder noted "I would have thought a thriving Gaelscoil community should be protected instead of decimated. There is no doubt that this MetroLink will have grave cost to the local community as a whole and I urge these decision makers to reconsider." Adding to this, it was noted by several stakeholders that the building works would "destroy this special school for all teachers, volunteers and children."

Stakeholders raised concerns over the implications on children's education during the construction of MetroLink, especially during exams and many stakeholders noted "a construction site only yards away from their classroom during their most formative years, our children will clearly suffer the consequences academically."

Parents of children who attend Scoil Mobhí raised concerns regarding the construction of the station; impact to health, cognitive abilities and stated construction would negatively impact "their entire childhood and schooling years of all our children in an extremely negative way."

It was argued in parental submissions that "people will be reluctant to send their children to the schools because of the building site. There will be a huge

decrease in the number of children and this will gravely disrupt the development and liveliness of the community." Stakeholders listed concerns regarding the school's reputation, and student and staffing numbers.

Several stakeholders welcomed the revised location of the Griffith Park station "the current plan for the station is excellent and will be a very positive thing for the local community and Dublin as a whole."

Many residents suggested that the construction of MetroLink will adversely impact the Gaeltacht area "this is a Gaeltacht area in the capital city. Given how precious and essential areas like these are throughout the country, it is surprising this site has been chosen."

Some residents discussed the impact on Na Fianna's grounds, "Na Fianna is where we socialise, where the kids do camps during holidays and where we congregate for big matches, family events and special occasions." One stakeholder remarked that placing a construction site nearby was not appropriate. Stakeholders added that "this proposal will permanently damage the club [Na Fianna] and the community and deny thousands of children the opportunity to be involved in Gaelic sports."

Glasnevin

One Goldsmith Street resident was concerned about the impact on their lifestyle as a result of the proposed construction work.

Mater

Local residents were concerned regarding the additional influx of people to the area "this station will be very popular given its close proximity to the Mater Hospital and Croke Park."

Several stakeholders remarked on the temporary closure of Berkeley Road and the impact it could have on the local community "especially the elderly population in the area that rely on the easy availability of buses."

Tara

The proposal to CPO College Gate, the Markievicz Leisure Centre and Townsend Street attracted many submissions.

Several stakeholders observed that "College Gate and Townsend Street townhouses represents a diverse mix of owner occupied, rental and social properties, ranging from students to young families to pensioners, exactly the kind of community needed to provide a positive, vibrant environment and the Markievicz pool provides a vital social outlet."

One resident claimed that "MetroLink has failed to provide reasonable alternatives to affected residents living in limbo and will never be able to afford similar accommodation." Another stakeholder argued that "removing houses of elderly local people is completely

out of step with the way housing should be provided to more vulnerable members of society."

Residents of the townhouses on Townsend Street requested that the proposed CPO be reconsidered as they have resided in these homes for generations and have built a tight knit community in the area. Residents of Townsend Street also expressed concern that "there is a lack of consideration for residents in existing plans especially given general direction of housing and planning policy."

Many stakeholders voiced concerns regarding the proposed CPO of the Markievicz Leisure Centre as the pool "serves an area where there is a huge social mix and few public facilities for low income families." Another stakeholder noted that the facility "provides a social outlet to young and old to participate in sporting activities and is fully accessible to those with disabilities."

Regular users of the pool are concerned as the pool is utilised by people from all socio-economic backgrounds and acts as a local meeting place for users, including the elderly and people with health concerns, one submission noted "I need to swim for my mental health, swimming helps me immensely." More information on this can be found in Section 4: Population and Human Health and Section 19: Tourism and Amenities.

Charlemont

Many stakeholders residing in Dartmouth Square raised concerns about the impact MetroLink will have on their area, one stakeholder stated "our residential community in the Dartmouth Square location cannot absorb the proportionately extreme impacts of commuter traffic for our conservation neighbourhood. Dartmouth Square is special and it's an oasis of quiet for wellbeing in the city, it needs to be preserved."

Many stakeholders requested that MetroLink terminate at St Stephen's Green instead of Charlemont in order to preserve the residential nature of the locality. They urged the project team not to "destroy our neighbourhood." Stakeholders also mentioned concerns about increased housing prices if MetroLink terminated at Charlemont as one submission noted "people flock to live in areas close to the Luas."

Local residents also remarked that a MetroLink station at Charlemont will attract anti-social behaviour, with one stakeholder claiming the proposed station will lead to an "increased security threat" in the area. More information on this can be found in Section 24: The Green Line.

21.2 Accessibility

Several stakeholders requested that the project team make it easy for pedestrians and cyclists to cross MetroLink lines when it is over-ground.

One suggested that fewer people will use their cars as a consequence of good accessibility to MetroLink.

A key concern for many stakeholders was that public transport should be made more accessible in other areas of Dublin, with one stating, "it seems a bit unfair to put resources into areas that already have good accessibility to town and public transport." Please find more information on this topic in Section 8: Alternatives.

Many stakeholders noted that the upgrade of the Luas Green Line to metro standard would have a positive impact on communities along the line by making these suburbs more accessible and reducing the reliance on cars, "people will be able to freely walk and cycle across the metro line to school and church."

Dublin Cycling Campaign noted that in order for public transport to be accessible to all, MetroLink needs to "integrate walking and cycling. All MetroLink passengers will be multi-modal travellers at both ends. People will make decisions before deciding to use MetroLink. Bridges should provide segregated paths for cycling and walking, in line with the National Cycling Manual."

The community group Age Friendly Dublin City North suggested that "your starting point should have been the travel needs of all our residents and it is your responsibility to provide accessible, affordable, sustainable and efficient public transport."

University College Dublin (UCD) suggested that "improved transport infrastructure and public transport services are necessary to widen access and facilitate the flow of students across the city and thus supply universities, and a wider economy with the required skills." UCD also noted "the alternative inadequacies have broader and stark implications in terms of social segregation, as have been recorded by reputable sources such as the Urban Institute, emphasising transport as a barrier to choice."

Stakeholders voiced their support for the commitment for a service designed for all passengers, with the Dublin Airport Authority observing that "accessibility for all users is considered to be another important component of achieving genuine international connectivity."

The Public Participation Network recommended that the project team engage in discussions with disability groups to ensure MetroLink is accessible to all, stating "one of the biggest stigmas facing individuals with disabilities is having attention drawn to them as they are all members of society and wish to be treated as such but also at the same time they need to be listened to, to ensure best practice is always carried out."

The Residents' Association stated, "the older persons sector of society generally has greater needs for readily accessible public transport."

Stakeholders suggested that accessibility to MetroLink stations be considered for those with disabilities.

Swords Central

Several stakeholders commented that the Preferred Route is not accessible to the people of Swords due to the station locations. It was suggested by a number of stakeholders that if the alignment was moved north west it would increase the catchment area and make it more accessible to residents in the area.

The Ashley Avenue and Chapel Lane Residents Association stressed the importance of the footbridge from their estates over the R132 to Swords Village. They noted in their submission the pedestrian bridge "is used by many local residents and school children of Ashley Estate and surrounding residential developments to get to Swords Village, St. Colmcille's Church and primary school, Siemens, Fingal Community Centre, Swords Senior Citizens club and many more. The pedestrian bridge should be retained during construction and operation of the project and the rights of way defined. Details of any changes to the design structure and specific routes to be supplied prior to any site works taking place." This statement was supported by a large volume of submissions from residents in the area.

Cllr. Duncan Smith urged the project team to make the stations accessible to those living in the area, stating "I remain fully supportive of the Metro, however I would like to see further emphasis from the NTA on the provision of a public bike scheme in Swords to allow residents of Swords to access MetroLink in an environmentally friendly manner" adding "we should not be using the car to access MetroLink if living in Swords."

Residents urged the project team to go underground as this would allow them to keep access to the village via their footbridge and retain their green space. More information on these two topics can be found in Section 8: Alternatives and Section 19: Tourism and Amenities.

Local residents also raised concerns that housing estates would become harder to access as they "would become a de-facto overflow car park and that homeowners access to the area will become more difficult."

Dardistown and M50

Stakeholders requested that the new bridge over the M50 must include a pedestrian and cycle lanes, as this would make both sides of the M50 accessible for local communities.

Tara

Several stakeholders opposed the proposed CPO of the Markievicz Leisure Centre pool on the grounds that the pool is "fully accessible to those with disabilities and allows young and old to participate in sporting activities." Stakeholders also remarked that the Markievicz Leisure Centre is easily accessible and affordable.

O'Connell Street

The Gate Theatre expressed concern regarding

accessibility to the theatre during construction of the station on O'Connell Street.

St Stephen's Green

Several stakeholders suggested an alternative location for the St Stephen's Green station to ensure it is easily accessible to tourists and Dublin citizens. Please see Section 8: Alternatives.

21.3 Cycling

Cycling and cycling infrastructure was widely acknowledged in many submissions received during this consultation period.

Stakeholders stated that cycling is a key mode of transport in Dublin and it will become even more popular as time goes on, one stakeholder noted "the benefits of cycling in all aspects are extensive and this should be capitalised on." The inclusion of sufficient cycling facilities such as parking, routes and Dublin bike stations was heavily stressed by a number of stakeholders.

One stakeholder commented "cycling is taking up in Dublin and many metro users will cycle or walk to the stations. To stimulate metro use, it is important that cycling and walking to and from the station is as convenient and safe as possible."

The importance of cycling and how it benefits each generation was noted in several submissions. One stakeholder stated "as a senior citizen I am particularly concerned that all infrastructure development take account of the wide range of benefits that follow from a cycle friendly environment and that the proposed MetroLink takes a long term view of how to integrate safe cycling into the use of the public transport network, through providing safe, secure and accessible bike parking at Metro stations."

Another submission remarked "in order to facilitate active travel, reduce traffic congestion and improve air quality and health in general, please provide cycle facilities."

Many submissions included the need to provide "ample cycle parking and Dublin bike stations" near MetroLink stations. One stakeholder referenced the artist's impressions of the stations "the indicative stations appear to show very limited access for cycling infrastructure." Dublin Commuter Coalition requested adequate bike parking at each station, including at Estuary, where they suggested the project team should cater for a cycle Park-and-Ride.

One stakeholder requested that when the line is above ground "adequate cycle friendly bridges or underpasses" should be provided.

While many submissions expressed support for MetroLink, stakeholders urged the project team to give more consideration to cyclists in the plan. One observed

that "I would hope that the cycling provision around the station is well designed and every effort should be made to allow people to cycle to stations along safe routes."

Several stakeholders requested that cycling routes and facilities be incorporated into the early design of the project and not as an afterthought. One stakeholder stated that the Luas Cross City project did not consider cycling in the design and due to this "we now have many parts of the city centre where cycling is not permitted, and many new stations have no cycle parking at all."

Stakeholders also requested that there should be no disruption to cycling routes during the construction of MetroLink. One stakeholder sought clarification on whether there would be a cycle lane along the R132 in Swords.

Cyclist groups requested that TII and the NTA utilise construction vehicles that have safety features as standard HGV vehicles are a "leading cause of serious injury and death to cyclists in Dublin."

One stakeholder commented "cycling is an integral and vital part of the transport mix for Dublin" and added that transport projects in Ireland "fail to put cycling and sustainable practices first and foremost and instead pursue glamour projects in a piecemeal and ad hoc manner."

In order to promote sustainable travel, one person suggested policy should be "to make it unfavourable for people who want to commute by private car, along with actively promoting cycling, walking and public transport. Actually, promoting cycling and walking isn't enough, you need to enable people to walk and cycle and you do that by building safe and segregated cycle infrastructure."

Griffith Park

Stakeholders requested that during construction of the Griffith Park station, children would still have the ability to cycle or scoot to school in the nearby area.

Glasnevin

Several stakeholders were concerned that the construction of Glasnevin station would directly impact their cycle commute along the canal.

One stakeholder suggested that the station should be constructed with easy direct access to the Royal Canal Greenway and include cycling storage rooms. The stakeholder suggested proper integration was required between the different transport modes. More information can be found on Greenways in Section 21.4: Greenways.

21.4 Greenway

A large number of submissions discussed impacts to existing and future greenways. One stakeholder stated

that "too often cycle paths are sacrificed temporarily for other infrastructure development and it shows that the way of thinking among engineers and transport planners is that cycling and safe segregated paths are considered a tack on or bonus rather than a key piece of infrastructure."

One of the most common themes was the impact to the Royal Canal Greenway (RCG). Many stakeholders requested that "MetroLink must not close the Royal Canal Greenway without alternative arrangements in place."

Dublin Cycling Campaign stated in their submission, which was further supported by a large volume of stakeholders, that "the Royal Canal Greenway is part of the national cycling route from Dublin to Galway and it is National Route 2 in the NTA's Greater Dublin Area Cycle Network Plan. It is a key commuting corridor for cyclists coming from west Dublin to the city." They added, "there can be no permanent impacts on the RCG alignment, temporary closures would severely impact a key cycling corridor akin to fully closing a major road. A suitable alternative route must be provided if temporary closure is required, TII must provide a suitable alternative on the south bank of the canal. This will allow for pedestrians and cyclists to bypass the construction area. They will require a bridge over the RCG for pedestrians and cyclists."

Dublin Commuter Coalition echoed that statement and sought clarity on whether the RCG would be closed for a period of six years.

One stakeholder suggested that if the current route is impacted by construction work: "moving the greenway to the south bank of the canal will necessitate re-connection with the greenway to the north bank further west along the canal route."

One stakeholder commented that "measures taken to reduce the disruption during construction are welcome. Infrastructure bridges over the Royal Canal Greenway and other measures to maintain and improve permeability through affected areas should be designed in advance prior to commencement of station construction."

One stakeholder stated "the greenway is the only safe way for people to get from Dublin 15 into the city centre by bicycle" and added "the RCG forms part of the National Cycling Route from Dublin to Galway and it is a route on the Greater Dublin Area Network Plan" therefore it should be maintained at all times.

Stakeholders also suggested that the project team include a cycling bridge at Mount Bernard, which features in the Phibsborough Local Environment Improvement Plan.

A number of submissions expressed concerns about the impact to the proposed Broadmeadow Greenway. Stakeholders queried whether MetroLink tracks would

cut across this planned greenway.

One stakeholder noted "I support the use of cutting rather than an elevated railway, however MetroLink tracks will cut across the planned greenway route. This is a way for pedestrians and cyclists to get from Swords to the Estuary station."

One stakeholder requested easy access to the proposed Santry River Greenway as access would "increase the catchment area of the Northwood station and adequate facilities for cyclists" should be included at the station.

Many stakeholders welcomed the station at Charlemont as it would be a direct link to the Grand Canal Greenway. Stakeholders requested ample facilities to be included at the station, in order for passengers to change modes of transport easily, with one stakeholder noting this approach "will offer a highly accessible, fully integrated and sustainable transport solution for Dublin."

21.5 Impact to Commuters

It was widely acknowledged in a large number of submissions that the plan will greatly reduce commute times and improve congestion issues in Dublin. One stakeholder commented that MetroLink "would facilitate growth of the commuter population in surrounding suburbs for the future." Another remarked "I support this project and its aim to eliminate long commutes for the citizens of Dublin and of Ireland who have to travel in and to Dublin."

However, one stakeholder noted that "increasing the capacity will have a counter-intuitive effect where more commuters are drawn into areas" to utilise the service.

IBEC outlined the huge growth in Fingal and that the numbers of residents commuting into the city each day, "illustrates the scale of economic interdependence of Fingal and Dublin city. Many of these commutes will likely be made faster and easier by the presence of a Metro."

One stakeholder stated that "I'm 23 years old and it is clear that starter homes for my generation are going to be much further out of the city centre. This entails longer commute times and without projects like MetroLink this commute will be hell on earth. The quality of life for an entire generation of young people hangs in the balance."

Another stakeholder noted the importance of the project and suggested "for the good of people of North Dublin, for the benefit of tourists coming to Ireland, and for the good of all Dublin commuters, this project must go ahead without delay so that our great city can finally experience the progress it deserves."

One person suggested that "interconnectivity increases the robustness of the network, allowing sections to be isolated for maintenance with reduced

impact on services" thus lessening the impact to commuters. Many submissions identified alternative routes that would positively impact commuters. More information on alternative routes can be found in the Section 8: Alternatives.

Lobby groups and stakeholders urged the project team to consider the majority of Dublin residents' commuting needs ahead of certain suburbs in Dublin's requests regarding public transport.

One stakeholder suggested that implementing MetroLink will make a bad situation worse in terms of commute times due to the construction and stated, "there are too many people attempting to live and work here, the city simply cannot handle it."

Dublin Chamber of Commerce stated that "support for the project is based on a condition that the adverse effects of the construction work be mitigated to allow businesses in the city to operate effectively and to allow commuters to move around the city as easily as possible."

The Public Participation Network commented "the plans in general are very good and if they work as stated then it should be easier for residents to commute safely in the Dublin City area."

Swords Central

Many local residents from residential estates located in close proximity to the Swords Central station expressed concerns about the removal of the pedestrian bridge to the Pavillion Shopping Centre, as this would negatively impact many local residents, school children, and senior citizens who use the bridge daily.

Dublin Airport

daa voiced support for MetroLink as it would "significantly enhance the public transport options for passengers and employees arriving at or leaving Dublin Airport." The Irish Airline Pilots Association said that MetroLink "has the capability to radically transform the movement of both commuter and airport passengers into the heart of the city."

Griffith Park

Stakeholders commented on the potential increase in commuter traffic to the Griffith Park station. It was stated that the area is already overcrowded because of the number of schools in the area.

Scoil Mobhí parents expressed concerns that "during construction of the proposed station, our children will no longer be able to safely travel to school."

Tara

Several submissions stated that the closure of the Markievicz Leisure Centre will greatly impact commuters who use the resource daily.

Stakeholders noted that alternative locations for the

station would provide "smoother and quicker routes" for commuters accessing the DART station from the metro. More information on this can be found in Section 8: Alternatives.

