

Luas Finglas

Environmental Impact Assessment Report 2024

Appendix A1.2: Preferred Route Consultation Report



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Luas Finglas - Public Consultation on the Preferred Route

Consultation Report

August 2022

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1. Executive summary

This report provides an overview of the stakeholder engagement and consultation activities undertaken by Transport Infrastructure Ireland (TII) to inform its proposals for the extension of the Luas Green Line to Finglas. This chapter provides a brief summary of the content covered within the report and the key findings from the non-statutory public consultation period.

1.1 Engagement and consultation overview

The non-statutory public consultation on the Preferred Route (PR) for Luas Finglas took place from Tuesday 7th December 2021 to Monday 31st January 2022. Engagement included online and face-to-face meetings with stakeholders. For the purpose of this report, stakeholders are defined as groups, organisations and individuals identified as having a specific interest in the proposals (see Appendix B).

1.2 Feedback

363 responses were received. Of the responses, one was a petition, 47 were from stakeholders, and 316 were received from the wider public. For comparison, the previous consultation on the Emerging Preferred Route (EPR) in 2020 received a total of 626 responses. Overall, 82 per cent of respondents asked said they supported the principle of extending the Luas Green line to Finglas (of the 320 online feedback form submissions).

Dublin City Council, one of the key stakeholders, responded to the consultation in support of the proposals, stating the project would deliver high-quality, high-frequency public transport to the north of the city and support development and regeneration of the areas along the route. They supported the proposed use of grass-track and urged the re-consideration of the removal of some of the walking and cycling facilities, emphasising the importance of a fully-integrated transport network. They also suggested the investigation of opportunities to extend the Luas line north of the proposed terminus at Charlestown to the Northwood Metrolink stop, widening the catchment of the route and improving connectivity to Dublin Airport.

1.3 Key issues

A summary of the key issues raised in the responses to the consultation are as follows:

- Most of the responses mentioned the removal of pedestrian and cycling facilities from some stretches of the route on the PR (compared to the EPR), following a large amount of social media activity on the topic. There was strong opposition to this proposal with over two thirds (69% of the online responses) of the respondents rating the walking and cycling proposals as poor or very poor. Many of the comments also related to the removal of the pedestrian and cycling facilities (38% of the total comments), stating this was a missed opportunity. This was raised by public representatives, local authorities, residents, and the wider community.
- The impact of the Preferred Route on residents also received a lot of feedback, in particular, those who live in Raven's Court, Cardiff Castle Road and St Margaret's Court. The primary concerns included noise and vibration, access to homes, congestion, reduction of parking spaces, safety, loss of privacy, and potential anti-social behaviour.
- The loss of green space was raised as the Preferred Route impacts on seven public green spaces. Landowners, residents, and the wider community expressed concerns the route would impact the safety and usability of these areas, as well as potentially impacting the habitats and wildlife that rely on them.

1.4 Next steps

TII will continue to consult with all stakeholders as it progresses and refines the design of the route.

2. Introduction

2.1 This report

This report provides a summary of the stakeholder and community engagement and consultation undertaken by Transport Infrastructure Ireland (TII) on the Preferred Route (PR) for its proposed extension to the Luas Green Line.

The non-statutory public consultation on the PR ran from 7th December 2021 to 31st January 2022 and was supported by a programme of stakeholder and community engagement activities. The consultation was designed to provide those likely to be interested in or affected by the proposals an opportunity to provide their feedback. Considerable effort was made to let all those impacted by or interested in the proposals know the consultation was taking place so they could have their say on the proposals at this stage.

The feedback received and summarised in this report will be taken into consideration in the further development of the scheme.

2.2 Proposals overview and context

Luas Finglas is the proposed extension of the Luas Green Line from its current terminus in Broombridge to Finglas. The PR for the proposed extension is approximately 4km long, and includes the following:

- four new stops
- facilities for cycle and pedestrian users alongside the route
- a Park and Ride facility between the North Road and St Margaret's Road
- an extension to the tram storage area at the Hamilton Depot at Broombridge

The route, shown in Figure 1, will provide interchange opportunities with bus and rail networks at most of the new stops it serves.

