

## Environmental and Social Data Sheet

### Overview

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| Project Name:  | DUBLIN LUAS CROSS CITY   |
| Project Number:  | 2013-0098  |
| Country:   | Ireland  |
| Project Description:   | The project consists of a 5.6 km extension of the Dublin's LUAS light rail system including 13 additional stations, a new depot and the purchase of 10 additional trams. The project will allow the connection between the two existing LUAS red and green lines in the inner city centre. |
| EIA required:  | yes  |
| Project included in Carbon Footprint Exercise <sup>1</sup> : | no   |

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls under Annex II of the EU EIA Directive, according to which the need for a full EIA is decided either on a case-by-case basis by the Competent Authority or on pre-established criteria set by the Member State. In this case an EIA has been carried out including public consultation.

The project is consistent with long term urban public transport strategy. Indeed it is a key scheme of Transport 21 and GDA's Draft Transport Strategy (2011-2030), the latest transport plan released by the NTA. The latter was subject to a Strategic Environmental Assessment (SEA) and although it has not been approved in full due to budget constraints, key individual schemes such as Luas are approved individually.

The project will have a positive impact in Dublin's transport system by improving connectivity and reducing road traffic, which will result in a reduction of air pollution and CO<sub>2</sub> emissions. During construction usual impacts generated by a project of this type in an urban area are anticipated (traffic disruptions, dust, noise, etc.,) but proper mitigation measures have been taken into consideration. Promoter has provided Form A which confirms that the project is not likely to have significant effects on a site of nature conservation importance. The project will not have significant residual negative impacts.

### Environmental and Social Assessment

#### Environmental Assessment

- In 2005 the Government's 10-year investment strategy for transport (Transport 21) confirmed the wish to build new LUAS lines, the plan included a proposal to extend the LUAS Green Line, initially further into the city centre, and then to Broombridge.
- The project was confirmed as a key scheme of the GDA's Draft Transport Strategy 2011-2030 which is the latest transport plan released by the National Transport Authority (NTA). In the context of this plan, key individual schemes such as Luas Cross City have been approved; however the approval of the plan in full is on hold due to budget constraints.
- A Railway Order (RO) is necessary to construct, operate and maintain a light rail line. As part of the application for a RO it was necessary to undertake an EIA to identify environmental impacts and mitigation measures during the construction and operational phases. The findings of such EIA are described below.

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tons CO<sub>2</sub>e/year absolute (gross) or 20 000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## **Environmental Impact and Mitigation**

### ***Location***

- The project runs between St. Stephen Green and Broadstone on existing streets in the city centre and between Broadstone and Broombridge on an abandoned railway line crossing a suburban area.
- Construction impacts associated with traffic disruption will be more felt in the city centre while noise will affect to a higher degree the residential area located between Broadstone and Broombridge.
- The entire site of the petrol filling station and adjacent derelict buildings are to be taken at Constitutional Hill in order to build a stop. Demolition of the petrol station will have a moderate impact; in contrast the area adjacent to the stop will be replaced by public open space thereby providing a more appropriate land use.
- Due to the project location there will be no significant impacts to any Natura 2000 or other protected natural zones, Form A has been provided by the Promoter.
- In the city centre several statues will need to be relocated.

### ***Impacts during construction***

- Negative impacts associated with traffic disruption, dust, noise and vibration will be mitigated by a traffic and construction management plan.
- Temporary land takes to facilitate construction of the alignment and stops.

### ***Impacts during operations***

- The new use of the abandoned Broadstone railway line will improve accessibility to surrounding neighbourhoods but also increase the noise level.
- A reduction in road traffic will result in a decrease of air pollution and CO2 emissions.
- Although the balance of residual impacts stays positive, there will be a permanent noise and vibration impact associated with the tramway. The impact will be mitigated in part through the design of tracks and rolling stock.

## **Public Consultation and Stakeholder Engagement, where required**

Public Consultation in relation to the proposed scheme has taken place in compliance with directives 2003/4/CE and directive 2003/35/CE. This consultation focused on the environmental topics of the study, allowing the opportunity for views to be put forward on such issues as heritage, traffic, noise and vibration, ecology, geology and hydrogeology, air quality, landscape, visual amenity and water quality.

Information about the project was made public through RPA's website, newsletters and media. Public consultation included twelve open days held between December 2005 and July 2009 and 78 consultation meetings with diverse groups. Upon submission of the EIS and RO application, information was publicly displayed for six weeks allowing for additional queries.

## **Other Environmental and Social Aspects**

N/A