One resident of College Gate apartments stated that the MetroLink proposal will negatively impact residents' commute to work, as "the building is located within walking and cycling distance of the major employment centres, as such almost all residents walk or cycle to work."

Charlemont

Charlemont residents expressed concerns regarding their local Luas station acting as an interchange hub "it is right in the middle of a residential area with no transport infrastructure around to support the hundreds of thousands of daily commuters."

One stakeholder commented that the closure of Dartmouth Road would negatively impact commuters in the area, and would push traffic onto Cambridge Terrace, Northbrook Road and Leeson Park, which are already congested areas. One resident suggested that relocating the station to the other side of the canal in order to make it more accessible to office commuters accessing Adelaide Road, Harcourt Street and Earlsfort Terrace.

Several stakeholders stated that residents in the Charlemont area "should not be allowed disrupt all the commuters' lives who need this project" with other stakeholders suggesting that "it is ridiculous that a small but vocal amount of residents are blocking this plan with no regard for commuters and other residents in the city."

One stakeholder welcomed the station at Charlemont and the project in general saying "Dublin is choked with traffic, commute times are insane and are only getting worse" and commented that implementing this project should be a high priority for the Government.



COST



22. Cost

This section addresses feedback received relating to the cost of MetroLink.

22.1 Cost/Benefit

Some submissions provided feedback on the cost-benefit analysis. A stakeholder stated that "the lack of a full cost-benefit analysis is deeply worrying. While Dublin needs a metro service, the overall expense caused by bad planning may overrun expenditure into the billions." Another said that "the cost is massive for little return. For this amount of money all areas can be served with a Metro Dart System."

A stakeholder stated that they "believe that the revised route will continue to show a positive cost/benefit ratio," although there is a continued absence of a final MetroLink cost estimate. A stakeholder commented that "the alignment as is proposed cannot go ahead until a cost benefit analysis is undertaken including the impact on business and development sites. This analysis should be provided to all stakeholders." TII was asked to provide economic and environmental justification for all investment in MetroLink.

Another argued that there "is a case to be made for further and vigorous appraisal of the best route to serve the south side of Dublin's metropolitan area, underpinned by a cost benefit/economic analysis and indeed a social cost benefit analysis."

The cost of the Markievicz Leisure Centre was mentioned by stakeholders and that its proposed CPO was "a significant waste of taxpayers' money, given the amount invested in the original development and recent refurbishment of the sports centre." It was noted that there were "significant costs associated with the Preferred Route Tara Street design." A stakeholder stated that the current plan "includes a CPO cost of at least €35 million," including the apartments and leisure centre. A stakeholder stated that "the cost benefit analysis for the Metrolink is flawed. What about the huge social cost to the community of the loss of this prime piece of public facility in an area so lacking?" Stakeholders also provided feedback on the costs and benefits of the Green Line tie-in. A stakeholder stated that "I hope the option to continue MetroLink to Sandyford will still be considered for this phase to offer us value for money and a functioning transport system that we can extend and build more lines around the city in the future." Further submissions noted that it would be efficient and cheaper to complete the project in its entirety now rather than to wait and that it would be "better and more cost-effective to upgrade the Green Line now."

Another expressed disappointment at the elimination of the Green Line tie-in and expressed hope that the project would still get through a cost-benefit analysis as a result of this. A cost-benefit analysis of the decision to delay the extension to Sandyford was also requested.

Other stakeholders objected to the spending of "hundreds of millions of euros on a Luas and 14 years later it's deemed redundant and not fit for purpose."

Stakeholders provided feedback on alternative MetroLink routes. A submission stated they felt the best option was to "extend the route to South-West Dublin," rather than upgrading already established existing infrastructure. It was mentioned that a "serious study of the costs and benefits of alternative routes would put our minds at rest that this proposal has been seriously studied, and not just arrived at as the cheapest way to provide transport to Cherrywood and other points south, such as Sandyford."

Stakeholders stated that "the scale of the project and the lack of a full cost-benefit analysis is deeply worrying." They requested that MetroLink provide a cost benefit analysis promptly.

Rethink MetroLink said it is "imperative that all public bodies demonstrate in advance of any large-scale project that the taxpayer is getting maximum value for money" and requested information on whether the investment in MetroLink contributed to the economic, social and cultural development of the Greater Dublin Area.

Tara

Stakeholders provided feedback on the proposed Tara station. The cost of acquiring property at this location was commented on with one person stating that "there is an expectation from the public that the design and layout options for MetroLink, including the Tara station component, are considered not just on the merit of the concept design for each option but also on the cost. Using an estimated apartment value of €500,000, it appears the Jacobs report, and by extension TII, has not recognised the fact that the Option 0 scenario includes a CPO cost of at least €35 million (excluding sports facilities and neighbouring buildings to be removed) over any option that avoids the need to demolish the College Gate building."

Charlemont

A stakeholder stated there was a need for a "cost-benefit analysis and feasibility study into the choice of Charlemont as the terminus for the Metro and also a full assessment of the transport needs of the south of the city."

Another said that to "terminate at Charlemont is an appalling waste of taxpayers' money," and suggestions were made to expand to areas such as Rathmines, Rathgar and Terenure, or alternatively "terminate at St. Stephen's Green."

One individual argued that terminating at St Stephen's Green "reduces cost and allows users to move from the Luas to the Metro at the convenient location." It was stated that this stop "serves little useful purpose," and is a "huge waste of money."

22.2 Cost of Project

Some stakeholders claimed that "much of MetroLink is a waste of money", was not "good value for money to the taxpayer to serve a small section of Dublin," and "unaffordable." One person said that taxpayers' money must be spent optimally. A submission stated that "a complete strategic review must be conducted before any money is committed." This submission noted the recent increase in cost projections for public projects like the National Children's Hospital. Additionally, a submission stated that "to ensure Dublin MetroLink is delivered on time and on budget, it is essential that the Government radically changes its approach to procurement, tendering and funding."

Another claimed that the only information they could get for the new proposal at Seatown Villas was that it would reduce the cost of MetroLink. They said they "would not agree that getting a project like this over the line because it is cheaper should come at the expense of residents living in the area long before the need for a rail line from Swords to the City Centre was ever considered."

A stakeholder requested in their submission that MetroLink "stop wasting tax payers' money on endless studies, attracting huge fees for lots of big corporations." Rethink MetroLink said the NTA should provide a breakdown for the "€170m... spent on the project to date."

It was stated that the "unnecessary land acquisition costs," would greatly add to the cost of the project. One individual believed the "final cost of the project could exceed €4 billion," and that Ireland "cannot afford these extreme levels of expenditure," especially with the prospect of Brexit and the housing crisis.

Another stakeholder was of the belief that "Ireland can no longer afford to shy away from expensive infrastructure developments. Ireland's unambitious and sporadic patterns of investment in infrastructure cannot be allowed to continue." Another said that "citizens are deeply concerned over the increasing trend of expensive big project Government announcements and the lack of value for money and delivery."

Feedback was provided on the Green Line tie-in to Sandyford. Stakeholders were both for and against delaying the upgrade to the Luas Green Line to

MetroLink status. One believed "we are making the exact same mistake that was made by not joining the two Luas lines from the start" by not upgrading the Luas line from Charlemont to Sandyford to MetroLink. A stakeholder explained that "the Luas Green Line upgrade to Metro standard appears to cost less than 5% of the overall MetroLink budget."

It was stated that delaying the upgrade of the Green Line "will only increase its cost for little gain." One person said that "no work should commence until the full capacity of the Luas is reached." There was a request to "reinstate the Green Line – spend the money we have coughed up in pay cuts on capital expenditure projects and improve investment in Dublin to continue servicing the debt of bailing out the banks both here and in Europe." It was noted that "building a southside terminus adds very significant costs to the overall project."

A stakeholder noted that MetroLink "need to determine the best south side route now, in advance of the Greater Dublin Transport Strategy review planned in 2020/21 which would be too late, to ensure we are thinking long term on Metro and spending taxpayers' money optimally."

Stakeholders provided feedback on south side alternative routes. One said there was a need for an underground rail for the south of the city, which "will ensure tax payers money is invested wisely in transport links that meet the strategic development of the city rather than in the destruction of existing successful lines." Another said that "no public money should be spent on South City Metro until an overall plan for transport in the south city has been developed as part of the Greater Dublin Transport Strategy."

Additionally, it was stated that "the NTA needs to undertake a study of alternative south side options. This will ensure taxpayer's money is invested wisely in transport links that meet the strategic development of the city." Several stakeholders believed that stopping at St Stephen's Green would save money and allow MetroLink to continue to the east or south west of Dublin. There was a request to build more Luas lines in order to connect with the existing Luas services instead.

One person claimed that "nobody to date has been able to show me an integrated overall plan for transport in the Dublin area. I believe such a plan should be the starting point for such a proposal involving such a major outlay of the national transport budget."

Glasnevin

It was suggested that the proposed Glasnevin station should be redesigned to ensure "it can be provided in a sustainable and economic manner benefiting of its context." The stakeholder stated that MetroLink "ignores a potentially suitable economically advantageous opportunity in favour of expensive, unsuitable, unnecessary 'anywhere' design."

It was recommended that a station be built at Drumcondra as opposed to Glasnevin as the cost would be lessened.

Mater

A stakeholder explained that the "current design will lead to inappropriate loss of an opportunity to integrate with transport at the Mater site and a waste of works previously completed at a high cost and environmental impact."

St Stephen's Green

It was requested that MetroLink terminate at St Stephen's Green as "this would save money and allow MetroLink to continue east to UCD or south west." Other submissions argued that MetroLink should stop at St Stephen's Green until a "proper survey is taken," due to the large number of infrastructure projects being undertaken at the moment.

Charlemont

Stakeholders expressed opposition to the Luas/MetroLink hub at the proposed Charlemont station. One claimed that "the plan to terminate the planned Metro at Charlemont station is an appalling waste of taxpayers' money. The obvious termination point is St Stephen's Green where future planning to areas in south west Dublin can be served – Rathmines, Rathgar, Terenure."

22.3 Cost of Alternative Options

A number of stakeholders suggested that "the current proposals do not seem to have considered alternative southside routes," and urged the Government to undertake a full study of options available to ensure taxpayers' money was being spent optimally.

MetroLink was asked to provide a cost analysis for the other previous route options. One person suggested that "part of the budget could be put into much needed housing projects." They suggested that MetroLink provide the cost of upgrading the Green Line in stages as opposed to completely upgrading the Green Line to Metro standard.

It was requested that MetroLink "revert to the creation of an integrated transport hub in St Stephen's Green" and consider the cost of serving areas such as Rathmines, UCD, Rathfarnham, Harold's Cross, Templeogue and Terenure, with figures requested for justifying why this was not being considered as an option. These routes were suggested to be of "value for hard earned tax payers' money." A stakeholder stated that "money should be spent on areas not served by public transport" at present.

It was stated in feedback that the provision of an alternate leisure facility in place of the Markiewicz Leisure Centre "would not be significant compared to the cost of the overall scheme." It was also stated with regard to the Markiewicz Leisure Centre that what

is "particularly concerning is an unwillingness to take seriously the opportunity to build the station under the Apollo and Hawkins House sites. This would have averted the need to destroy any properties...would have been cheaper to build due to 125 metres less tunnelling required."

Stakeholders commented on the Green Line Tie-in. A stakeholder requested that MetroLink "reinstate the Green Line," despite the additional cost and to "push ahead with the original Green Line plan," because "neither of the other proposed routes south of Charlemont have clear feasibility and the pricing study should be disregarded and treated separately in relation to MetroLink." There was a request not to upgrade the Green Line as it would be "the worst use of public money...to spend it on a duplicate link that already exists."

A stakeholder stated that "this project will result in enormous increases in land value near stations," and recommended that the proposed CPOs include this potential increase in value. and recommended that "it is essential that CPOs are used to capture some of these increase in value as by doing this and then selling the land on or building high-density on sites nearby can help fund the project."

The project team was asked to carry out a review that takes into account "BusConnects, existing Luas and cost of completing now compared to the future." A stakeholder stated that in their area, MetroLink's current route is a "better and cheaper option than BusConnects."

Another requested that the NTA "demonstrate why it cannot use the already constructed €20 million station in the Mater." There was concern raised "that so much money was spent on the old preferred route and that the infrastructure built is now discarded."

Stakeholders noted comparisons to alternative transport methods operated in European cities and their cost efficiency.

Griffith Avenue

A request was made to "address the potential financial costs associated with constructing stations at Whitworth (Glasnevin) and Mobhí rather than original Metro North route from Drumcondra to Griffith Avenue." The stakeholder continued, "large sums have already been expended on investigating and demonstrating the viability and high rail interconnectivity of the Drumcondra/Griffith Avenue stretch of Metro North as part of the original Railway Order for that scheme."

Tara

It was stated as a suggested option that moving the Tara station under Hawkins House "could offset any cost of connection to Tara Street Dart Station."

St Stephen's Green

It was suggested that the creation of an integrated transport hub in St Stephen's Green would save money and facilitate alternative southside routes.

Charlemont

A stakeholder stated that MetroLink should be extended past Charlemont as it would be a more cost-effective and long-term solution.

Another stakeholder noted that it was a "waste of money," to bring MetroLink to Charlemont instead of servicing areas that were "more in need."

22.4 Project Funding

A stakeholder welcomed the possibility of a full economic and social appraisal being undertaken on MetroLink saying " the project supports the sustainable communities and wellbeing of the people of Ireland as mandated by Project Ireland 2040 through which the NDP is supported with funding."

Stakeholders observed the project would be funded by the Irish Government. One requested confirmation "that the Irish State will be receiving all available EU transport infrastructure grants that would depend on interchange with the main rail system." Additionally, it was suggested that MetroLink could be funded "with the ownership of the line with the Government agencies and funded through private partnerships and pension funds offering a guaranteed interest rate over a 10-year period." A stakeholder stated that "given our current national debt and other public commitments, I feel that it is an unnecessary fantasy project for Dublin."



DESIGN

23. Design

This section outlines feedback received on the design of MetroLink. The topics addressed in this section include:

- Accessibility;
- Stations;
- Landscape;
- Integration with properties;
- Connectivity;
- Alignment; and
- MetroLink features.

23.1 Accessibility

This section is about how people will access the station, entrances and exits and how accessible the route is for its passengers.

Dublin City Council commented in its submission, "it is considered that all station designs should maximise the access points to MetroLink through the provision of multiple entrances where possible. The potential for MetroLink to act as a focal point for urban development should be harnessed and therefore increasing the access points to stations should be encouraged and each station design should be required to examine how to better increase access to a wider catchment or number of routes than appears to currently be planned."

The Public Participation Network requested that all stations be designed with consideration to those with mobility impairments. They provided a number of best practice design suggestions, which included points on station entrance and exits, tactile paving, non-slip surfaces and signage. Another stakeholder commented that "stations should be accessible for people with disabilities or aged and meet international standards."

The Dublin Airport Authority stated that "accessibility for all users is considered to be another important component of achieving genuine international connectivity and is therefore fully endorsed by the daa."

One stakeholder suggested that if more Dublin Bikes were located at MetroLink stations this would make MetroLink travel more accessible to the public. The stakeholder noted that "especially so at Charlemont which is located on the Grand Canal Greenway and Tara which is on the future Liffey Cycleway. This would enable much greater access to the stations from areas such as Ringsend/South Dock and others

by commuters." Another stakeholder sought clarity on whether there would be bus stops near the stations as this would enable improved access to MetroLink.

Several stakeholders suggested that all stations should have multiple entrances and exits. One stakeholder made particular reference to the city centre stations, O'Connell Street, Tara and St Stephen's Green. They requested that these stations should have multiple entrances at street level to disperse passengers quickly and ease congestion in these already busy areas. Many stakeholders suggested that "stations need multiple entrances, including entrances that go under main roads and roads close by, these underpasses make it more accessible for people." One stakeholder suggested that entrances should be built now and blocked off and in future years could be reopened if required.

Ensuring MetroLink is accessible to everyone was a recurring theme throughout the submissions received. One stakeholder commented that "the track record for ensuring accessibility to public transport for physically disabled persons is pretty abysmal. Indicators are that care is being taken in station design to facilitate use for disabled persons, which is welcomed."

Another stakeholder requested that "all stops have multiple wheelchair friendly access and escape routes and with alternative power supply so that there is never any station inaccessible due to break downs. Ensure there is completely level access from platforms to the carriages with no gaps, so we don't have to book ramps in advance."

Estuary Park-and-Ride

Stakeholder comments relating to Estuary Park-and-Ride can be found in Section 19: Tourism and Amenities.

Swords Central

Many stakeholders commented that MetroLink will not serve the people of Swords by locating the station along the R132. They remarked that the stations will only be accessible by car or taxi to reach MetroLink stations. A few stakeholders suggested shuttle buses from the town to the Swords Central station.

One stakeholder expressed concern about the footbridge and ramps at the Swords Central station stating that "the indicative design of this is poor and raises a number of serious issues, regarding directness and attractiveness to the user along with overall quality of service which is provided. It is unclear how the submitted design would provide high levels of comfort and usability which would be expected at one of the main transport gateways into the centre of Swords."

Residents from Ashley Avenue raised concerns about the bridge from their estate over the R132. They submitted, "we will no longer have the bridge to obtain access to the village and the schools. They are proposing an underpass which I feel is dangerous and unsuitable for residents."

Fosterstown

One stakeholder noted that the footbridge at Fosterstown station represents "poor pedestrian accessibility."

Dublin Airport

The station design at Dublin Airport was mentioned in many submissions, with stakeholders requesting more entrances, to allow for easier access and interchange between terminals, bus depots and taxi ranks. One stakeholder queried the artist impressions, stating "it only appears to have one entrance, another exit that allows for easy walking to the airport and bus depot would make sense."

Another stakeholder noted the station required "a lift directly from arrivals down to a moving walkway directly to the Metro. It would make the transition to and from Dublin Airport all the more seamless and enjoyable," in particular for those with mobility issues. This stakeholder also suggested that an underground or covered walkway is required at this location.