Taking on feedback from the last consultation, the Preferred Route has been updated from the Emerging Preferred Route. The main changes are as follows:

- The alignment has been shifted slightly west at Broombridge Road to widen the road and improve walking and cycling facilities in this area.
- The St Helena's stop has been relocated further north closer to St Helena's Road to improve accessibility and interchange with bus routes.
- The alignment has been shifted to the east at Farnham to avoid bisecting the Farnham Park playing pitches. This moves the line away from Dunsink Road by approximately 60 m and from Casement Road by approximately 20 m.
- Where the line crosses Wellmount Road, the alignment has been shifted to preserve some trees that would have been impacted by the proposed Emerging Preferred Route.
- Further north, the route has been adjusted along Patrickswell Place, so that both Patrickswell Court and Wellmount Parade can retain their road access from Patrickswell Place (as is today), without having to cross the Luas tracks.
- The route has been shifted where it enters Finglas village to integrate better with the Council's local plan. The line will continue straight along Cardiff Castle Road, passing through a new corridor created within the Garda Station car park, making its eastern turn onto Mellowes Road. The stop will be located here, aligned east-west, making it more open and accessible than the previous north-south alignment. Here it will also have visual - as well as walking and cycling - links back towards Finglas village east.
- The proposals include moving the stop from its original location in Mellowes Park onto St Margaret's Road, to the other side of Finglas Road, providing improved accessibility to existing and future residential and commercial development.
- The proposals also include investigating the redevelopment of the commercial corner between the North Road and St Margaret's Road, currently occupied by the Lidl supermarket. It is proposed to redevelop the site to incorporate a multi-storey Park and Ride over a renovated and extended supermarket into one single, combined development, subject to further design and traffic analysis. This new Park and Ride will be served by the relocated stop at St Margaret's Road and would have direct road access from the North Road (for traffic coming from the M50) and from St Margaret's Road, via McKee Avenue junction.

Figure 1. Luas Finglas Preferred Route

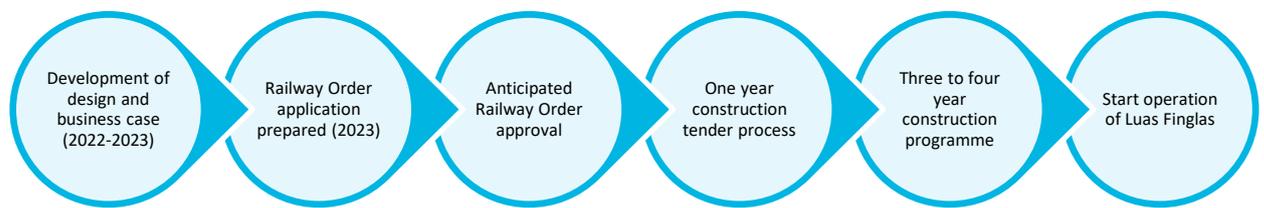


Luas Finglas aligns with several objectives of Project Ireland 2040, the government’s overarching plan for the state. It enables compact growth, sustainable mobility, access to services like education and healthcare, and a transition to a low carbon society.

Finglas and the surrounding areas need improved public transport services to connect with Dublin’s wider public transport network. The arrival of Luas Finglas will bring significant benefits to the area by providing a reliable, efficient and high-capacity public transport service to the city centre via Broombridge.

A summary of the upcoming milestones is provided in Figure 2.

Figure 2. Luas Finglas milestones



3. Consultation delivery

3.1 Responding to Covid-19

TII planned this consultation during the Covid-19 pandemic. This section of the report demonstrates how TII ensured the consultation was accessible and wide-reaching despite the ongoing social distancing restrictions in place throughout the consultation period.

The approach included focusing on digital engagement, including delivering consultation materials online, hosting a virtual public consultation room throughout the consultation period, providing an email address, and promoting the consultation via social media. Participants were encouraged to review materials and feedback online in order to remove any risk of infection due to gathering in crowded public spaces. The consultation was also promoted via a leaflet drop to all residential and commercial properties within 1 km walking distance of the proposed route. This ensured that those who don't have access to the internet or prefer to use more traditional methods of communication were made aware of the consultation and were offered a number of additional offline channels for giving feedback e.g. by post or Freephone. A small number of socially distanced face-to-face meetings took place at the request of local residents. More detail about these meetings is provided in Section 3.6.

3.2 Who we consulted

The non-statutory public consultation was designed to seek feedback from all those likely to be interested in or affected by the proposals, including the communities along the PR and stakeholder organisations and individuals.

