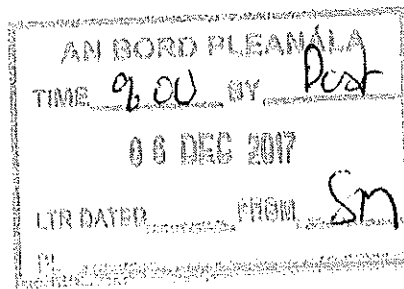


The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1



Dáta | Date

Ár dTag | Our Ref.

Bhur dTag | Your Ref.

04/12/017

TII17-97761

JA0039

Re: Development of a new civic plaza and ancillary traffic management measures at College Green.

Dear Sir/Madam

Transport Infrastructure Ireland has received the further information for the above proposal.

In making this submission the primary concern of the TII is to ensure and maintain the safe and efficient operation of Luas for the city region as a whole. Unlike buses, trams require fixed tracks, overhead lines, fixings and associated infrastructure which are more difficult and costly to alter. In addition, changes to this infrastructure and the also the implementation of amended street management practises can create disruption to the Luas network service which should be avoided and/or ameliorated. These are important factors which have implications for the practical implementation of this proposed scheme.

Therefore TII offers the following observations for the Boards consideration;

1. The applicant should ensure there is no adverse impact on Luas operation and safety. Therefore a condition should be attached to ensure that the development shall comply with TII's 'Code of engineering practice for works on, near, or adjacent the Luas light rail system' 2016.
2. TII advises that the appropriate management of cyclists sharing the tram alignment are an important concern for the safe and efficient operation of Luas and for all road users. Therefore, prior to the commencement of development, an appropriate management approach should be agreed and undertaken with TII.
3. In order to ensure Luas line safety and operation, the following issues need to be agreed prior to the commencement of development :
 - a) It is noted that public realm elements such as landscaping, tree planting, footpath/road improvements and street furniture are to be located in close proximity to the Luas Line and associated infrastructure.

TII requests that in regards to the design and implementation of public realm directly involving Luas infrastructure or those elements that change the nature of



streetscape activity in the vicinity of the Luas infrastructure that Dublin City Council engage and agree an approach with TII to ensure orderly and appropriate development.

- b) Any changes to the Overhead Conductor System or other Luas infrastructure elements arising from the proposed scheme will be agreed with TII.
- c) Details of the final Construction and Traffic Management Plan is to be agreed with TII prior to the commencement of works onsite.

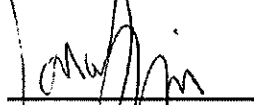
TII advises that it will not be liable for any costs associated with the removal and reinstatement of Luas related fixings/hardware/landscaping etc. as a result of this scheme which the cost shall be borne by the local authority and/or the developments promoters.

TII requests mitigation of the impact of the operation of the length of the pedestrian crossing facility to ensure the efficiency of the junction for pedestrians, public transport services including Luas and other road users prior to a decision being made on this scheme.

- 4. Works are proposed to be carried out in close proximity to the Luas Overhead Conductor System (OCS). The applicant, developer or contractor shall apply for a works permit from the Luas Operator required under the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the LRT infrastructure. The permit application will require prior consultation, facilitated by the Luas operator, Transdev.

TII trusts that the foregoing proves of assistance to the Board.

Yours sincerely



Tara Spain
Head of Land Use Planning