Dardistown and M50

Many stakeholders requested that the new MetroLink bridge over the M50 should include provision for walking and cycling, to ensure integration and ease of accessibility between Ballymun and Northwood.

Northwood

Many stakeholders voiced their support for the revised Northwood station location. One said "I would like to add my support for the accessibility to the communities on both sides of the Northwood stop, spanning both sides of the R108 compared to the Emerging Preferred Route stuck in the retail park and hindering access to those on the left of the R108." Another stakeholder also welcomed the change in design as "it avoids impact on open space and improves access from the west."

Ballymun

One stakeholder requested the station to be integrated with the shopping centre "should be accessible as a publicly owned concourse or plaza 24/7 and not locked away inside a private development."

Glasnevin

A local resident suggested that "thought should be given to Glasnevin station's entrances and exits and how they will interact with an already congested junction." They requested "consideration to the interaction at street level between underground users, pedestrians, cyclists and road users."

Another respondent suggested that pedestrian lights be provided on both sides of Whitworth Road and Prospect Road junction, as this would be helpful for access to the station, especially on match days.

Several people suggested including a taxi rank at this station, as this would make travelling to and from the station for nearby residents more accessible. Dublin Commuter Coalition noted "the sheer size of Glasnevin and the multitude of routes and services it will carry more than necessitates the need for more than one entrance. This could come in the form of an escalator down to the MetroLink station in the station forecourt, gate line access from the Royal Canal and from the Car Park area directly to the Irish Rail Platforms, bypassing the station proper. This station is set to be extremely busy and having only one entrance will cause crowding."

Mater

It was stated in one submission that "the artist's impression...shows the entrance being inside the park, with large areas of previous greenspace taken up with escalator and lift entrances, services and lighting / ventilation panels. This is of great concern, as the stated aim has always been to return the park to the same condition as before the project, not with sizable reductions of the amount of green space in what is a built-up area."

O'Connell Street

A stakeholder requested that underground passenger tunnels should be provided to link the O'Connell Street station with the Green and Red Luas lines, as these tunnels would "help smooth the flow of passengers." Another respondent suggested the inclusion of entrances with escalator and lifts at the northern and southern ends of the station in order to achieve an easier transfer to the Luas lines and to ensure overall passenger safety and to ease congestion.

One stakeholder suggested a tunnel should be provided between the Parnell Luas stop to the O'Connell Street metro station so that users could connect to each mode more easily. Another stakeholder suggested including a direct link to the Henry Street shopping area through the redevelopment of the site to the west.

Tara

Many stakeholders discussed in their submissions the different station location options in relation to Tara station as outlined in the Tara Street Options Report. Stakeholders suggested that if Option 5 was implemented, pedestrian access would be easier "by building a short underground passageway as to avoid heavy traffic on Tara Street" between Hawkins House and Tara Street DART station.

Stakeholders suggested that Option 3 would make it easier for pedestrians, stating "the walk from Option 3 to Tara Street DART station would take 13 minutes along

Pearse Street, which is easily navigable due to its wider footpaths and relative straightness."

Another stakeholder commented that "people should not have to walk outside when transferring between systems which are immediately adjacent for the reason of easy interchange. A bank of lifts serving both platforms and street level allowing people with mobility difficulties or buggies easily change from DART to Metro (or vice versa) is a minimum. Expecting MetroLink passengers to make their way to the existing main Tara Street train station entrance on the Quays to use the lift would be a disgrace for a project of this scale."

St Stephen's Green

One stakeholder stated, "I welcome the apparent intention to provide an entrance at the north end of the station, the location most convenient to the Grafton Street area."

Loreto on the Green expressed concerns about safely accessing the St. Stephen's Green station. They submitted that "All proposed entrances / exits from the proposed station are located on the St. Stephen's Green side of the roadway which will require all pupils and parents / guardians utilising MetroLink to cross very busy roadways with inevitably complex traffic patterns (which even now are very confusing and dangerous and will be made much more so by the proposed developments) thereby increasing the level of risk for and danger to all concerned."

Charlemont

Many stakeholders raised concerns about the interchange between the Charlemont Luas and the proposed MetroLink station, as "splitting the two stations and creating a street level interchange will cause dangerous overcrowding at street level. The two stations should be combined into a single complex."

One person suggested an entrance north of the canal as "most of the pedestrian traffic will be accessing to the north side and they will need to cross the canal at one of the bridges or via the busy Luas platform." They added that "including an entrance here would mean pedestrians will have a speedier access via Harcourt Street and better linkages to the Luas via the existing double stairway to the platform."

Many stakeholders were concerned about the accessibility at Charlemont station. One person requested "that accessibility to the Charlemont station is greatly improved upon. An escalator or stairs directly down to the station box from the Luas platform would be preferable." Another stakeholder suggested that "a zebra crossing is required from the canal footpath to the Charlemont entrance, to improve accessibility as this station will have a high level of footfall."

An underground walkway was requested by one stakeholder to make the interchange between MetroLink and the Luas more seamless.

23.2 Stations

This section incorporates the suggestions made from stakeholders in relation to station design, layout and station names.

The integration of all MetroLink stations with Dublin Bikes was an extremely popular suggestion across submissions. One person commented that "secure parking for all types of bikes, including those with differing mobility needs to be installed at every single station." Another stakeholder added that this should include "drop kerbs to allow for bikes to cycle into cycling facilities without having to dismount on the road."

Another remarked that it would make sense if MetroLink had fewer stops than the Luas, as the Luas is slower. However, another stakeholder requested that the project team should "maximise the amount of stations" along the route.

A few stakeholders requested that the station platforms be designed like island platforms or similar, to ensure users are able to navigate to their required platform "without making way-faring decisions."

Another requested that 90 metre station boxes should be built to delay capacity issues as long as possible. One person expressed concern about platform lengths saying "my understanding that the platforms are to be roughly the length of three DART/Commuter cars. My fear is that this will be inadequate over time as much as Dublin's existing infrastructure now is. I suggest that the stations, especially the underground ones, should be built to make expansion easier if and when it should be needed."

Griffith Avenue and District Residents' Association stated that "we would expect that the trains will be running on floating tracks to ensure the ground-borne noise is undetectable."

In terms of the interior design of the stations, it was noted by one stakeholder that "it is important to create distinctive and pleasant spaces for passengers and low-cost design options such as tiling should be considered. These designs could relate to the areas surrounding the stations, such as green tiling and tree designs for St Stephen's Green and images of the GPO or Spire for the O'Connell station. Public art should also be considered." Another stakeholder requested that local artists be used for the station design.

One stakeholder suggested working in tandem with the Department of Arts and Culture to design the stations, "the stations should be reflective of Irish arts and our heritage. For example, murals, paintings, photography of famous Irish people. Paintings of our famous poets and authors with quotations. Maybe paintings of famous buildings around the world with Irish involvement, for example the White House. I believe that in 50 to 100 years' time the MetroLink should be both a tourist

attraction and an educational visit."

Another respondent argued that "MetroLink stations can be bold object buildings, readily identifiable by form. Great design and excellent detailing coupled with the use of high-quality robust materials, which weather and patinate beautifully should be given. There is only one chance at this and it would be a shame to add tepid, low quality buildings to Dublin's cityscape."

Another said "I would ask that the station design be as ambitious as the project itself, that it be a warm and stylish space rather than the sad cold grey concrete and galvanised steel. Stations that increasingly scar our localities, we have overcast skies, let us not have overcast stations."

Estuary Park-and-Ride

It was noted in several submissions that the Estuary Station name should be changed to Lissenhall or Ennis Lane.

The location of this station was questioned in many submissions, "the station location does not need to be located so close to the existing road network and moving it just a few hundred metres to the northwest would significantly increase its future walking catchment. A few hundred metres will make no difference to cars driving to the Park-and-Ride, but it could be the difference between future residents of Lissenhall deciding to walk to the station or drive instead."

Swords Central

Many stakeholders requested the name of Swords Central station to change to 'The Pavilions', as the current name is misleading due to the distance from Swords village.

One stakeholder noted that as this stop has "a large land bank, there is no excuse not to provide a large station concourse to allow for movement through the station and space for the ticketed areas and platforms. Movement should be free across the station for pedestrians and cyclists and not impeded by a large line of validation machines or barriers."

A submission stated that "the connection between Swords Central and the Pavilions is poor" and raised a number of issues including directness in relation to the footbridge and extensive ramps. The stakeholder also observed that "it is unclear how the submitted design would provide high levels of comfort and usability which would be expected at one of the main transport gateways into the centre of Swords."

A landowner stated that the proposed Swords Central Station would impact their lands due to the two access points off the R132 and Drynan Road and questioned how the station will integrate with future developments proposed at this location.

Fosterstown

It was raised in a few submissions that the name of Fosterstown station be changed to Airside as "the public might not know where Fosterstown is." One stakeholder added that the Irish translation "Baile Foster is not accurate or acceptable."

A stakeholder requested that the project team consider "converting the ample parking to multi-storey Park and Ride and the remainder of the land converting to mixed-use commercial and housing."

Dublin Airport

The main issue raised by stakeholders in relation to the Dublin Airport station concerned access from external ground level near the car parks. daa requested that TII and the NTA "consult with daa throughout the detailed design phase of the MetroLink station and tunnel to ensure that all design is coordinated and engineered to provide flexibility for future development to be constructed over the station box."

One stakeholder noted that "it would be a huge shame to have to leave the airport terminals to take the train. Nearly all European cities have tunnelled walkways direct to platforms or covered access by some sort. Our climate requires protected access and it would ease congestion on the busy pedestrian route from terminals to car parks and car hire areas. Each terminal should have such access. Please think of the long-term use and user demand when designing the station access."

Some stakeholders suggested that a covered walkway between the MetroLink station and the terminals is required, especially due to the Irish weather. One stakeholder suggested if an underground pedestrian link between the terminals was in place, retail space could be provided and that could finance the tunnel.

It was also suggested that the project team "should work with daa to provide elevated and covered travellers between the station and the terminals."

It was suggested that "consideration be given to a third stop in the environs of the airport considering the amount of commercial and industrial units in the area."

Dardistown and M50

One stakeholder requested that MetroLink be routed under the M50 and to include stops for each exit. Another requested more information on the future Dardistown Station and that it is adequately evaluated. The Comer Group requested that the Dardistown Station be constructed as part of the initial MetroLink development. Their preference would be an underground stop and asked that this be considered.

Northwood

One stakeholder requested that a cycling Park and Ride facility be provided at Northwood station, connecting a

pedestrian and cycling link to the sports grounds north of the M50.

Ballymun

The location of the Ballymun station was raised by a number of stakeholders. One suggested that a "tunnel underneath the busy road that emerged at the green opposite could provide a safe and easier entrance point."

Another requested the inclusion of a stop near IKEA to accommodate shoppers.

Collins Avenue

Several people suggested that the Collins Avenue station be moved to the Ballymun entrance of DCU and renamed 'DCU'. As one stakeholder noted, "DCU will be the highest estimated daily user of the MetroLink and the location of the station at one of their primary entrances will benefit them and local residents hugely."

Another requested a proper evaluation of an alternative location "possibly in the north west corner of the park to protect the senior citizens complex, school and church." More information on this can be found in Section 8: Alternatives.

Griffith Park

It was suggested that the Griffith Park station should be renamed 'Botanic Station', due to the historic background of the park and the close location.

Scoil Chaitríona welcomed the (design) decision not to locate the station under the Na Fianna grounds. They said, "having a MetroLink on Mobhí Road would have a long-term benefit to Scoil Chaitríona, allowing students to travel to the school from a range of areas."

Glasnevin

Many people suggested renaming the Glasnevin station 'Cross Guns', as stakeholders pointed out "the station's considerable distance from the main areas of Glasnevin", and suggested "the name Cross Gun's due to the location beside Cross Gun's bridge." One person argued that "the use of 'cross' makes sense when the station's importance as an interchange with the railway line is taken into account."

Stakeholders were overall supportive of the proposed station at Glasnevin due to the connectivity with existing train lines, with one observing that "Glasnevin has the potential to be truly transformative for rail travel to and within Dublin, I strongly support this aspect of the plan."

One individual however raised concerns about the Glasnevin station stating, "I consider the planned over ground station complex is bigger than required. Perhaps a less grandiose station which provides access to the platforms could be designed."

Another respondent stated that as this station will be an important interchange, provision of additional facilities such as, toilets, shops and bike parking are essential. Another person recommended incorporating an event space the public could utilise for occasional exhibitions and to also consider a structure aligned with the Victorian architecture of the Phibsborough and Glasnevin area. The stakeholder noted "in the past 50 years, major development has resulted in locals losing a little of the Victorian fabric of the community and being left with large modern buildings of weak aesthetic appeal." Another stakeholder commented that the "proposed station layout and design ignore its context to the detriment of the environmental, aesthetic and historic qualities of the adjacent area."

Mater

It was suggested that the project team rename the Mater station 'Berkeley Road'.

One stakeholder expressed their support for this station stating, "the Mater Hospital is an important location for a station as it will cater for a large working population and a densely populated residential hinterland." Another stated "I support the plan to use the park on Eccles Street, the opening of the park to the public and the unobtrusive nature of the station design as depicted in the artist impression are welcome."

Many submissions requested that the existing Mater station box be used as part of the project. One stakeholder said "use the Mater box station, that has already been built with public money. It is a disgrace to build the Mater stop at a different location 100 metres away."

Another argued that the old Mater station "provides a better location for a stop as it is close to the junction of Dorset Street and the North Circular Road, which will be a significant bus route in the BusConnects plan. The stop also provides better access to the Mater Hospital, avoiding the need to cross Eccles Street and walk to the entrance to the new Mater extension."

Regarding station design, it was requested that the "draft design depicts roof windows which we believe should be left out of the final design and logistical infrastructure which ideally should be hidden as well as possible."

One stakeholder requested "complete transparency around all issues concerning the current choice of site for the Mater stop."

O'Connell Street

A stakeholder noted the O'Connell Street station is "making good use of the land available", however they were concerned about the platform lengths and questioned whether they should be longer to meet the needs of future demand.

Tara

The location of Tara station was cited in many submissions, with stakeholders voicing their concern and opinion on each option investigated by TII. One questioned the need to CPO land at Tara Street, stating "there is plenty of land in the near vicinity of the Tara station for example, the east side of Luke Street or the unused office block on Townsend Street opposite the back entrance to the train station."

One stakeholder noted "options 5-8 all choose a site for the station box which is west of the existing railway lines. This means crossing under railway lines foundations, sometimes twice," and questioned whether the station box should be located east of the lines if the turning radius is limited.

Another stakeholder stated, "the shorter length of the metro station due to the new low floor train model used enables a short station box to be built, which can fit primarily into the block bounded by Luke Street, Spring Garden Lane, the DART viaduct and Pearse street." There was a request that the location of the station be reconsidered to omit Ashford House entirely.

Another stakeholder suggested moving the station to the south as this would maintain the connection to the Tara Street DART, or north as this would open onto the quays and closer to the Rosie Hackett Bridge. One stakeholder commented that the location of this station is unsuitable as it is on a bend.

Another suggested that the MetroLink station and DART station should be directly linked. They also noted that a full temperature-controlled building is not required but a well-designed structure at the southern end of the station is sufficient and would provide shelter. The project team was urged to "reconsider its plan for the proposed station box and interchange with Tara Street DART before it is too late."

One person stated that they "really appreciate sticking with the Tara station location, it's the best option, even in the face of opposition."

St Stephen's Green

A large number of submissions requested that this station be moved closer to the Luas Green Line. Loreto College on the Green argued that its location on the east side is a "considerable and inconvenient distance away from direct access to the commercial areas of Grafton Street, Kildare Street, which is likely to be where the vast majority of users are likely to require access."

Charlemont

Many stakeholders expressed concern at the design and location of the Charlemont station and questioned the suitability of this residential area as a metro terminus.

Concerns were raised by many residents regarding

the Charlemont station design. One resident said that "the station design is not finalised, but the agreement apparently reached with the developer Hines seems to restrict several options." Others expressed concern with the station location at Charlemont and the refurbishment of the Hines development. One submission noted that "the Hines development is deeply unpopular with local inhabitants because of its scale and lack of aesthetic merit and the laneway would have been used to screen the building and in future provide extra security from what will become an open station thoroughfare both day and night."

One stakeholder suggested that "if the station at Charlemont and Luas must be separated then their names should reflect their disconnection. To imply they are part of the same station will cause street level confusion."

The location of this station was questioned by many stakeholders as the "current design seems to show that between the Luas and the MetroLink there's a road." One person noted that the station "should be positioned even further towards the canal entirely below the Carroll's buildings."

23.3 Landscape

This section outlines feedback received regarding the positive and negative impacts MetroLink may have on the surrounding landscape.

Estuary Park-and-Ride

The Emmaus Retreat and Conference Centre requested that the aesthetic look of the car park is considered as people use their retreat facility for respite from city life. The business asked that the Park and Ride is not an "imposing stoic structure that will impact the natural beauty that exists at present." The local business requested replanting along Ennis Lane for tree coverage to protect privacy as well as the aesthetic value and sought the involvement of a landscape architect to enhance the look of the car park.

Albert College Park Ventilation Shaft

The residents' group, GADRA, noted that the ventilation shaft needs to be above ground and also "needs to be as green as possible with living walls, a green roof, sustainable pollinators and beehives incorporated." They also requested that "the above ground structure is as small as possible with as little permanent land take from the park as feasible." More information can be found on this in Section 20: Tunnelling.

23.4 Integration with Properties

This section looks at how MetroLink is integrated, or should be integrated, with properties along the alignment.

Tara

One stakeholder suggested that the project team implement Option 3 in relation to the station box at Tara Street. They suggested that the area "adjacent to Shaw Street could be developed into an urban plaza incorporating shared surfaces. This plaza could reinforce the connection between Pearse Street and the MetroLink Tara station."