Information about the proposals and the consultation was sent to every property in the identified consultation zone (see Table 1 below). Letters were also sent to those who were affected by the Emerging Preferred Route (EPR) but no longer impacted by the PR. A copy of the consultation booklet was also sent to anyone who requested physical copy materials as part of the EPR consultation.

In addition, an email was sent to the Luas Finglas database contacts, to inform them of the Preferred Route consultation launch. This mailout included all contacts from the 2020 Emerging Preferred Route consultation. A number of individuals and organisations were also identified on the basis of their specialist expertise or their potential to be impacted or interested in the proposals. These stakeholders included transport service users, politicians representing Finglas and the Park and Ride areas, environment groups, business groups and heritage groups. A full list of stakeholders identified are included in Appendix B.

3.3 Publicising the consultation

The consultation period was publicised using a variety of channels to promote awareness and participation. The table below lists the activities that took place to publicise the consultation:

Table 1. Promotional activity

Activity	Description
Letters to residents and landowners	Letters and a copy of the consultation booklet were sent to all potentially affected residential and commercial landowners and tenants including those in Ravens Court, Cardiff Castle Road, Broombridge Road and St Margaret's Road. The letters introduced recipients to the updated plans and invited them to contact the Luas Finglas team to discuss the potential impact of the proposals. An example of the letter template is included in Appendix C. Letters were also sent to those landowners previously impacted by original Emerging Preferred Route who were now no longer impacted by the updated proposals.
Senator, TD and Councillor briefing	Local public representatives were invited to attend an online briefing the day before the consultation launch, which was delivered by the Luas Finglas Project Manager, Marcello Corsi. The aim of the briefing was to introduce the proposals and ensure local representatives were able to discuss the proposals with the local community. A list of the Senators, TDs and Councillors invited to the briefing is included in Appendix B.
Press release	A press release was issued by TII on 7 th December 2021 and a copy of this release is included in Appendix D. Articles about the consultation were published by various digital and print news outlets, including the main evening news on national television and radio programmes (RTE, Virgin Media and News Talk). A summary of the coverage with links to the articles is included below: <ul style="list-style-type: none">• Dublin Live : https://www.dublinlive.ie/news/dublin-news/dublin-transport-luas-finglas-preferred-22391085• Dublin Inquirer: https://www.dublininquirer.com/2021/12/15/in-finglas-new-version-of-planned-luas-route-aims-to-untangle-issues• Independent.ie: https://www.independent.ie/regionals/dublin/dublin-news/new-dart-project-aiming-to-more-than-double-passenger-capacity-enters-planning-stage-41130790.html

Stakeholder emails	Key stakeholder organisations were contacted via email about the consultation launch. The emails outlined the proposals, provided information about the consultation and invited stakeholders to participate in the consultation via the various channels available. A list of the 65 organisations that received the email can be found in Appendix B.
Leaflet	While electronic media was the primary method of promotion, the leaflet drop to 10,000 local residents and businesses, ensured the consultation was accessible to non-internet users and those who don't engage with local print and broadcast media. Appendix A provides a map of the area where leaflets were distributed throughout the first week of the consultation period. A copy of the leaflet is included in Appendix E.
Newspaper adverts	A shown in Appendix F, adverts were placed in the following national newspapers between the 7 th and 12 th Dec 2021: <ul style="list-style-type: none">• Evening Herald• Irish Times• Irish Independent• Irish Daily Mirror• Sunday Independent• Sunday Times
Social media	Content was shared on social media accounts by TII, highlighting the consultation launch and relevant opening and closing dates. An example of the content posted on the Luas official Twitter account is included in Appendix G.

3.4 Feedback and enquiry channels

The following formal feedback channels used in the 2020 consultation were again used as feedback channels for this consultation;

- Luas Finglas email address (info@Luasfinglas.ie)
- Luas Finglas postal address

Details of these feedback channels were included in all consultation documents and publicity materials.

The dedicated phone line used in the EPR consultation was also available again; Freephone 1800 666 888. The phone line and the info@Luasfinglas.ie email address were continually monitored throughout the consultation period to ensure timely responses were provided to all enquiries.