Another stakeholder suggested that a route between the Hawkins development and Tara Street should be considered as the best option, as it has a "direct connection from a MetroLink station into a modern commercial development." This would create "additional retail space below the Hawkins development as found in comparable stations worldwide." They requested that TII co-ordinates the design of the station box with the developer to allow the developer to continue with the construction of the Hawkins site.

St Stephen's Green

One property owner in the St Stephen's Green area sought clarity on the depth of the tunnel at this station and how this would impact on the foundations of their property.

Charlemont

The location of the Charlemont station was raised in a number of submissions. Many stakeholders requested that the station be moved so it can be located directly underneath the Carrolls building. One stakeholder stated, "the current vacant Carroll's site which is an obviously more suitable platform for construction." Another stakeholder noted "the station and other power stations should be located within the Hines brownfield site."

Many stakeholders noted that the revised depth of the tunnel due to the sewers near the canal, "would allow the tunnel to go safely under the Carrolls building which was built robustly in the 1960s with foundations and the station could be excavated at what is now an empty site before the Hines building commences. The terminus is then housed in a modern development with less risk to the houses nearby."

It was also noted that integrating the station with the Carroll's building would reduce structural impacts on nearby protected structures. One stakeholder suggested that if MetroLink was integrated within the Hines site, then a pedestrian link could be integrated within the site to serve the existing Luas line and MetroLink.

23.5 Connectivity

Connectivity was one of the most common themes received during the Public Consultation period. One stakeholder commented that "first class connectivity with DART and other Irish Rail services is a must and

stations should be designed to make transfers seamless. Each suburban stop must have space on the surface to interchange with local bus services."

A major theme throughout the feedback was "the proper integration between modes of transport, every station should link up with local bus routes, rail services if applicable and to include bike parking to increase connectivity." Stakeholders also requested that this integration was a seamless experience for commuters utilising the service.

One stakeholder welcomed MetroLink and stated, "having a high capacity transport system connecting south Dublin to the City Centre and to the airport is essential to allow Dublin achieve its potential."

In relation to infrastructure planning in Dublin, a stakeholder claimed that "this does not look like coherent planning, and perhaps it points to a single overarching transport planning authority for the capital. Irish Rail, MetroLink and BusConnects seem to inhabit parallel universes. It seems to be the case that connectivity and interchange points is the key to an efficient urban transport system."

Many stakeholders requested that further links were required in order to ensure a completely integrated transport link. One popular opinion was "integrated transport links should be developed to meet the needs of areas of the city currently underserved by public transport." More information can be found in Section 8: Alternatives.

Many stakeholders expressed their support for the interchange stations with the DART and rail services at Tara and Glasnevin. One stakeholder noted "they appear to be well designed and allowing a seamless interchange. This will not only increase opportunities to travel across the Dublin region, but also across Ireland, particularly the link with the airport."

However, another said they were "disappointed to see the proposal does not have link ups from the DART closer to the airport."

Dún Laoghaire-Rathdown County Council stated that "it is imperative good quality interchange be provided for passengers connecting at Charlemont, St Stephen's Green and O'Connell Street to ensure superior offer between Luas and MetroLink passengers."

Santry Business Association welcomed the proposal. It said, "it will bring major benefit to the overall north city and will improve connections to the airport."

They recommended "integration in the area between BusConnects, M50, M1, and the Port Tunnel. It seems to be uncoordinated with no reference to each other. The introduction of MetroLink is a once in a lifetime opportunity to have a coordinated and future proofed plan that will serve the area for generations."

Cairn Homes requested that "upgrades to the surrounding road or pedestrian network to ensure stations are connected and integrated with local areas. The delivery of supporting infrastructure such as footpaths and cycle paths connecting stations to the surrounding areas will be critical to the success of the MetroLink."

One stakeholder commented that the northside route has the balance right, an integrated approach allowing for the development of parallel and complimentary light rail and underground rail.

Another argued that "MetroLink should supplement not replace other public transport and inter-modality is key."

One stakeholder requested that consideration be given to the pedestrian experience of the interchange between MetroLink and bus connections.

It was suggested by another that Fosterstown, Collins Avenue and Griffith Park Stations should provide an interchange with buses, due to the location of the stations and the proposed BusConnects plans.

Many stakeholders sought clarity around how MetroLink would integrate with the proposed BusConnects plan. For example, one person was worried about "the cross over with the BusConnects plan in the area, it makes no sense to progress in parallel." Another respondent stated that "it would appear that MetroLink and BusConnects have no contact with one another. This 'silo' type approach by bodies tasked with improving the public realm on issues such as public transport is indefensible."

Several stakeholders noted that MetroLink should be supported by late-night bus routes, commuter rail and the Luas service.

It was noted in many submissions that connectivity with the cycle network is fundamental to the success of the project. One stakeholder requested that the Cycle Network Plan be taken into account when considering connectivity for cyclists.

One person commented that "with our carbon emissions and climate crisis we really need to be looking at integrating our public transport with walking and cycling and so we cannot miss the opportunity to have bike parking at every station."

Another respondent said that "MetroLink could contribute a huge amount of riders from South Dublin to the airport, recreational facilities at the beaches on the north side and recreational facilities around the Dublin Mountains."

One stakeholder requested that all three universities should be connected to one another. More information can be found on this in Section 8: Alternatives.

UCD stated that MetroLink should be "Dublin's north-south spine connecting its key institutions, the Government, Industry and Universities, as well as Dublin

Airport, which connects both Dublin and Ireland." UCD further argued that BusConnects could feed trips into the MetroLink system. They observed that MetroLink could serve as a 'necklace effect' in connecting innovation districts throughout the Dublin Region.

Stakeholders suggested several alternative options they stated would improve connectivity in the Dublin region, these include; extending to Rush and Lusk, a route going to UCD.

Many stakeholders discussed connectivity in relation to the Green Line continuing to Sandyford and welcomed the north-side connection. One stakeholder stated "the NTA/TII have jointly pushed back a truly integrated transport network for Dublin for years if not decades." This topic is covered in more detail in Section 24: Green Line.

Estuary Park-and-Ride

One stakeholder requested a pedestrian and cycle link between the Estuary MetroLink and Balheary.

Seatown

One stakeholder noted the importance of Seatown station in terms of providing connectivity to the Swords area.

Fosterstown

One landowner in the vicinity of Fosterstown noted the importance of connecting future developments with the MetroLink station, to provide much needed residential developments to meet the current housing crisis and to ensure there is appropriate infrastructure to support this.

Dublin Airport

The airport link was welcomed in the majority of submissions. Connecting the airport to both north and south Dublin is one of the most popular aspects of the MetroLink proposal.

One stakeholder suggested that "the airport itself can become a great transport hub for the city, not just for flights." One business owner stated, "it is essential to the continued growth of the Dublin region." Phibsborough Tidy Towns also noted the "significance of connecting the airport with the west of Ireland, and the logic behind developing the Glasnevin station" as this will link up with the Irish Rail train network.

Griffith Park

One submission suggested pushing the northern entrance of the Griffith Park station down as far as possible in order to tie in with orbital bus routes.

Glasnevin

The station at Glasnevin was welcomed by many stakeholders, especially as it will connect to Irish Rail train lines.

However, some stakeholders suggested that it would be more beneficial to integrate the Irish Rail lines with MetroLink through Drumcondra. One stakeholder suggested, "this would benefit connections from Connolly Station and the entire Maynooth commuter system and would improve connections to Croke Park." More details on Alternatives can be found in Section 8. One stakeholder requested that "efforts should be made to try for a joint expansion of the Dublin Bikes scheme from the Glasnevin station to the Broombridge Luas station. This could allow for an easier transfer of passengers and increased connectivity."

It was also suggested in several submissions that connectivity to surrounding greenways and waterways should be considered when designing the Glasnevin station.

O'Connell Street

One stakeholder expressed concern about pedestrian overcrowding between the O'Connell Street station and the Red Line Luas, noting "this will be one of the biggest interchanges in the city, people will be swamping the footpath on O'Connell Street and crossing the road to get to the Red Line."

Tara

One person suggested that Tara should act as the interchange hub with the future DART underground project, as it would connect to Irish Rail lines, the existing DART and MetroLink. The stakeholder therefore noted "the station should be constructed with a large enough concourse area to be shared with the DART underground."

One stakeholder stated, "I am glad to see the Tara Street Station retained, this will provide great connectivity with the rail and bus network and is crucial to the success of the project."

A submission stated that Option 7 for station design "is unacceptable unless a direct connection to the DART station is provided."

St Stephen's Green

It was suggested by many stakeholders that the "NTA should revert to the creation of an integrated transport hub at Stephen's Green, which would allow for the interchange between MetroLink, Green Line Luas and the development of the DART underground, instead of having the MetroLink and Green Line interchange at Charlemont."

One stakeholder commented that "terminating the MetroLink at St Stephen's Green would place huge pressure on the Green Line. Although it is unfortunate that MetroLink south is not going ahead, a stop at Charlemont could link with bus connections."

Another suggested that to improve connectivity at this station, the Stephen's Green MetroLink station should be located on the west side of the green.

Charlemont

Creating an interchange hub at Charlemont proved to be a popular issue. One person urged the team "don't listen to the opposition groups, there should be a direct link from the Green Line to the MetroLink at Charlemont."

Many people suggested that Charlemont was not the appropriate location for an integrated transport hub. One person argued that "Charlemont is well served by public transport with the Luas and bus routes, it makes more sense for the route to terminate at Stephen's Green and be redirected to other parts of Dublin."

Several local residents stated "Charlemont is not well served by multiple modes of transport. While there is a Luas stop, there are no bus stops, or taxi ranks on any of the boundary roads." They also argued that "the location is severely compromised by the Canal at its north end in terms of connectivity...there is also very limited transport access to the location from the east as this is defined by residential houses." Stakeholders believed that due to these factors, connectivity is not ideal with other transport modes at this location.

Many stakeholders felt that the MetroLink station and Luas Green Line stop should be moved closer together to fully integrate the two services. One stakeholder said that "with high volumes of passengers between the two stations, it needs to be as seamless as possible. The footpaths, roads and cycling infrastructure needs to be enhanced with better bus connections at Charlemont to develop passenger journeys."

23.6 Alignment

This section incorporates the suggestions made in relation to the alignment of the MetroLink route. One stakeholder noted "the proposed route must be designed in a way that can be easily extended in the future. The design must allow for future lines to be built which would allow for a proper subway system." Fingal County Council stated that "the alignment and design of the proposed MetroLink will provide the maximum benefit for those living, working and doing business along the corridor. The alignment and design should maximise the potential to successfully integrate MetroLink in the future developments on lands immediately adjoining the route, maximise station accessibility and minimise community severance."

Estuary Park-and-Ride

Local landowners suggested that the alignment be changed to integrate the station with adjoining zoned lands and make the station more accessible for future developments.

Seatown

One local business objected to MetroLink as "the current proposal is unacceptable due to the fact the alignment is in the wrong location, and that a far better

solution would be to provide a tunnel under the central median of the Swords Road." Another business owner echoed this view and suggested a simple realignment would reduce the impact to affected businesses in the area.

Swords Central

One stakeholder requested that the alignment of the metro be moved to the west side of the R132 closer to the Pavilions Shopping Centre; or the alignment "could cross from east to west at the point of the Swords Central stop and an arrangement like the one at the Northwood stop could be achieved" to include a station aligned below the road with entrances on both sides to increase the catchment area.

Local residents requested that the alignment be reconsidered as they do not want the metro tracks close to their homes, with other residents suggesting realigning the route so it is further away from housing estates.

Dardistown and M50

A business requested that the route selection around the M50-Airport is reconsidered as it would impact strategic development sites in the area.

Griffith Park

The residents group, GADRA, welcomed the preferred route alignments as it "ensures the maximum use of tunnelling under roads thus reducing the number of homes directly above a tunnel."

Mater

A stakeholder suggested that the original Mater station box could be used if the route was realigned.

Tara

A stakeholder questioned the route in terms of the TBM radii from O'Connell Station to Tara. They argued that "the alignment depends closely on the choice of location for the station also and there may be many reasons for choosing one site location or orientation over another but they are not explained nor any details on other alternative options for possible sites that might have been considered." They also questioned the criteria for the alignment and TBMs and how the project team arrived at the decision presented in the Preferred Route.

Charlemont

Several stakeholders expressed concern about the proposed alignment at Charlemont. Some queried whether the route alignment was to ensure it integrated with the Hines development.

23.7 MetroLink Features

This section outlines the current and suggested MetroLink features mentioned in the feedback.

Many people expressed their support for driverless trains. One person agreed it would facilitate a more frequent service and a flexible response to service demand. However, some people disagreed with this proposition calling the decision "unacceptable." One person raised concerns in relation to safety and employment.

The Irish Airline Association observed that, "the automated tram system can be independently securely controlled from both main and back up locations, the secure MetroLink control centre shall have full control of automated trams, overriding in an emergency, any action initiated on board the tram." They added "the automatic transport signaling system shall be protected from cybercrime."

Many people asked that MetroLink run on a 24-hour basis, with one person suggesting that, "given that driverless trains will be used, it will be completely inexcusable if a MetroLink built at a cost of several billion euro is not operated on a 24-hour basis." Stakeholders also sought clarity around operational hours.

One of the most popular requests was the ability to bring bikes on the trains. A common request was that consideration be given to facilitating the carriage of bikes on MetroLink, at least during off-peak hours. One stakeholder also requested that bike-parking be monitored by CCTV.

Several stakeholders also requested the need for security on MetroLink at all times. A number of submissions sought clarity on the fares for MetroLink and requested that they be affordable. One person recommended that the ticketing system is integrated to ensure ease of connectivity between MetroLink and other public transport systems.

One stakeholder recommended that the use of the Irish language should be incorporated into the concept design for the entire system. They also suggested changing the name to 'Meitreo', and for the Irish language to be given precedence over English. They argued that, "the opportunity to use the language extensively in such a modern setting should be embraced and implemented in collaboration with Irish speakers."

In relation to branding, the current visual branding for the project was welcomed and deemed effective. One respondent suggested that the station identification from street level included the 'M' from the MetroLink logo and should be in red, so it is in line with European Metro stations

The naming of the MetroLink was discussed in several submissions. Alternative suggestions included..Other name suggestions included 'Metro' or 'Dublin Metro', 'Dublin Subway' was suggested by one stakeholder "as citizens can nickname it the 'Dub Sub'.

Several stakeholders including the daa asked that consideration be given to people carrying luggage and to ensure adequate space on the trains.

Some people requested that changing facilities be provided at every station and that they are wheelchair friendly. One group requested that disability changing rooms be provided at every station and these should include a toilet and the necessary equipment required. Another stakeholder requested for the inclusion of changing facilities at each station, with access granted via passcode.

Many people asked that wayfinding and signage are clear at all stations. One stakeholder suggested that tourist attractions are clearly signposted at the appropriate stations in order to assist tourists in navigating the city.

Clear communication of the intersecting routes, directions and platforms was requested by one stakeholder who deemed these features "especially important at all interchange stations."

Another requested that MetroLink use a third rail line instead of overhead lines, from an aesthetic point of view. They argued that "having no overhead lines would make the line a lot prettier and with the use of the platform screen doors, there shouldn't be an issue with safety."

The Irish Airline Pilots Association stated that passenger comfort and safety is paramount in terms of the design of the "screened platforms to allow passengers to safely access and disembark the trains at designated platform locations." They remarked that while the "quantity, quality and locating of tram doors widths are unknown we have confidence that the NTA shall have due regard to passenger comfort/safety which naturally is of paramount importance."

The Public Participation Network agreed that screened doors on the platforms "should make it safer for all but it may lead to issues with wheelchairs and buggy users who are trying to get off and on in a limited time frame." They argued that when MetroLink is above ground they must be highly visible and noticeable "especially as these trams are automated." They also requested that "the interior of the trams should be bright and roomy with no hidden areas or obstructions. There should be dedicated spaces for wheelchairs and prams and flip up seats installed when these are not in use." They added that easy ways for passengers to contact the tram control centre in case of an emergency is included in the design.

One submission requested that the seating in MetroLink stations should have sides to prevent falls off the edges and should not slope forward, with the seating being placed along the concourse walls.

Dublin Airport

daa requested the following features be considered in the design of MetroLink; a live information feed on the train serving the airport and live timetabling for passengers and the inclusion of flight and terminal information for arriving passengers on the relevant platform to ensure that a clear wayfinding route is made for passengers.

They also requested the opportunity to include a control centre, including CCTV, to be linked with Dublin Airport, "with respect to early detection of security and safety concerns, large crowds or other operation impacting passenger loads."

daa further requested the use of efficient and clear wayfinding and asked that the branding and messaging is in line with Dublin Airport's branding. The Irish Airline Pilots Association requested that wayfinding is included for impaired passengers, and for those unfamiliar with the airport.

Griffith Park

Local residents requested that the Griffith Park station be operated "as a dark site at night with minimal lighting only and no announcements audible outside the station."



24

GREEN LINE

24. Green Line

This section addresses feedback received relating to the Luas Green Line, comments in relation to the Emerging Preferred Route and stakeholder suggestions for the location of the tie-in point, which is the point where MetroLink will connect with the Luas Green Line.

24.1 General

A large number of submissions were received from stakeholders regarding the Luas Green Line. Many stakeholders were concerned about the impact MetroLink will have on the day-to-day running of the Luas Green Line. Many submissions called for "a further transport study to be undertaken to determine the best route without compromising the successful Luas Green Line."

Some people were satisfied that the upgrade of the Luas Green Line to metro standard would no longer be taking place, "I am pleased that the revised plans have removed the closure of Dunville Avenue and other southside crossings to facilitate trains. Longer trams with an increased frequency was a suggestion I and presumably others made in earlier submissions."