3.5 Consultation materials

Information on the PR was provided via the following:

Website¹ – the website was the primary source of information about the proposals. It included the following content:

- Information including a map of the route, detailed route description, key facts, and benefits
- Downloads, including the consultation response form, consultation booklet, the report on the non-statutory Consultation of the EPR report, and an options report on alternatives to the EPR proposal through Mellows Crescent
- Contact information including mailing address, phone number and email address
- Media Review Notice, detailing news and social media reporting processes
- Data Protection Notice
- Link to the Virtual Consultation Room described in more detail below

Virtual consultation room² – the virtual consultation room was developed to provide consultees with the opportunity find out more about the proposals and have their say in an online forum that mirrored the set-up of a traditional public drop-in event. This approach was developed as traditional public events could not take place because of social distancing restrictions in place due to the Covid-19 pandemic. The virtual consultation tool, shown in Appendix H, linked from the website, provided an opportunity for participants to engage with the materials from their computer or mobile device at any time during the consultation period. The room included a series of information display boards, which presented the main details of the proposals, including large scale plans, infographics of key facts, a delivery timeline and artist's impressions of the route (see Appendix I).

¹ See Luas Finglas website at www.Luasfinglas.ie

² See Luas Finglas virtual consultation room at <https://Luasfinglas.consultation.ai/>

PR booklet³ – the booklet provided the central source of information on the proposals for all consultees, including:

- An overview of the objectives of the proposals and the associated benefits
- A summary of the options selection process
- Detailed information about the PR
- Information about transport network integration
- A summary of the challenges and issues
- A timeline for delivery
- Information about the consultation questions; and details of the feedback channels

The booklet also signposted readers to the website and provided contact details for further information. Hard copies of the booklet were available for all interested parties and could be requested via email or phone call.

Response form – this was used to collect feedback during the consultation process. The form presented the specific questions about the proposals and the PR as well as providing space for people to make any additional comments. The response form was made available as a downloadable version for printing, a printed version for sending to consultees and online on the website (see Appendix J).

Accessibility

Information on the proposals was made available in a number of formats to maximise accessibility. The consultation booklet and website were available in both Irish and English language versions. The consultation materials were also available upon request in alternative formats, including easy read, large print and braille. During the consultation, one request was received for a format of the brochure accessible to screen readers. No other alternative formats of the consultation materials were requested. Furthermore, for visually impaired users, screen readers were accommodated by the virtual consultation room.

3.6 Additional stakeholder engagement activities

Local residents, representatives and other stakeholders

Due to social distancing restrictions during the consultation period, it was not possible to organise consultation events. However, in response to requests from groups of residents or their representatives, elected public representatives and representatives of community organisations, additional engagement took place, which is detailed in Table 3.

In addition to the feedback included in this table, residents submitted consultation responses and a signed petition. See Section 4 for further feedback.

³ See Luas Finglas consultation brochure in the downloads section of the website at www.Luasfinglas.ie/#/homes#downloads

Table 2. Engagement with residents, public representatives and community organisations

Organisation	Engagement and notes
Ravens Court and Cardiff Castle Road	<p>Ravens Court/ Cardiff Castle Road residents attended an online meeting on Wednesday 8 December and a face-to-face meeting on Saturday 8 January to give feedback on the Preferred Route proposal.</p> <p>The residents strongly objected to the proposal to run a Luas track adjacent to the entrance to Ravens Court estate and stated that having a Luas so close to the entrance to the estate would disrupt the local community and negatively impact their lives on a daily basis.</p> <p>A summary of resident concerns is listed below:</p> <ul style="list-style-type: none"> • identification of an alternative route • loss of green space, an increase in anti-social behaviour, visual impact, reduced parking, and safety for children, the elderly, and those with a disability • access of emergency and service vehicles into the estate, increased noise, inconvenience, and restricted access resulting in reduced quality of life • concerns for safety during construction and when operational and devalued properties • reduced garden sizes for those affected by CPO and greater impact on those residents by increased noise and visual impact of Luas • Many welcome the prospect of a Luas in Finglas and the obvious benefits that it would bring but object to the current route proposed. • Considerable frustration was expressed at the way the face-to-face meeting was cancelled without notice. The scheduled meeting planned for 7 December had to be postponed because weather warning issued by Met Eireann because of Storm Barra. The meeting had to be postponed a second time because of Covid 19 restrictions, taking place on 8 January 2022. • Residents requested that the consultation period be extended to allow additional time for feedback. This was facilitated with the extension of the consultation until 31 January. An email was sent to all to inform them.
St Margaret's Court	<p>St Margaret's Court residents attended an online meeting on Tuesday 14 December and a face-to-face meeting on Wednesday 8 January.</p> <p>All residents strongly objected to the revised layout for St Margaret's Court as proposed in the Preferred Route.</p> <p>A summary of their concerns is listed below:</p> <p>Residents in the back of the estate</p> <ul style="list-style-type: none"> • the loss of communal green space, loss of parking, safety risk to children crossing to the new proposed green • increased risk of anti-social behaviour, trespassing and using private parking spaces to access nearby stops/ retail outlets • accessibility for emergency services and refused vehicles • impact of new entrance on safety due to high volume of traffic using industrial estate conflicting with resident vehicles and pedestrians • noise disruption from Luas and additional traffic on St Margaret's Road <p>Residents of houses adjacent St Margaret's Road</p> <ul style="list-style-type: none"> • Loss of parking to the front of their houses and the need to have safe and secure parking provided to the rear. Cars need to be parked securely and near house to facilitate moving goods, children from car to home.
TDs and Local Councillors	<ul style="list-style-type: none"> • requesting further information/ clarification on specific aspects of the proposal • requesting meetings/ phone calls with local residents from TII team • concerns about postponement of the in-person meetings • alternative solutions/ routes • concerns about the removal of cycle lanes