However, many other people expressed annoyance at the deferral of the MetroLink south side route stating, "I believe it sends a worrying signal from NTA, that NIMBYism and scaremongering (Berlin Wall) can succeed in scrapping vital projects." Another person commented, "I am alarmed that the upgrade of the Luas Green Line to Sandyford is to be deferred. The explanation that it is not yet needed does not make any sense to me, as the upgrade will be more difficult to carry out in the future. I would like to see the line upgraded as a matter of priority." Another stakeholder remarked "I do not agree or support in any way the protestors who claim to want to 'protect' the Green Line by preventing Metrolink. I am fully in favour of a metro upgrade as far south as is possible."

It was clear from the large number of submissions received that the people of south Dublin and beyond hold the Luas Green Line in high regard stating, "the Green Line is one of Dublin's great transport success stories and should stay as is...The Green Line is a fantastic public rail service. It works well and already provides an essential service to the 1000s of commuters daily and at the same time is a significant solution

to Dublin's traffic congestion problems." Many of these submissions specified that they would not be supportive of any interruption to the Luas Green Line service. "I'm in favour of metro but not of disrupting the Luas."

Several submissions stated that they would not support disruption to the Luas even in 20 years' time "the proposed extension of the MetroLink to Sandyford at a later date is still not an acceptable solution for the communities living along the Luas Green Line. The division of our communities and the loss of easy access as a consequence of the fully segregated rail line is not a viable solution. The social cost of the transport link is far too high and the considerable long-term downside of the proposed Metrolink extension far outweigh any of the potential benefits."

Numerous submissions were received suggesting that NIMBYism played a role in the removal of the southern section of MetroLink stating, "the route should not be curtailed due to a privileged few voices who are unwilling to put up with some temporary disruption. The change of the route to the Preferred Route was a massive mistake. Please create the link we all need, not what a few want."

One individual remarked that "the entire southside of Dublin city must now suffer overcrowding on the Green Line until at least 2038. All to keep one minor road open for private cars against any sustainable Transport Policy."

Another stakeholder commented "I cannot believe that small groups of people and politicians have successfully campaigned against upgrading the Green Line, all because of their 'need' to keep a tiny one-lane road (Dunville Avenue) open – which itself is barely used and is probably one of the least used roads in the city. Additionally, the propaganda about four-year closures to the Green Line went uncorrected which fuelled further discontent about the Green-line upgrade."

One respondent observed "I think that it is a major injustice that a small number of privileged residents of one of the country's wealthiest areas are able to block a piece of transport infrastructure that will benefit the whole country."

This view was reiterated in a submission which stated "The NTA and Irish Government have allowed the concerns (justified or otherwise) of a minority of citizens to completely prevent an expansion of MetroLink south beyond Charlemont. Their complaints are simply over an inconvenience. An extended journey to their local shop, or temporary complications of their commute into work. And to avoid a temporary or minor problem that effects only themselves they will condemn the people

of south Dublin as a whole to continued overcrowding of its public transport."

Capacity

Several submissions highlighted current capacity issues on the Luas Green Line deeming it unsafe for users from a health and safety point of view. One submission stated, "my wife is pregnant and feels unsafe trying to use the Luas to and from Charlemont from 7-9am and 5-7pm from Stepside. It is completely packed in the morning and in the evening and people cannot get on south bound at Charlemont and people are pushing people in order to get on." Another submission stated, "the Luas where I get on (Glencairn) is uncomfortably packed at times, and I don't even bother trying to get a Luas in the outbound direction at rush hours – the system is borderline unusable at the moment, I can only imagine how bad it will be by 2040."

Stakeholders remarked that "capacity on the Green Luas is already stretched at peak times and developments at Cherrywood and other places along the line will only add to this pressure on the line."

Another submission observed, "The Luas is currently over capacity in the mornings with the developments due to take place at Cherrywood and Sandymount, it is essential that the Green Line is upgraded to a Metro to help meet the current and future demand."

Some respondents called for more frequent trams on the Green Line or perhaps even more tram routes on the south side as opposed to a MetroLink, "please keep the Green Line as it is and continue to add capacity and build more Luas lines."

Rethink MetroLink questioned, in relation to capacity on the Green Line whether the NTA, "considered reviewing the seating configuration (specifically the mix between standing and seating) of the Luas trams to ensure that optimum passenger loads are achieved."

Green Line Capacity Enhancement Program

Many submissions commented on the NTA's recently announced Green Line Capacity Enhancement Program. Submissions stated that "the Green Line capacity upgrade should also be completed as soon as possible" citing concerns around overcrowding and general health and safety issues at stations. Another stakeholder stated they were "pleased the Preferred Route does not impact on the Green Line. The capacity upgrade of the Green Line should be implemented without delay."

A respondent noted that the "focus should be to continue the extension in the Green Luas Line as these upgrade works are vital in improving the current service and improving the service into the future."

One stakeholder remarked, "the Green Line capacity enhancement programme will increase the numbers of people using the line and that disruption will be even worse and will merely be waiting for us in the future."

This is lazy, irresponsible and a typically Irish approach to the problem."

One respondent urged "that the design work for the Green Line Capacity works starts immediately after application for the Railway Order for the main project. It is essential that the vested interests of the few – car owners in D6 or a small number of residents at any specific stop – cannot be taken to be more important than the impact on the hundreds of thousands of individual passengers who will use the service annually."

Another stakeholder remarked, "the Luas Green Line is extremely crowded already at rush hour and will only become more so when MetroLink is completed. Lengthening the remaining trams to 55metres will not be sufficient. It is imperative that the upgrade of the line is not delayed and must be completed with the rest of MetroLink."

Another individual commented, "the proposal to increase Luas frequency to every 2 minutes in each direction is great in principle but actually, having 60 trams per hour in Dublin city centre would be chaotic. There won't be a 55 metre Luas every 3 minutes, there will be 35 stationary trams in gridlock stretching 2 kilometres from Parnell to St Stephen's Green because they won't be able to move in Dublin traffic."

Another person said that, "trams are being lengthened to 55 metres and frequency increased to 30 trams per direction per hour but this is only as far as Charlemont, this is of little use to me...I am angry and embarrassed to see that a loud minority in the area has succeeded in getting their private motoring convenience prioritised above millions of Dubliners."

Future Green Line Upgrade

Many submissions discussed the NTA's proposal to upgrade the Luas Green Line at a later date.

Some stated that the issues of concern raised during the Emerging Preferred Route public consultation period would still stand in 20 years' time. One respondent stated "the closure of this line at a future date would be disastrous for me personally. Any extended closure of the line will disrupt the lives of those who use it on a daily commuting basis and cause unimaginable traffic disruption for no good reason. The areas served by the Green Line in South Dublin are very well served by the investment already made in that line and do not need that investment to be ripped out."

The Dublin Commuter Coalition asked for the costs involved in upgrading the Luas Green Line in the "proposed piecemeal fashion in comparison to the original plan to upgrade the Green Line to metro standard." They continued, "we recognise that by carrying out the upgrade as a second phase it reduces the length of disruption, but it makes more sense to carry out the upgrade as soon as possible after MetroLink North is operational and to not wait until the

Green Line has reached capacity in 20 years."

Other submissions were against the decision to delay the upgrade of the Luas to Metro standard. One stakeholder stated, "I broadly disapprove of the decision to defer connection to the Green Line, which looks all too clearly like an exercise in kicking the can down the road and isn't going to make anything better if anything it will exacerbate the current issues." Another stakeholder stated that the "same arguments were presented when the Luas was first installed and now the lines are connected at a greater cost to the taxpayer. The same thing is due to happen with MetroLink. It will have to be developed past Charlemont at some point simply because developments south of Dublin are continuing. It will cost many millions of euro more than it should have in the first place."

Another submission referenced the cost to the taxpayer of "upgrading the Luas Green Line to metro in 20 years will be much more costly than it would be to finish the job now."

A stakeholder stated, "we in the suburbs need the Luas upgrade now before the Cherrywood development comes online to handle the extra people using the service."

24.2 Reinstate the Green Line

A large volume of submissions requested the reinstatement of the southern section of the route and revert back to the Emerging Preferred Route.

A number of stakeholders were of the opinion that the "Green Line should be progressed as soon as possible." Other stakeholders asked if the plan could be put "back on track," to accommodate Dublin's growing population. It was suggested that the Green Line would only get busier with time and postponing the route to Sandyford is "short-sighted."

Stakeholders suggested that MetroLink being operational would alleviate capacity issues on the Luas Green Line. A number said they were "disappointed that the Green Line won't be upgraded as part of the works." Another said that "a full MetroLink plan would give a well needed top class high capacity spine running all the way from north to south." This stakeholder asked for the "greater good," to prevail over the voices of those who did not want a MetroLink in close proximity to their homes.

Another person said that "scaremongering has won out and transport is the loser," due to the fact that the Luas is being halted at Charlemont rather than increasing capacity of the Green Line.

Other stakeholders disagreed "that the Green Line upgrade is only needed in 20 years-time. This is very inaccurate." A number of people requested the Green Line be upgraded to metro standard now rather than in the future.

Some asked why Dún Laoghaire Rathdown County Council "have been giving planning permission to large scale developments on the understanding that the metro was to be built."

Several stakeholders stated that the over-packed Luas would be dangerous for residents of Sandyford for years to come if a solution wasn't reached promptly. Others suggested that if the Green Line was not upgraded, additional trams would be required regardless. It was noted that a "transfer to the Luas at Charlemont should be the least we can manage." Another said they were "unconvinced," by the NTA's "new frequency/capacity improvements."

A number of stakeholders justified disruption, stating that "all Dublin residents should be prepared to withstand disruption and inconvenience now for the betterment of the city for years to come."

In order to reinstate the Green Line, some suggested that Dunville Avenue in Ranelagh be served "by an underpass for pedestrians and cyclists with motorists making a detour whichever way they choose."

Others argued that the current Green Line route "is – and should continue to be – the focus of high-density development," and the original plan should be followed as it "minimises disruption to the Green Line and is much cheaper than the alternative."

One stakeholder said the project team "must complete the entire project now as planned and not in stages and not delay certain aspects by a decade or two to placate those who are unhappy that cars are not the future for Dublin's transport."

A number of people mentioned the cost the project would incur if the decision to expand the Green Line was left for another number of years.

One stated that "we need a metro yesterday and even 2027 is a long time away," urging the project team to upgrade the Green Line to metro standard as soon as possible.

A number of stakeholders suggested that the Metro should go to Cherrywood with the "original Harcourt Street alignment used from Sandyford to Carrickmines to avoid on-street running."

Another said that "the new plan of linking the Luas and metro at Beechwood looked to resolve the issue of closing Dunville Avenue and was a really nice design," and asked for this design to be reconsidered.

It was suggested that continuation to Sandyford "should continue in planning and be commenced as soon as a viable option is found." Others remarked that the "near future," is the best option for the commencement of MetroLink.

Another thought that upgrading the Green Line to metro standard "was a logical and sensible part of the proposed MetroLink plan launched in 2018."

One person reminded the NTA that the Green Line was originally built to be converted into a metro. Other stakeholders agreed, stating that this is a "necessary upgrade."

It was frequently observed postponing the south side route would cause more disruption. It was highlighted that "rather than just seeking to meet increased passenger demand in 2028, MetroLink should be used to drive growth in the medium term."

Stakeholders voiced confusion as to the delay in the provision of the south side route as "the NTA has acknowledged that works will be required on the line in years to come."

The project team was asked to commence the south side upgrade as early as possible after the first phase if it was not possible to do so in the initial stage. This point was reinforced by the Dublin Commuter Coalition.

It was stated by a stakeholder that opposition to stations south of St Stephen's Green "is completely unfounded and illogical."

They argued that upgrading the Green Line now would future proof transport and allow the city to achieve its potential.

Several stakeholders enquired about the cost of upgrading the Luas Green Line. They also asked how enhancements would affect the current Green Line and the projected timeline of extensions to Finglas and Bray.

It was stated that "Metro South as part of the Greater Dublin Transport Strategy 2016–2035 is a fundamental pillar of public transport provision in the Greater Dublin Region." It was suggested that this in turn would affect the viability of Bray as a commuter town.

One person noted that they "expect extensive proof to be published and be made easily available so that people in South Dublin are able to see and understand that Metro South is strategically important."

Some stakeholders disagreed with the attempts to serve Rathfarnham and UCD as they sought for the overcrowding of the Green Line to be tackled first.

24.3 Abandon the Green Line Upgrade

Conversely, many stakeholders welcomed the Preferred Route proposal to not upgrade the Luas Green Line to metro standards as part of the project as they suggested the impacts to the Green Line are not appropriate and would have a huge impact on the communities living along the line.

A number of stakeholders claimed it was unacceptable to temporarily close roads and impact residential areas and therefore objected to the upgrade of the Green Line both now and in the future.

They argued postponing the route to Sandyford was still not a practical resolution for "the communities living along the Green Line." Several people agreed with this point, stating that lack of ease of access and a segregated line "is not a viable solution."

Another said that upgrading the Luas is not a "good short-term or long-term solution to help improve our community nor solve Dublin's traffic problems."

A number of stakeholders suggested that by adding more capacity to current Luas lines and by building additional Luas lines, Dublin's traffic problems would be alleviated.

They complimented the Luas and explained the important role it plays in the community, asking for MetroLink to leave the Luas up and running as it is currently.

One argued that a Green Line upgrade would "divide and damage inner city Victorian suburbs," and cause traffic-related issues. Loss of ease-of-access was also cited throughout submissions.

Stakeholders welcomed the Preferred Route as it would no longer potentially impact Dunville Avenue as they believed this would divide the Ranelagh community and would be a waste of money considering what has been spent on the Luas in previous years.

A number of stakeholders asked MetroLink to terminate at Charlemont.

It was argued that the southern route should be an entirely different entity to the Luas. Suggestions were made to serve Harold's Cross and Terenure and many stakeholders requested the NTA undertake a review of alternative south side routes. It was also suggested that having "a new UCD – Stillorgan Metro line, will obviate the need to upgrade the Green Line from Stephen's Green."

It was mentioned that the absence of a timeline deterred stakeholders from supporting the Green Line upgrade.

It was noted by stakeholders that the disruption caused by the cannibalisation of the Green Line would be "nonsensical."

A stakeholder was of the opinion that the Green Line operates adequately "and is capable of meeting its demand for many years to come."

Another thought that if MetroLink proceeds as planned to Charlemont then the upgrade of the Luas should be abandoned.

Stakeholders raised concerns about the financial impact, traffic impact, environmental impact and societal impact that expanding the Green Line would incur.

24.4 Emerging Preferred Route

A large number of submissions made reference to the Emerging Preferred Route (EPR) for MetroLink. This was the initial route that was announced by the National Transport Authority and Transport Infrastructure Ireland in March 2018. A period of consultation and subsequent report was produced on this route resulting in the current Preferred Route.

This EPR route is no longer applicable and therefore content relating to the previous design was not captured for the purposes of this Public Consultation Report.

24.5 Tie-In Point

Many submissions offered various views on the optimal tie-in point to the Luas Green Line. This was predominantly split between St Stephen's Green and Charlemont.

Some submissions supported the Preferred Route location at Charlemont "I support Charlemont as the major south metro terminus. It was a disgrace that the farce in Dunville Avenue was allowed to derail the southern portion as much as it did."

One respondent noted that "Charlemont could also become a hub for future metro service south-west through Terenure and Rathfarnham."

Another stakeholder commented "I would like to extend my support for the Charlemont metro station. I don't agree with Rethink MetroLink's NIMBYism at all."

A respondent said they "fundamentally disagree with the metro line stopping at St Stephen's Green and would like to express my support for the current proposed plan for a metro station at Charlemont."

A stakeholder stated "I support the southern termination of MetroLink at Charlemont. Charlemont is a high-density hub comprising a newly constructed office, hotel and residential floorspace that can benefit from a high capacity efficient and reliable rail service with direct access to the rail service."

Another person remarked, "I've seen online over the last two days, a "movement" by the people living around Charlemont saying that they don't want their area to be a transport hub and would rather it be at St Stephen's Green. I think this would be a real shame because as we are a fast growing capital city who are behind on what the city needs, public transport wise. It would be dreadful to have it stop in the middle of town, not allowing the people living out further the use of a metro. A lot more people live beyond Charlemont

than they do in town. As it is, I think it's a pity the line wouldn't be going to Ranelagh as like I've said, we're a growing city falling behind on public transport."

Several submissions suggested that the tie-in point should be located at St Stephen's Green as it has "the space and capacity and would allow for interchange between MetroLink and Luas as well as linking with nearby bus and DART routes in all directions out of the city not available at Charlemont."

It was suggested that terminating the line at St Stephen's Green would minimise disruption at Charlemont. It was also noted by many stakeholders if the project team proceeds with ending the line at Charlemont, it would lock the route "into a direction that has already been shown to be extremely problematic."

One stakeholder observed that "Charlemont is not an existing transport hub – while there is a Luas stop, it is not a destination for buses, coaches, taxis or cars. It is also severely compromised by the canal in terms of connectivity and traffic congestion unlike the 360 degrees access to St Stephen's Green."

Many respondents felt that Charlemont was not a suitable tie-in point as this area was primarily a residential area and in close proximity to Dartmouth Square, an architectural conservation area. One submission noted "it makes little sense to us to terminate at Charlemont and not Stephen's Green. What portion of users of Metro (North) will want to stop at Charlemont? Charlemont is not a busy stop given it's a residential area, not a hub."

Another stakeholder remarked "this is totally unacceptable in a built-up Victorian area. There is no capacity in the adjoining streets or pavement to put in additional infrastructure for pedestrians."

Another person said, "Stop the metro at St Stephen's Green – our residential community in the Dartmouth square area cannot absorb the extreme impacts of commuter traffic for our conservation neighbourhood. Dartmouth Square is an oasis of quiet for wellbeing in the city and needs to be preserved."

Councillor James Geoghegan commented "the most pressing concern for residents of Dartmouth Square and those who live near Charlemont Station is the potential impact it may have to create a hub there rather than St Stephen's Green and that the pros and cons of both options are not fully understood. At the very least, the business case for why Charlemont and not St Stephen's Green has been chosen needs to be communicated and explored more fully in a transparent way that provides residents an opportunity to express their concerns and understand the plans."