4. Summary of feedback received

4.1 Methodology

Responses to the non-statutory public consultation were received online, via email, and as hard copy response forms. To consolidate the responses and identify key themes in feedback, a coding spreadsheet was set up. A unique code was assigned to each response to enable cross-referencing and to provide greater transparency in case of queries. Many responses included comments on a number of different themes. The themes identified for the proposals were very similar to those identified in the previous consultation responses from 2020, with the exception of six new themes. The themes identified for the proposals were:

Figure 3. Feedback themes. The green boxes represent themes raised in this consultation that were not raised in the 2020 consultation responses



Where it has been possible to link responses from one consultee across multiple feedback channels, their comments have been consolidated into one coded response. Where it hasn't been possible to identify a link, these have been counted as multiple responses. 366 responses were received during the consultation. However, once multiple responses were consolidated into one coded submission, the number of submissions totalled 363. Of these, one was a petition, 47 were received from stakeholders identified in Appendix B, and 315 were received from the wider public.

The petition has been classed as one response in the coding framework, however it is described in more detail, including the number of signatories and the issues identified later in Section 4.4.

4.2 Overview of responses

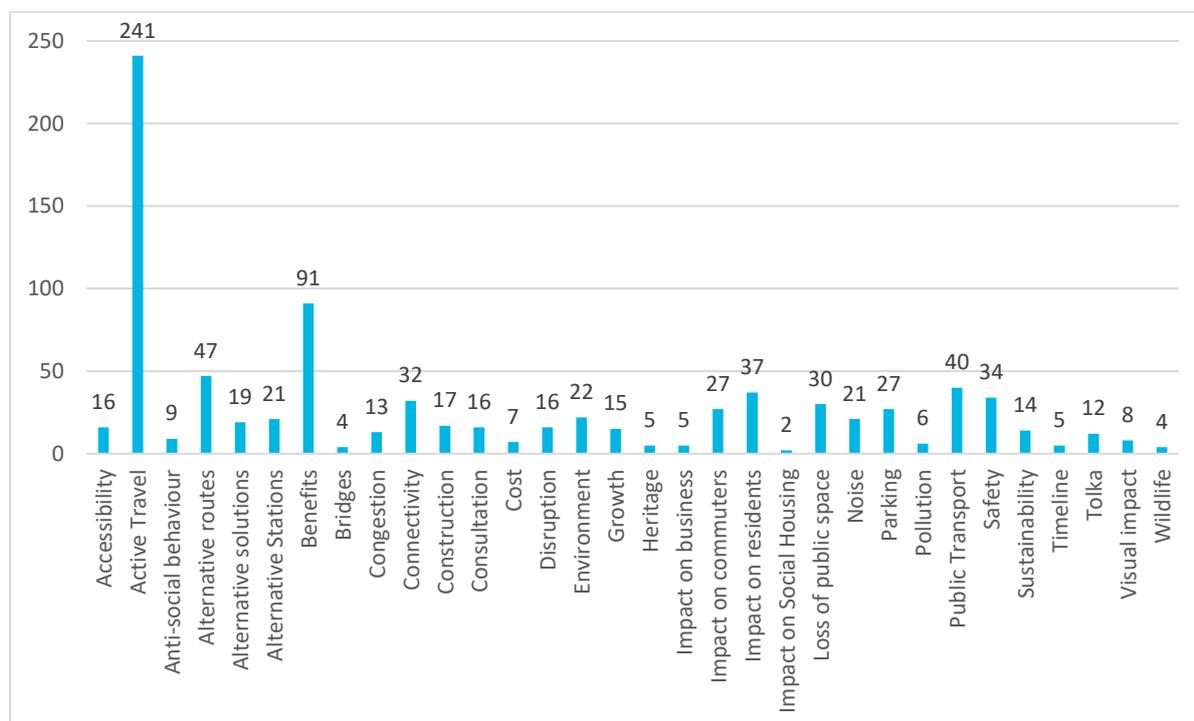
Table 2. Feedback channels

Feedback channel	Number of responses received
Online consultation response form	320
Email	45
Written response	1

**Four submissions provided both online and email submissions*

A total of 920 comments were received from respondents during the consultation period. This includes 863 comments about the consultation themes and 57 comments about the proposed stops. Figure 4 below provides an overview of the total number of comments received for each theme identified in Figure 3.

Figure 4 Total Number of comments received per theme (Counts)



4.3 Stakeholder feedback

Figure 5. Stakeholder submissions categorised by group



This section of the report is divided into landowner and tenant feedback, public representative feedback, and other stakeholder feedback. All wider public feedback is summarised in section 4.5.

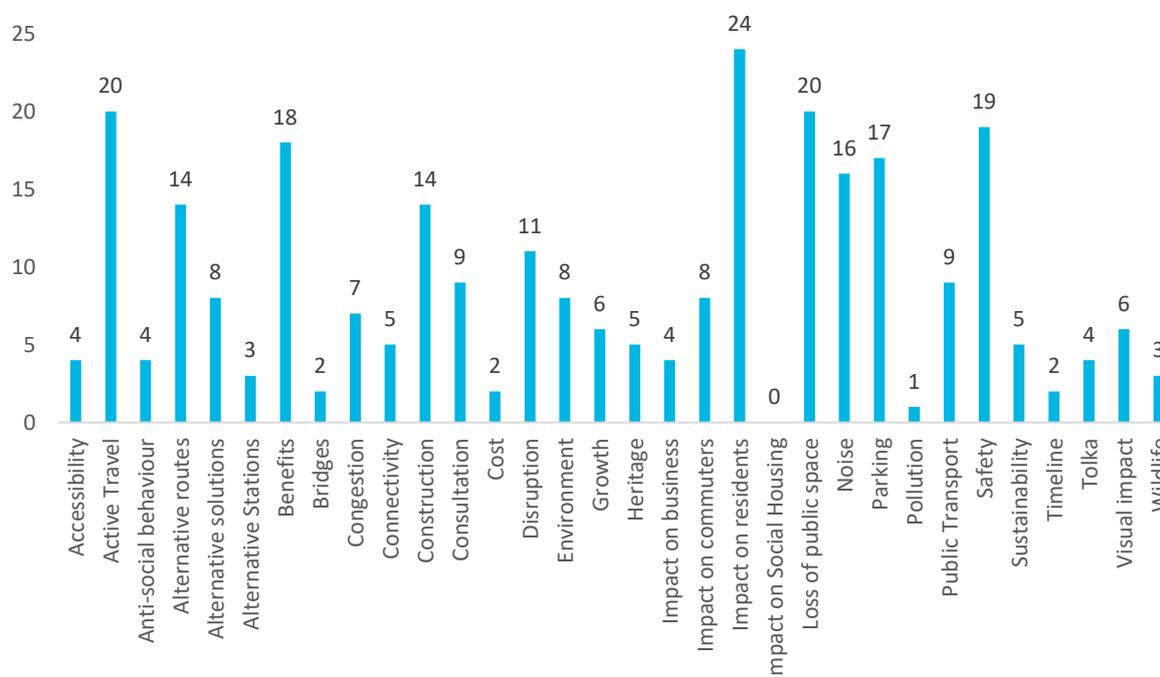
A total of 298 comments were received from 47 stakeholder groups, 278 comments were about the main consultation themes and a further 20 comments were about the proposed stops.

Table 3. Stakeholder types and response numbers

Stakeholder Type	Response (Count)
Landowner/Tenants	24
Public representative	9
Residents Association	6

Stakeholder Type	Response (Count)
Planning consultants	2
Business Rep Groups	1
Community and sports groups	1
Disability groups	1
Governmental	1
Lobby group	1
Local Authority Officials	1

Figure 6. Total number of Stakeholder Comments by theme



Base: 278

Local authorities

A formal submission was received from Dublin City Council, which is summarised below:

Dublin City Council (DCC), Planning and Property Development Department:

- Recognises the need for an efficient, integrated, and coherent transport network. DCC Welcomes the positive features and benefits Luas Finglas will deliver, which includes high-quality, high-frequency public transport option for the north of the city, opportunities for the development and regeneration of the areas along the route; better connected existing communities, integrated sustainable movement network for the area, significant potential for future development; and the usage of grass tracks.
- Previously expressed a preference to see the route terminating to the north of the M50 with a Park and Ride facility located outside the urban built-up area. It is accepted this option would add significantly to the cost of the route. Whilst DCC accepts that providing a bridge over the M50 is not within the scope of this project, DCC encourages TII to explore the extension of the proposed route from the current terminus at Charlestown, to continue along St. Margaret's Road and terminate next to the proposed Northwood Metrolink stop. Such a connection would open up the catchment area of both routes, providing high-quality public rail access to Dublin Airport.

- States that care should be taken to ensure the need for high-quality connections and environments for pedestrians and cyclists is addressed. DCC asks the decision to remove the cycle-track alongside the Luas route is reconsidered and the provision of off-road tracks through the green network and alongside the Luas line is reinstated as integral element of this project.
- Asks for clarification to be given as to how cycling along or across the Luas track may be safely incorporated into the scheme. DCC also discourages the sharing of the road between vehicles and vulnerable road users where opportunities are available to avoid vehicular and pedestrian / cyclist conflict.
- Requests that TII include documentation outlining the rationale for the proposed amount of high-density bicycle parking at each station, ensuring facilities are provided for all manner of types of mobility vehicles, including e-scooters, cargo bikes, etc.
- Supports the proposal to re-route the line to the edge of Farnham Park, rather than through the centre of the open space. The Preferred Route mitigates the impacts on the park's amenity recreational use and leisure value. It is recommended that details of new landscaping of the parks boundary are agreed with DCC as part of the Railway Order (RO) application.
- Recommends that, to ensure a good design approach for both bus and Luas priority, the location of bus stops on approach to and egress from junctions being redesigned along the route should be reviewed with regard to the pedestrian desire line/demand catchment area and to ensure that the dwell time at these bus stops does not inhibit the operation of the junction.
- Notes that all existing and new junctions must be designed to DCC requirements and TII should note that complete junction upgrades are required even where Luas is only affecting part of a junction.
- Welcomes the grass-track approach, as this can offer a multitude of environmental and wildlife benefits, health and well-being benefits, managing rainwater issues, sound contamination mitigation, and reducing urban heat build-up.
- Observes that given the route alignment runs through Tolka Valley Park with a new bridge proposed over the River Tolka, any potential impact on Tolka Valley Integrated Constructed Wetland (ICW) would be a serious matter and would need to be minimised and mitigated. This will need to be discussed in detail and agreed with DCC (Drainage, Parks and others) prior to submission of the RO application. The risk of flooding from all sources should be assessed in accordance with the OPW Planning System and Flood Risk Management Guidelines, and the Dublin City Development Plan - Strategic Flood Risk Assessment (SFRA).
- Considers more focused engagement is important going forward, particularly on the preparation of the RO application and around the construction and traffic management aspects of the proposals.
- Clarity is required regarding the legal red-line boundary around each element of the works and what proposals for DCC lands/street network will be included in the Project.

Stakeholders

The table below provides a summary of the feedback received categorised into the consultation feedback themes identified in Figure 3.