One person said, "it is difficult to understand the cost effectiveness of the extension of the metro from Stephen's Green to Charlemont given the relatively small population in the Charlemont area and the fact that the population could easily transfer from the Metro

to the Luas at Stephen's Green in order to arrive at the same place."

Many submissions commented that they would like to see a comprehensive transport study undertaken before decisions regarding a MetroLink south route are finalised "I suggest that the MetroLink should terminate at St Stephen's Green until an integrated plan of transport requirements for Dublin south is developed."

Many submissions argued that "The NTA should revert to the creation of an integrated transport hub in St Stephen's Green which would allow for the interchange between the Metro and the Luas Green Line and cater for the development of the DART underground should it ever be resurrected instead of having Luas/MetroLink interchange at Charlemont. This would not only save money but allow the MetroLink to continue east onto UCD or to south west as appropriate."

Other submissions suggested if MetroLink stopped at St Stephen's Green it would allow other south side routes such as towards the south-west and UCD to be considered.

In its submission Rethink MetroLink stated, "Charlemont Station is not a viable solution as a south side MetroLink Terminus. The selection of Charlemont as the point of tunnel emergence seems to be predicated on the related NTA plan to upgrade the Luas Green Line. The effect of this decision is to pre-empt future decisions on the configuration of any comprehensive integrated rail-based transport solution for the south city generally. Rethink MetroLink has consistently called for consideration of extending the underground high-speed rail to deliver services to under-served parts of the south city either south west (Rathgar, Terenure, Rathfarnham, Tallaght/Sandyford) or east (Stephen's Green, Donnybrook, UCD Belfield, Mount Merrion, Sandyford) or both. While the current plan to continue tunnelling to Charlemont/Ranelagh does not render this approach impossible, it would seem that terminating the northern MetroLink line at St Stephen's Green presents a scenario for a far more elegant and integrated solution at some stage in the future."

One stakeholder remarked "The subsequent withdrawal of the proposal to "tie-in" the Green Luas line has now resulted in Charlemont unintentionally becoming "the" southside hub for the whole Metro project. The fundamental basis of the MetroLink transport strategy for the southside has now totally changed. However, no comprehensive study of a "hub and spoke" model has been carried out and concluded and demonstrated that Charlemont is the ideal solution for a long term major southern transport connection hub."

It was noted that "the correct place for an interchange should be closer to the city centre, possibly the Garda HQ in Harcourt Street."

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METRO

An tSionnach

Ballie Shiel

St. Mary's Church

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SUMMARY OF FEEDBACK

25. Summary of Feedback

Over 2,000 stakeholders participated in the latest round of public consultation of the Preferred Route which ran for eight weeks from 26 March 2019 to 21 May 2019. Public feedback received as part of these two consultation stages has and will form a key role in the development of MetroLink.

As this report demonstrates, the public were highly engaged with the process. The information distributed through the website, the media and at well attended public events enabled individuals, businesses and organisations to consider and comment upon every aspect of the Preferred Route proposed by MetroLink.

The thoughtful submissions and variety of opinions illustrate a high level of awareness of the impact and benefits of Ireland's first underground rail service. MetroLink's ability to integrate with other services such as Dublin Airport, Irish Rail, Dublin Bus and Luas means that it will affect all users of public transport in the Greater Dublin Area. By meeting the future demand for transport in the city which will see vastly increased housing density as the population rises, even those who never use public transport, will benefit from a city that plans for sustainable mobility.

There is no doubt that its construction will impact on particular communities, particularly around stations. The team at MetroLink is committed to working with everyone to protect their quality of life, activities, homes and places of work, sport and education during construction and when operational.

This most recent exercise in gathering the views of the public is just another step on our journey to provide great public transport, meet Ireland's climate change targets, create a sustainable life for everyone in the city and make living in Dublin liveable.

We thank everyone who contributed to this consultation.



5 Baile Foster
Fosterstown

4 Baile Shoirid
Swords Central



NEXT STEPS

26. Next Steps

MetroLink will enable the development of reliable, sustainable, affordable, integrated public transport.

The publication of this Preferred Route Public Consultation Report is another milestone in the ongoing development of this project. TII is continuously refining the design of MetroLink, engaging with landowners and stakeholders, undertaking ongoing environmental surveys, looking at potential mitigation measures where required and preparing the Environmental Impact Assessment Report. This work will continue up to the lodging of the application for a Railway Order with An Bord Pleanála. In the interim period, TII will continue to meet with interested stakeholders to ensure close collaboration to deliver the best service with the least impact on the city centre.

The MetroLink design is constantly progressing and as a result, some aspects of the route presented during the Preferred Route Public Consultation are likely to change in order to address feedback received or to take into account details that were not available during the consultation.

We will also be holding non-statutory local area consultations regarding design updates along the route. Details of these will be announced in the coming months.

It is intended that the planning application will be submitted to An Bord Pleanála in the autumn of 2020 for their independent adjudication.

Construction of MetroLink will commence when the Railway Order is granted, and having approved the Business Case, with the final consent of Government.



APPENDICES

A. Media Invitation to Launch

A.1 NTA & TII to Launch MetroLink Preferred Route

WHAT	The National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) will this week announce the preferred route for the MetroLink project following the public consultation process undertaken last year.
WHEN	TOMORROW, Tuesday 26th March 2019 at 2.00pm
WHERE	Alex Hotel, 41-47 Fenian St, Dublin 2, D02 H678
WHO	Senior leaders from the NTA and TII
RSVP / Media Queries	Paul Nallon – paul@q4pr.ie / 086-8694041 Dermot O’Gara – Dermot.O’Gara@nationaltransport.ie / 085-2541633 *Photography by Julien Behal*

Monday, 25th March 2019

You are cordially invited to attend the launch of the MetroLink preferred route which takes place tomorrow, Tuesday 26th March in the Alex Hotel, 41-47 Fenian St., Dublin 2. Leaders from the NTA and TII will unveil details of the preferred route, outline the next steps for the project and undertake a Q&A session.

A.2 Briefing on the Preferred Route for the MetroLink Project

WHERE	Orient 4, The Alex Hotel, 41–47 Fenian St, Dublin
DATE	Today Tuesday 26th March 2019
TIME	Drop in from 3.30pm–6pm

You are invited to a drop-in briefing on the MetroLink Preferred Route Design Development Report that is being published next Tuesday (26th March).

The project is being developed by National Transport Authority in conjunction with Transport Infrastructure Ireland as part of Project Ireland 2040. There will be senior representatives from each organisation available at the event.

You are free attend any time between 3.30pm and 6pm.

Please RSVP your attendance to paul@q4pr.ie

B. Press Release

B.1 Press Release by NTA and TII Tuesday, 26 March 2019

DETAILS OF METROLINK PREFERRED ROUTE ANNOUNCED

National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) are announcing details of the Preferred Route for MetroLink, the metro service that will run from Estuary north of Swords to Dublin's south city, serving Dublin Airport and the city centre.

This follows on from the publication last year of the Emerging Preferred Route which went out for public consultation. During the consultation process, issues came to light and the route we are announcing today addresses the concerns raised.

Among the most significant changes is the proposal that the construction in the Mobhí Road area will no longer require the acquisition of the pitch belonging to Na Fianna CLG. Originally it was proposed that pitches at Na Fianna and the adjacent Home Farm FC would be temporarily acquired for the seven-year duration of construction.

In consultation with Home Farm FC, we now propose to construct a more compact station under their pitch. The pitch will be unavailable during the estimated three-year construction process but will be fully restored afterwards. There will be no impact on CLG Na Fianna pitches.

A second significant change is the arrangement around Charlemont. The route we published last year included a proposal to upgrade the Luas Green Line to Metro standard, in line with the Transport Strategy for the Greater Dublin Area.

It is projected that the number of people seeking to travel on the Green Line in future years will exceed the carrying capacity of the Luas system, requiring an upgrade. However, that upgrade is not expected to be needed for some time – perhaps twenty years or so.

During consultation a concern arose about the need to close the Green Line for a prolonged period during an upgrade. Acknowledging these concerns, an alternative approach has been developed that allows the new section of metro line to be built now, with the Green Line conversion to metro, to occur at an appropriate point in the future.

The plan we are publishing today is to develop the section from Swords to Charlemont with an interchange from Metro to Luas at Charlemont for passengers. The required tunnel boring works to allow the future connection to the existing Luas line will be completed as part of this current phase.

In the city centre, changes have been made to the plan that will reduce disruption and make it easier for other public transport services to continue to operate during construction.

In O'Connell St, an opportunity has arisen to create an integrated station, under what was the old Carlton cinema and that surrounding area. The location and construction of this station in the original proposal would have presented a significant challenge to Luas services, bus services, and vehicular traffic on O'Connell Street. We are working with the owners of this property with a view to the site into the proposed development.

Disruption in St Stephen's Green area will also be reduced under the new plans. This station will be located as previously proposed at St Stephen's Green East, but we are now moving it slightly south so that Hume Street can remain open during construction, and slightly west so as to avoid closing the road during construction. This also means we can avoid a major sewer that would otherwise require diversion. St Stephen's Green park itself will be impacted to a small extent as a result.

We are consulting closely with Dublin City Council and the Office of Public Works (OPW) on this proposal.

In Ballymun too, the station is to move a short distance. It will now lie adjacent to the R108 partly under the site of the old shopping centre, where plans are in place for a new mixed use quarter following its demolition. This will cause far less disruption during construction and we believe is a much better all-around solution for Ballymun.

The number of homes that will need to be acquired for the project has gone down from 105 in last year's Emerging Preferred Route, to 85 in the Preferred Route we are publishing today. For example, an apartment building near Glasnevin Station, which is currently home to about 40 people, will no longer need to be acquired. It is expected that a Railway Order application will be made in 2020, with a decision from anticipated the following year. Construction is likely to take six to seven years.

Anne Graham, CEO of the National Transport Authority said: "There are very significant benefits associated with MetroLink, particularly in terms of the integrated transport system that it will bring about for Dublin.

"For example, thanks to MetroLink, there will finally be a rail link to Dublin Airport, and with easy interchange with other modes including bus, Dart and commuter rail, MetroLink will make it easier than ever to move into and around the capital.

"It is also of benefit in providing a more sustainable transport alternative and by providing a great incentive to get people out of their cars and on to public transport.

"MetroLink will be a significant economic driver for the region with about 4,000 jobs to be created during construction.

"The MetroLink plan we are announcing today is a key component of the Transport Strategy for the Greater Dublin Area, 2016–2035, adopted by Government in 2016. In addition, MetroLink is one of three major public transport infrastructure projects included in the National Development Plan under Project Ireland 2040, published in 2018, along with Dart Expansion and BusConnects."

Transport Infrastructure Ireland CEO Michael Nolan said: "Last year we conducted a genuinely consultative process and we listened in an authentic public consultation exercise.

"For the last twelve months our engineers and designers have analysed every aspect of the alignment and developed a Preferred Route, which we believe will deliver the best service with the least impact on the city during construction.

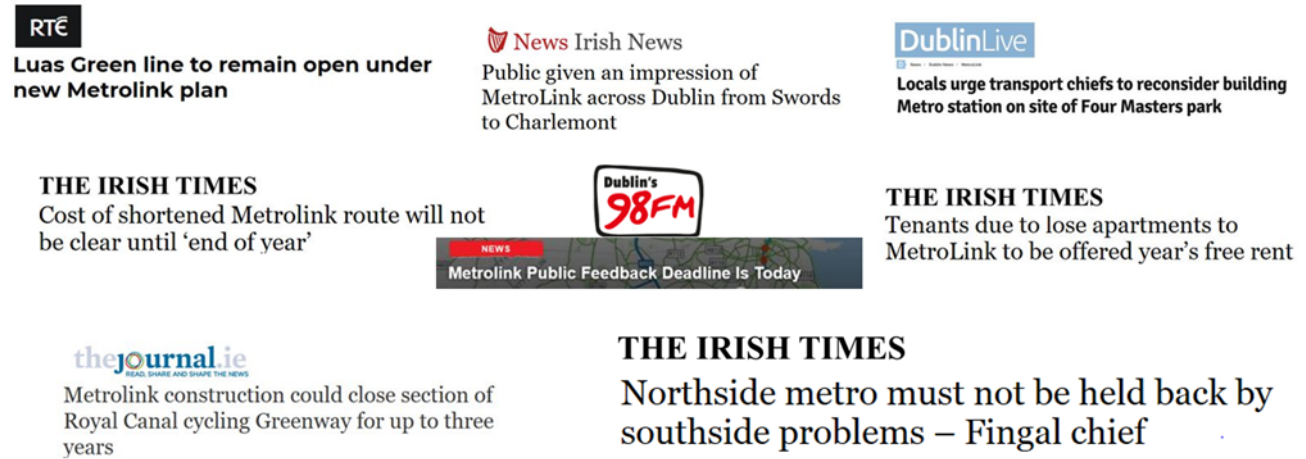
"We look forward now to receiving feedback on this route so we can refine the design and proceed with making an application for a Railway Order next year."

More info: www.metrolink.ie

ENDS

C. Media Coverage

C.1 Media Coverage



D. Email to Oireachtas Members

D.1 Email Issued to Oireachtas Members

Dear [FORENAME],

MetroLink is the proposed north-south, high-capacity, high-frequency rail line for Dublin. In March/April 2018, Transport Infrastructure Ireland and the National Transport Authority published details of the Emerging Preferred Route. We received thousands of submissions about the proposal. We've listened and made several significant changes.

We are pleased to let you know that we are now launching a second non-statutory public consultation on the Preferred Route, beginning today Tuesday 26 March at 2pm until Tuesday 21 May 5.30pm.

You can learn all about the new route on metrolink.ie and at the following public events:

- Hilton Hotel, Charlemont, Monday 8 April 2pm-8pm
- The Gresham Hotel, O'Connell Street, Wednesday 10 April 2pm-8pm
- Glasnevin Cemetery Museum, Glasnevin, Thursday 11 April 2pm-8pm
- Ballymun Civic Offices, Ballymun, Monday 15 April 2pm-8pm
- Fingal County Council, Swords, Tuesday 16 April 2pm-8pm

You may make a submission via metrolink.ie or by post to;

MetroLink
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

We're writing to you as you expressed an interest in keeping up to date with MetroLink. If you'd like to unsubscribe from this please e-mail info@metrolink.ie and insert 'Unsubscribe' in the subject area and we will update our records accordingly.

E. Email to Stakeholders

E.1 Stakeholder Email

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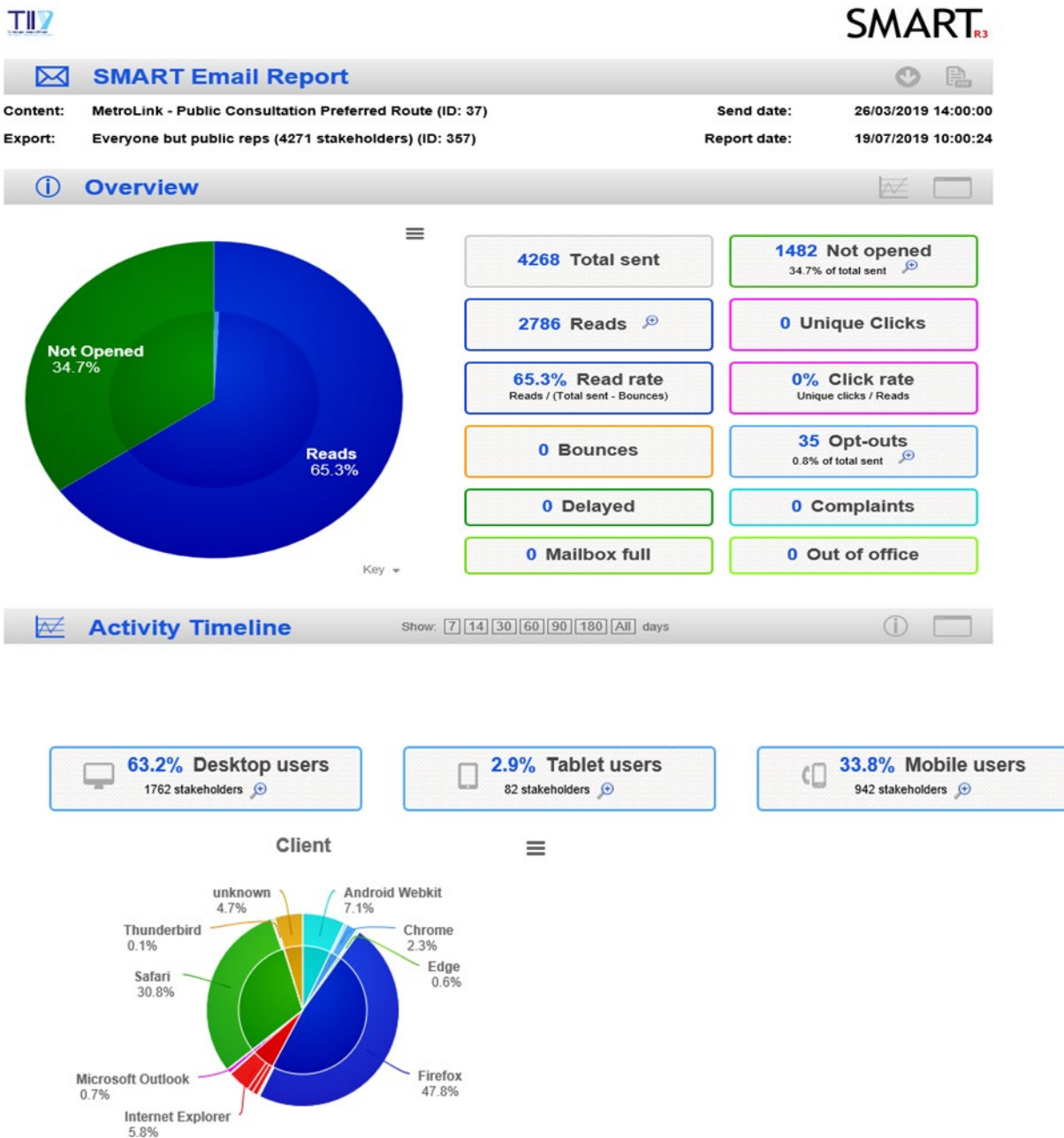
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E.2 Database report



F. Media Plan

F.1 Media Plan

[illegible]

F.2 Sample Newspaper Advert

METROLINK

Public Consultation – Preferred Route

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You can learn all about the new route on www.metrolink.ie from 2pm on Tuesday 26 March 2019.

Public Consultation Events will take place at the following venues in the coming weeks when you can meet with our MetroLink team.

• Hilton Hotel, Charlemont	Mon 08 April 2019	2pm – 8pm
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Submissions may be made through the website at www.metrolink.ie or by post to MetroLink, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10.

Closing date for submissions is Tuesday 21 May 2019, 5.30pm

www.MetroLink.ie
 1800 333 777
Mon–Fri, 8.30am–5.30pm

Riadas na hÉireann
Government of Ireland

Transport Infrastructure Ireland
2040

National Transport Authority

F. Media Plan

F.3 Sample Newspaper Advert in the Irish Language

METROLINK

Comhairliúchán Poiblí – An Bealach is Dealraithí

Is é MetroLink an líne iarnróid ardmhinicíochta agus ardlin paisinéirí thuaidh-theas atá beartaithe do Bhaile Átha Cliath.

I mí Márta/Aibreán 2018, d'fhoilsigh Bonneagar Iompair Éireann agus An tÚdarás Náisiúnta Iompair sonraí maidir leis an mBealach is Dealraithí a Roghnófar. Fuaireamar na mílte aighneacht maidir leis an togra. D'éisteamar agus rinneamar roinnt athruithe móra.

Beidh an t-eolas uile faoin mbealach nua ar fáil ar www.metrolink.ie ó 2pm Dé Máirt 26 Márta 2019.

Beidh Imeachtaí Comhairliúcháin Phoiblí ar siúl sna hionaid seo a leanas sna seachtainí amach romhainn tráth a mbeidh tú in ann bualadh le foireann MetroLink.

• Óstán Hilton, Charlemont	Dé Luain an 08 Aibreán 2019	2pm – 8pm
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• Oifigí na Comhairle Contae Fhine Gall, Sord	Dé Máirt an 16 Aibreán 2019	2pm – 8pm

Féadfar aighneachtaí a dhéanamh ar an suíomh gréasáin www.metrolink.ie, nó seol chuig MetroLink, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10.

Spriocdáta d'aighneachtaí Dé Máirt 21 Bealtaine 2019, 5.30pm

www.MetroLink.ie
 1800 333 777
Luan-Aoine, 8.30am–5.30pm

Rialtas na hÉireann
 Government of Ireland

Tionscnalú Éireann
 Project Ireland
2040

NTA
 Níolla náisiúnta cearta
National Human Rights

G. Luas Advertisement

G.1 Sample Luas Advertising

METROLINK

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www.MetroLink.ie
1800 333 777
Luan–Aoine/Mon–Fri, 8.30am–5.30pm



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na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



H. Flyer Sample

H.1 Sample Flyer



H.2 Sample Flyer in the Irish Language

METROLINK

Comhairliúchán Poiblí - An Bealach is Dealraithe

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www.MetroLink.ie
1800 333 777
Lúna-Muain, 8.30am-6.30pm

National Transport Authority
2040

Transport Infrastructure Victoria

H. Flyer Sample

H.3 Table of the Areas Covered by the Flyer

Station	Postal Area Code	Postal Area Name	Quantity	Cost
Estuary	Swords Broadmeadow	SWS1	6700	
Seatown	Swords Broadmeadow	SWS1		
Swords Central	Swords Rivervalley	SWS2	6800	
Fosterstown	Swords Rivervalley			
Dublin Airport	Swords Rivervalley			
Dardistown	Clonsaugh	D17.1	6000	
Northwood	Lorcan/Beaumont	D9.4	2400	
Ballymun	Ballymun/Finglas East	D11.3	4600	
Collins Avenue	Ballymun/Santry	D9.2	5700	
	Elm Mount/Beaumont	D9.3	4400	
Griffith Park	Drumcondra	D9.1	3600	
Glasnevin	Finglas East	D11.2	4500	
	Marino	D3.2	3600	
Mater	Phibsoboro	D7.3	4900	
	Ballybough/East wall	D3.3	4300	
	City Centre East	D1.2	7300	
O'Connell Street	City Centre North	D1.1	4700	
	City Centre N&E Commercial	D1.3	3100	
Tara	City Centre South Res	D2.1	8300	
	City Centre South Commercial	D2.2	6600	
St. Stephen's Green	City Centre South Commercial			
Charlemont	Rathmines/Kenilworth	D6.1	2800	
Ranelagh	Ranelagh/Milltown	D6.3	3800	
Beechwood	Ranelagh/Milltown			
Cowper	Ranelagh/Milltown			
Milltown	Ranelagh/Milltown			
Windy Arbour	Windy Arbour	D14.2	3700	
	Goatstown	D14.3	4200	
Dundrum	Ballinteer	D16.2	4200	
Balally	Clonard Ballally	D16.1	5000	
Kilmacud	Clonard Ballally			
Stillorgan	Stillorgan	BK2	3800	
Sandyford	Foxrock/Leopardstown	D18.2	8400	
Total			84800	12,000

I. Hard Copy Submission Form

I.1 Comment Card



Public Consultation – Preferred Route

Name: _____
Address: _____
Email: _____
Telephone: _____

Stations of Interest:

☐ All Stations
☐ Estuary
☐ Dublin Airport
☐ Collins Avenue
☐ O'Connell Street
☐ Seatown
☐ Dardistown (future station)
☐ Griffith Park
☐ Tara
☐ Swords Central
☐ Northwood
☐ Glasnevin
☐ St Stephen's Green
☐ Fosterstown
☐ Ballymun
☐ Mater
☐ Charlemont

Topics of Interest:

☐ Property
☐ Biodiversity/Ecology
☐ Heritage/Archaeology
☐ Traffic Management
☐ Accessibility
☐ Construction Impact
☐ Operations
☐ Tunnelling

Comments:

How would you like MetroLink to communicate with you? ☐ Mail ☐ Email ☐ Telephone

By signing this comment form I consent to the use of my personal data in accordance with the data protection notice overleaf.
Signature: _____

MetroLink
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street, Dublin 8, D08 DK10

 info@MetroLink.ie
 www.MetroLink.ie
 1800 333 777 Mon-Fri 8.30am-5.30pm
 @MetroLink_ie




DATA PROTECTION NOTICE

Privacy Notice

This Data Protection Notice is issued by Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 ("TII" or "we"). The purpose of this notice is to inform you of the data relating to you that we may collect and use in connection with the MetroLink Project (the "Scheme") and the uses (including disclosures to third parties) we may make of such data.

TII is the controller of such personal data. If you have any questions about our use of your personal data, please contact our Data Protection Officer: A. O'Shaughnessy, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10. Tel: +353 1 646 3600 Email: dataprotection@tii.ie

Personal Data that we Process

We may collect and process some or all of the following personal data in relation to you in connection with the Scheme:

- your contact details – e.g. your name, address, telephone number, email address;
- details in relation to your property including property records (e.g. from the Land Registry and the Registry of Deeds), survey records, photos of the property (both internal and external), property agreements (e.g. legal agreements) and details such as whether you are the property owner or tenant;
- personal data relating to you in connection with contacts via email, social media direct messages, postal correspondence, face to face conversations and telephone calls with you;
- sensitive personal data relating to your health (if you voluntarily provide us with details of any health issues in communications with us);
- public comments that you make about the Scheme in all forms of media, including public social media posts; and
- any other personal information that you have provided directly to us, including, for example, through the public consultation process.

We may collect the data described above directly from you (e.g. where you contact us with queries in relation to the Scheme) or from publicly available sources, including media articles, social media posts and public registers such as the Land Registry and the Registry of Deeds.

Purposes of Processing and Legal Basis

The personal data that is referred to above will be processed for the purposes of:

- contacting you in order to provide you with updates in relation to the Scheme, including in relation to any development works which might affect you / your property;
- generally managing our relationship with you;
- managing issues in relation to properties along the emerging preferred route, including any planning or health and safety issues, any complaints, claims or litigation;
- our review of public commentary on the Scheme;
- generally ensuring that the Scheme is managed in accordance with TII's functions under statute.

Our legal basis for collecting and using this information is that such processing is necessary for us to comply with our legal and regulatory obligations and for us to carry out our tasks in the public interest and/or in the exercise of official authority vested in us.

Further, in the unlikely event that we are required to process any special category of personal data in relation to you (such as data relating to your health) we will do so either on the basis of your consent, if you volunteer the information to us, or on the basis that our processing of such data is necessary and proportionate to the performance of our functions.

If we collect and process such special category of personal data in relation to you, we will retain such data only as long as required, and ensure that it is securely deleted once there is no further need for us to keep it.

In addition, where we contact you with updates and information in relation to the Scheme, we do so on the basis of your consent.

Recipients of Data

We may disclose your personal data to various recipients in connection with the above purposes, including to:

- third parties who we engage to provide services to us in connection with the Scheme, such as professional advisers, auditors and outsourced service providers;
- the National Transport Authority; and
- appropriate public authorities and bodies as requested or required by law.

In addition we may, from time to time, be required to disclose your information to our construction contractor in order to ensure that any works that may impact on you or your property are appropriately managed. However, we shall only do so strictly to the extent required for such purposes.

Retention

We will retain your personal data for the duration of the Scheme and for such a period of time after the Scheme ends as is necessary to comply with our obligations under applicable law and, if relevant, to deal with any claim or dispute that might arise in connection with the Scheme.

Security of Your Information

TII has adopted appropriate technical and organisational security measures to protect your information from unauthorised access and against unlawful processing, accidental loss, destruction or damage. We will also ensure that our agents or third party service providers who process your data are required to keep your data safe and secure.

Your Rights

You have the following rights, in certain circumstances, in relation to your personal data:

- the right to access your personal data;
- the right to request the rectification and/or erasure of your personal data;
- the right to restrict the use of your personal data;
- the right to object to the processing of your personal data;
- the right to receive your personal data, which you provided to us, in a structured, commonly used and machine readable format or to require us to transmit that data to another data controller.

In order to exercise any of the rights set out above, please contact our Data Protection Officer at A. O'Shaughnessy, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 Tel: +353 1 646 3600 Email: dataprotection@tii.ie

Please contact us at the following email address if your contact details change - info@metrolink.ie

Complaints

If you are dissatisfied with the way we have used your information or addressed your rights, you have the right to make a complaint to the Data Protection Commission. Please see the Data Protection Commission's website for further details: <https://www.dataprotection.ie/>

I. Hard Copy Submission Form

I.2 Comment Card in the Irish Language



Comhairliúchán Poiblí – An Bealach is Dealraithí

Ainm: _____
Seoladh: _____
Ríomhphost: _____
Teileafón: _____

Stáisiúin lena mbaineann an t-ábhar:

<input type="checkbox"/> Na Stáisiúin go léir	<input type="checkbox"/> An tInbhear	<input type="checkbox"/> Aerfort BÁC	<input type="checkbox"/> Ascaill Uí Choileáin	<input type="checkbox"/> Sráid Uí Chonaill
<input type="checkbox"/> Baile na Mara	<input type="checkbox"/> Baile an Dairdisigh (Stáisiún le teacht)	<input type="checkbox"/> Páirc Uí Ghríofa	<input type="checkbox"/> Glas Naíon	<input type="checkbox"/> Teamhair
<input type="checkbox"/> Baile Shoir	<input type="checkbox"/> An Choill Thuaidh	<input type="checkbox"/> An Mater	<input type="checkbox"/> Faiche Stiabhna	<input type="checkbox"/> Charlemont
<input type="checkbox"/> Baile Foster	<input type="checkbox"/> Baile Munna			

Ábhair bhainteacha:

<input type="checkbox"/> Maoin	<input type="checkbox"/> Bithéagsúlacht - Éiceolaíocht
<input type="checkbox"/> Oidhreacht - Seandálaíocht	<input type="checkbox"/> Bainistíocht Tráchtá
<input type="checkbox"/> Inrochtaineacht	<input type="checkbox"/> Tionchar Tógála
<input type="checkbox"/> Oibríochtaí	<input type="checkbox"/> Tollánú

Nótaí Tráchtá:

Conas is mian leat go ndéanfaidh MetroLink teagmháil leat? ☐ Post ☐ Ríomhphost ☐ Teileafón

Ar shíniú an fhoirm tráchtá seo dom toillim leis go gceadaítear mo shonraí pearsanta a úsáid de réir mar atá leagtha amach ar an bhfógra cosanta sonraí ar chúil an leathanaigh.

Síníú: _____

MetroLink
Bonneagar Iompair Éireann
Ionad Gní Gheata na Páirce
Sráid Gheata na Páirce
Baile Átha Cliath 8, D08 DK10
info@MetroLink.ie
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@MetroLink_ie

NTA
Údair Náisiúnta Iompair
National Transport Authority

TII
Bonneagar Áiríde Éireann
Transport Infrastructure Ireland

FÓGRA MAIDIR LE COSAINT SONRAÍ

Fógra maidir le Priobháideachtas

Is é Bonneagar Iompair Éireann ("BIÉ" nó "sinn"), atá lonnaithe in Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10, a d'eisigh an Fógra maidir le Cosaint Sonraí seo. Is éard is cuspóir leis an bhfógra seo ná tú a chur ar an eolas maidir leis na sonraí sin a bhaineann leatsa a bhféadfar go mbeifear á mbailiú agus á n-úsáid againn i ndáil le Tionscadal MetroLink (an "Scéim") agus maidir leis an úsáid a bhféadfaimid baint as a leithéid de sonraí (lena n-áirítear nochtadh le tríú páirtithe).

Is é BIÉ an rialaitheoir ar aon sonraí pearsanta dá leithéid. Má bhíonn aon fhiosrú agat maidir leis an úsáid a bhainimid as do chuid sonraí pearsanta, téigh i dteagmháil leis an Oifigeach Cosanta Sonraí seo againne: A. O'Shaughnessy, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10. Teil: +3531 646 3600 Ríomhphost: dataprotection@tli.ie

Sonraí Pearsanta a dhéanaimid iad a phróiseáil

Féadfar go ndéanfaimid na sonraí pearsanta a bhaineann leat agus atá bainteach leis an Scéim seo a leanas, cuid de nó é ina iomláine, a bhailiú agus a phróiseáil:

- do shonraí teagmhála - mar shampla d'ainm, do sheoladh, d'uinneir teileafón, do sheoladh ríomhphoist;
- mionsonraí maidir le do mhaoin lena n-áirítear taifid mhaoine (ó Chlárlann na Talún, mar shampla, nó ó Chlárlann na nGníomhas), cuntais de shuibhíreacht, grianghraf den mhaoin (den taobh amuigh agus den taobh istigh araon), comhaontuithe réadmhaoine (e.g. comhaontuithe dlíthiúla) agus sonraí dála más úinéir na maoine thú, nó tionónta ann;
- sonraí pearsanta a bhaineann leat maidir le teagmháil a dhéanann tú trí ríomhphost, i dteachtaireacht dhíreach ar mhéid shóisialta, i gcomhfhreagras poist, i gcomhairlú duine-le-duine agus ar ghlaonna fóin leat;
- sonraí pearsanta iogair a bhaineann le do shláinte (más rud go dtugann tú sonraí dúinn maidir le haon fhadhbanna sláinte i gcomarsáid linn);
- tráchtas poiblí a dhéanann tú maidir leis an Scéim in aon mhodh de mheán, postálacha poiblí meán sóisialta san áireamh; agus
- aon sonraí pearsanta eile a chuireann tú ar fáil go díreach dúinn lena n-áirítear, mar shampla, tríd an bpróiseas comhairliúcháin phoiblí.

Féadfar dúinn na sonraí atá mionsonraithe thuas a bhailiú uait go díreach (mar shampla, nuair a théann tú i dteagmháil linn le fiosrúithe faoi Scéim) nó ó fhoinis atá ar fáil go poiblí, lena n-áirítear ailt sna meáin, postálacha sna meáin shóisialta agus clár phoiblí dála Chlárlann na Talún agus Chlárlann na nGníomhas.

Cuspóirí leis an bPróiseáil agus an Bunús Dlí

Déanfar na sonraí pearsanta atá mionsonraithe thuas a phróiseáil chun:

- dul i dteagmháil leat chun nuashonraithe maidir leis an Scéim, lena n-áirítear aon oibreacha forbartha a bhféadfar tionchar a bheith acu ortsa / ar do mhaoin;
- an caidreamh atá againn leatsa a bhainistiú go ginearálta;
- bainisteoireacht a dhéanamh ar cheisteanna a bhaineann le foirgnimh suite ar fad an bhealaigh is dealraithe a roghnófar, lena n-áirítear aon cheisteanna a bhaineann le sláinte agus sábháilteacht, aon ghearáin, éilimh nó dlíthocht;
- an t-athbhreithniú dár gcuid ar tráchttaireacht phoiblí maidir leis an Scéim;
- áirithiú go ginearálta go ndéantar bainisteoireacht ar an Scéim de réir na feidhmeanna atá ag BIÉ faoi reacht.

Is é an bunús dlí atá againn chun an t-eolas seo a bhailiú agus a úsáid ná go bhfuil gá lena leithéid de phróiseáil ionas go gcomhlíonfaimid leis na hoibleidí dlíthiúla agus rialúcháin atá againn agus ionas gur féidir linn na cúraim atá againn a dhéanamh ar mhaithe le leas an phoiblí agus/nó muid ag feidhmiú de réir an údaráis oifigiúil atá dílisithe ionainn.

Anuas air sin, ar an drochsheans go gceanglófar orainn aon chatagóir speisialta de sonraí pearsanta a bhaineann leat (dála sonraí maidir le do shláinte) déanfaimid amhlaidh, bíodh sé sin ar bhonn do thoilthe, más rud é go dtugann tú an fhaisnéis dúinn go deonach, nó ar an mbonn go bhfuil sé riachtanach agus comhréireach go ndéanfaimid na sonraí sin a phróiseáil chun ár feidhmeanna a chur i gcrích.

Má dhéanaimid sonraí pearsanta de chatagóir speisialta dá leithéid a bhaineann leat a bhailiú agus a phróiseáil, ní dhéanfaimid sonraí dá dhála a choimeád ach amháin ar feadh an tréimhe a mbíonn gá leis, agus déanfaimid cinnte de go scríostar é chomh luath nach bhfuil aon ghá eile dúinn é a choimeád.

Ina theannta sin, sa chás go dtéimid i dteagmháil leat le nuashonrúcháin agus le faisnéis maidir leis an Scéim, déanaimid é ar an mbonn go dtuillann tú leis.

Faighnteoirí na Sonraí

Féadfar go nchfeadfaimid do shonraí pearsanta d'fhaighnteoirí éagsúla i ndáil leis na cuspóirí thuas luaite, chun, i measc rudai eile:

- tríú páirtithe a ghlaicimid leo chun seirbhísí a chur ar fáil dúinn maidir leis an Scéim, dála comhairleoirí gairmiúla, iniúchóirí agus soláthraithe seirbhíse seachfhoinisithe;
- An tÚdaráis Náisiúnta Iompair; agus
- údaráis phoiblí chul agus comhlachtaí cúl de réir mar a iarrtar orainn nó de réir mar a cheanglaítear le dlí.

Ina theannta sin, féadfar, ó am go céile, ceanglas a bheith orainn do chuid faisnéise a nochtadh lenár gconraitheoirí foirgníochta chun deimhniú go ndéantar bainisteoireacht iomchuí ar aon oibreacha a bhféadfar go mbeadh tionchar acu ar do mhaoin. Ní dhéanfaimid amhlaidh ach amháin chomh fada is a bhíonn gá leis dá leithéid de cuspóir, áfach.

Coinneáil

Coinneoidimid do chuid sonraí pearsanta ar feadh ré na Scéime agus ar feadh cibé tréimhe ama i ndiaidh deireadh na Scéime a mbíonn gá leis chun na d'ualgaís atá orainn de réir an dlí is infheidhme a chomhlíonadh agus, más ábhartha, chun dáileáil le haon éileamh nó aighneas a bhféadfar tarlú maidir leis an Scéim.

Slándáil do chuid Faisnéise

Tá bearta slándála teicniúla agus eagraíochtúla iomchuí curtha i bhfeidhm ag BIÉ chun cosaint a thabhairt do do chuid faisnéise ó rochtain neamhdharaíthe agus ó phróiseáil neamhdhleathach, ó cailleanas, scrios nó damáiste a dhéantar de thaisme é. Chomh maith leis sin, déanfaimid cinnte de go gceanglaítear ar na gníomhaí agus na soláthraithe seirbhíse dár gcuid do chuid sonraí a choimeád slán sábháilte.

Do Chearta

Bíonn na cearta seo a leanas agat, i gcásanna áirithe, i dtaca le do chuid sonraí pearsanta:

- an ceart rochtain a fháil ar do shonraí pearsanta;
- an ceart iarraidh do shonraí pearsanta a bheith ceartaithe agus/nó scriosta;
- an ceart úsáid do shonraí pearsanta a shrianadh;
- an ceart agóid a dhéanamh in aghaidh phróiseáil do shonraí pearsanta;
- an ceart do shonraí pearsanta, a chuir tú ar fáil dúinn, a fháil, i bhformáid struchtúrtha, atá coiteann, inféite ag meaisín, nó an ceart muidne a ordú chun é a chur ar aghaidh chuig rialaitheoir sonraí eile.

Chun aon cheann de na cearta sonraíthe thuas a fheidhmiú, téigh i dteagmháil leis an Oifigeach Cosanta Sonraí againne, A. O'Shaughnessy, Bonneagar Iompair Éireann, Ionad Gnó Gheata na Páirce, Sráid Gheata na Páirce, Baile Átha Cliath 8, D08 DK10 Teil: +3531 646 3600 Ríomhphost: dataprotection@tli.ie

Má athraíonn do shonraí teagmhála, téigh i dteagmháil linn ag - info@metrolink.ie

Gearáin

Más rud nach bhfuil tú cásta leis an tslí inar úsáideamar eolas fútsa nó leis an tslí ina bpléitear le do chuid cearta, tá an ceart agat gearán a dhéanamh leis an gCoimisiún um Chosaint Sonraí. Chun níos mó sonraí a fháil, féach ar shuíomh gréasáin an Choimisiúin um Chosaint Sonraí: <https://www.dataprotection.ie/>

J. Pull up Banner Sample

J.3 Room Signage at Informational Events



J.4 Room Signage at Informational Events



J. Pull UP Banner Sample

J.6 Pull-up Banner of Preferred Route Used at Informational Events

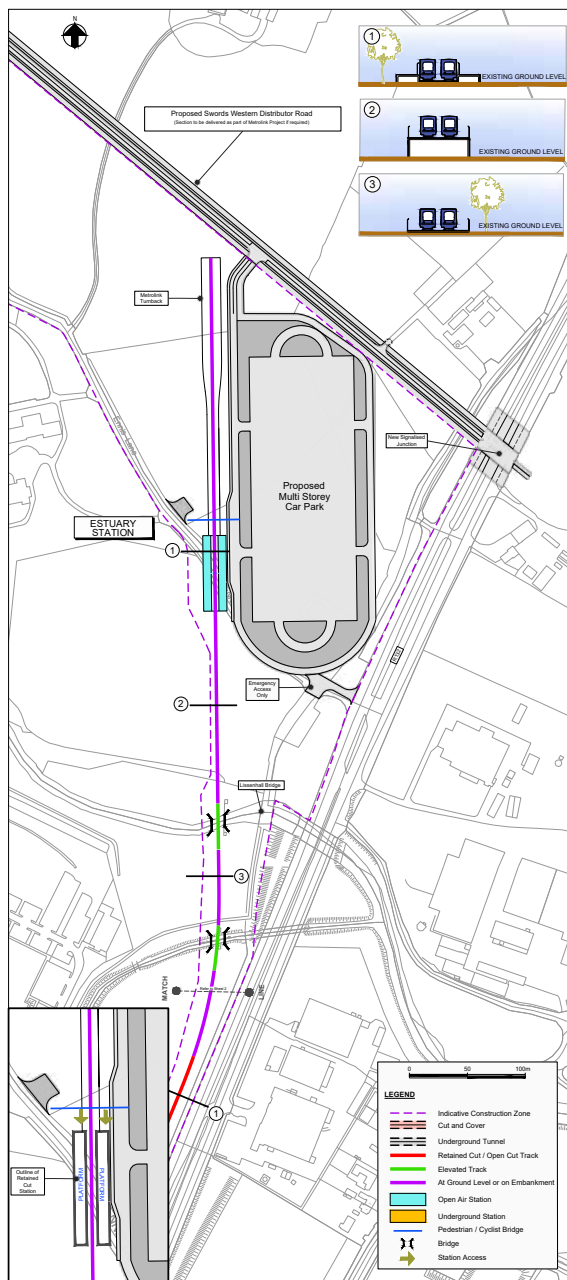
METROLINK Key Map



K. Display Sample

K.1 Station-by-station Breakdown Display of Preferred Route (O'Connell Street)

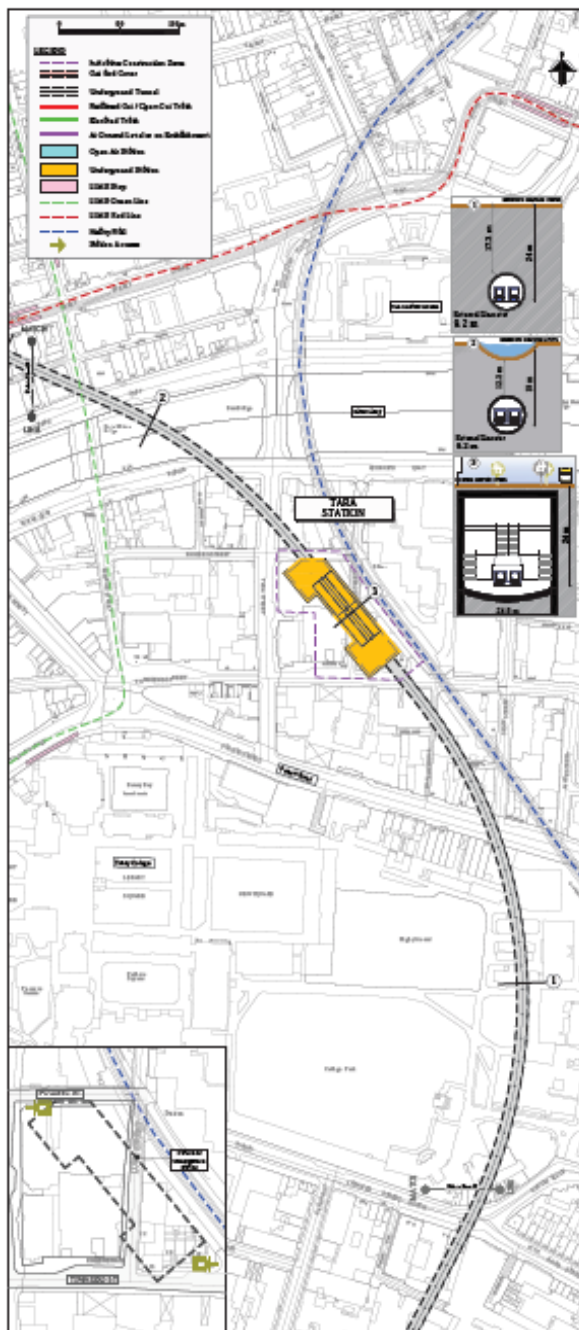
1 An tInbhear Estuary



The design details indicated as part of the Preferred Route on this map are indicative only and are subject to change following consultation and as part of the design development process.

K. Display Sample

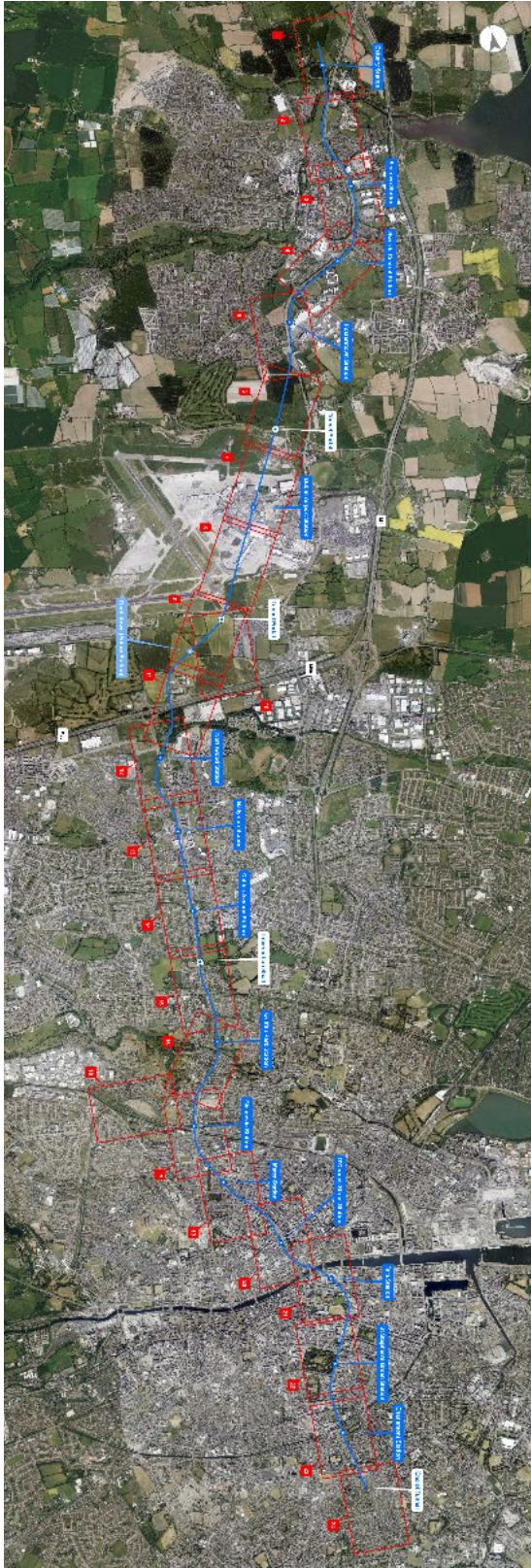
K.2 Station-by-station Breakdown Display of the Preferred Route (Tara)



The design details indicated as part of the Preferred Route on this map are indicative only and are subject to change following consultation and as part of the design development process.

L. Additional Maps

L.1 Aerial Map



M. Sample Website Content

M.1 Description of the Public Consultation on the MetroLink website

PUBLIC CONSULTATION
Integrated Transport. Integrated Life.

Public Consultation

Having reviewed all the issues raised about the Emerging Preferred Route and as more detailed design decisions have been developed, we have arrived at the Preferred Route.

MetroLink will be a high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin area.

As well as linking major transport hubs, MetroLink will connect key destinations including Swords, Ballymun, the Mater Hospital, the Rotunda, Dublin City University and Trinity College.

You can download a copy of the Preferred Route Consultation Document [here](#).

It lays out in detail our response to the public consultation on the Emerging Preferred Route; how this has affected technical proposals for the project; where we've been able to respond to feedback; where we haven't and if so, why.

The reports referenced in the Consultation Document are available for download from our [Reports Page](#).

MetroLink conducted a second public consultation from Tuesday 26th March 2.00pm to Tuesday 21st May 5.30pm. Many thanks for all your submissions. These have been distributed across our design and environmental teams for analysis and we'll produce a report on the process in a few months. We'll let you know when the report is published.

REGISTER YOUR INTEREST IN METROLINK.

M.2 Information regarding the Second Public Consultation on the MetroLink website

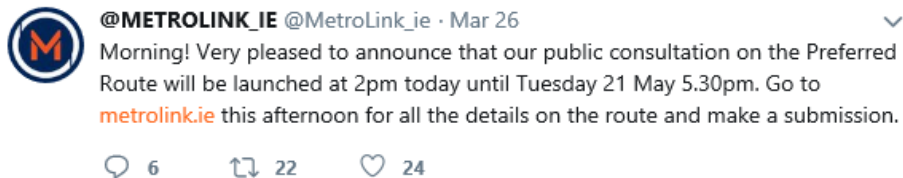
PUBLIC CONSULTATION

MetroLink conducted a second public consultation from Tuesday 26th March 2.00pm to Tuesday 21st May 5.30pm. Many thanks for all your submissions. These have been distributed across our design and environmental teams for analysis and we'll produce a report on the process in a few months. We'll let you know when the report is published. If you'd like a copy and haven't already registered your interest with us, you can do so [here](#). If you haven't already read it, you can download a copy of the Consultation Document, detailing the Preferred Route [here](#).

REGISTER

N. Sample Social Media Content

N.1 Announcement of Submissions Count on Twitter



N.2 Information on Public Consultation Posted on Twitter



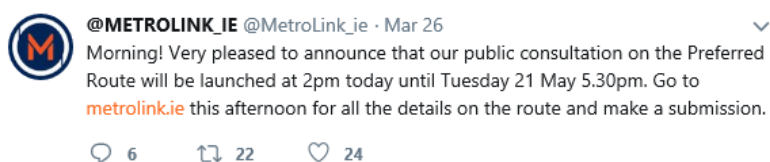
4 10 10

N. Sample Social Media Content

N.3 Information for Public Consultation Days Posted on Twitter



N.4 Announcement of Public Consultation Period on Twitter



O. Online Submission Form

O.1 Copy of the Online submission form

Register your interest in MetroLink

First Name*	Surname*
Phone Number *	Email*
Company	Eircode
Address*	
Country*	Post Code

Select stations of particular interest to you

- | | | |
|--|---|---|
| <input type="checkbox"/> All Stations | | |
| <input type="checkbox"/> Ballymun | <input type="checkbox"/> Charlemont | <input type="checkbox"/> Collins Avenue |
| <input type="checkbox"/> Dardistown | <input type="checkbox"/> Dublin Airport | <input type="checkbox"/> Estuary |
| <input type="checkbox"/> Fosterstown | <input type="checkbox"/> Glasnevin | <input type="checkbox"/> Griffith Park |
| <input type="checkbox"/> Mater | <input type="checkbox"/> Northwood | <input type="checkbox"/> O'Connell Street |
| <input type="checkbox"/> Seatown | <input type="checkbox"/> St Stephen's Green | <input type="checkbox"/> Swords Central |
| <input type="checkbox"/> Tara | | |

Please indicate if you wish to receive information on specific topics

- | | | |
|---|---|--|
| <input type="checkbox"/> All Topics | | |
| <input type="checkbox"/> Accessibility | <input type="checkbox"/> Biodiversity/Ecology | <input type="checkbox"/> Construction Impact |
| <input type="checkbox"/> Heritage/Archaeology | <input type="checkbox"/> Operations | <input type="checkbox"/> Property |
| <input type="checkbox"/> Traffic Management | <input type="checkbox"/> Tunnelling | |

Please check the box below to receive emails with updates in connection with MetroLink scheme in accordance with the preferences you have indicated above

☐

Please note that your data will be processed in accordance with the Data Protection Privacy Notice available [here](#)

You can unsubscribe at any time by sending and **Email to MetroLink Consultation Team** with the word unsubscribe in the subject line.

METROLINK

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Project Ireland 2040
Building Ireland's Future