Table 4. Summary of feedback received from stakeholders

Theme of feedback	Number of comments	Summary of feedback
Impact on residents	24	The majority of stakeholders raised concerns about the negative impact on residents. Issues reported by residents included, noise and vibration, congestion, impact on currently limited parking spaces, proximity of the route to their homes, loss of green space and potential anti-social behaviour due to opening up cul-de-sacs.
Active travel	20	There was significant negative feedback that the Preferred Route plans had reduced cycling and walking infrastructure. <ul style="list-style-type: none"> • This was seen as a missed opportunity to provide the community with desired high-quality active travel that is important for the environment and connectivity. • It was suggested that proper segregation between cyclists and pedestrians near the Luas line is a necessity, along with improvements to the general cycle network to ensure safe active travel routes in the area. Other suggestions to improve cycle infrastructure included secure bike storage, safe cycle crossings and floating bus stops. • It was suggested the parallel walking and cycling trail should be reinstated in full.
Loss of public space	20	There were significant concerns about the loss of public green space in the area as the Preferred Route cuts through several such areas. <ul style="list-style-type: none"> • Stakeholders highlighted the importance of green space for community cohesion, recreation, socialising, exercise and for health and wellbeing. They stated that this may exacerbate health inequalities.

Theme of feedback	Number of comments	Summary of feedback
		<ul style="list-style-type: none"> It was suggested that the amount of public space lost by the Luas line should be as little as possible.
Benefits	18	<p>There was positive feedback from the stakeholders focusing on what benefits the proposal will bring. This included economic benefits, commercial investments, residential development, connectivity, improvements to travel times and general improvements to those living and working in the area.</p> <p>There was support from some stakeholders for the progression of the scheme to Railway Order application as soon as possible.</p>
Parking	17	<p>The majority of stakeholder comments in relation to parking are negative, highlighting that there is already an existing issue with parking in residential estates. There is concern that the removal of parking spaces without the addition of new parking is going to cause issues for local residents, whilst being an issue for those wanting to use the tram but struggling to park.</p>
Safety	17	<p>The majority of comments related to the safety impacts on residents. Concerns included:</p> <ul style="list-style-type: none"> the danger of the Luas line cutting through green spaces where residents, and children especially, spend time the safe crossing of the Luas line was a concern for children and cyclists, safe crossings are paramount <p>Suggestions were made to improve security at stations and where the track runs near residential properties to reduce crime and anti-social behaviour.</p>
Noise	16	<p>Concerns were raised about the operational noise of the trams for nearby residents and stakeholders would like to know what will be done to mitigate this noise.</p>
Alternative routes	14	<p>Stakeholders suggested several alternative routes:</p> <ul style="list-style-type: none"> The line should be moved to be more centrally located in Finglas village on the N2 dual carriage way. The line should be moved further west up Cardiffsbridge road. The line should be moved to go up the North Road. The line should take account of the significant residential developments to the south and east of Finglas, as well as the development of Jamestown Business Park. The route should continue north of the M50 to serve Seagrange and Lanesborough.
Construction	14	<p>There was particular concern about disruption during the construction. Residents of Ravens Court and Cardiffcastle Road are concerned about noise disruption during construction and access issues as the estate only has one small entrance.</p>
Disruption	11	<p>Some of the stakeholder responses highlighted the disruption to residents and businesses while the Luas line extension is constructed. There was also some concern about disruption to the daily lives of residents when the line is operational.</p>
Consultation	9	<p>There was some positive feedback on the level of engagement during the consultation however the majority of feedback from stakeholders was negative. Ravens Court residents felt the initial consultation was poor.</p>
Public Transport	9	<p>These comments supported the proposals extending Luas to a community currently underserved by public transport. Stakeholders also commented that this investment reflected well on the state of wider public transport in Dublin.</p>
Alternative solutions	8	<p>One suggestion was made to use the opportunity (as there will already be disruption affecting the area) to improve the playing pitches and footpaths in Farnham Park.</p> <p>Suggestions were also made to consider how the Park and Ride facility can maximise parking following the reduction in parking spaces since the Emerging Preferred Route proposals.</p> <p>It was noted that the proposed Park and Ride facility must not use St Margaret's Road as a vehicular entrance as it would pose a safety risk to cyclists and pedestrians.</p>
Environment	8	<p>Stakeholders expressed concern about the negative impacts the proposals could have on local green space, wildlife, habitats and the general environment in which residents live. Concerns raised are in reference to; the green areas impacted as the line runs through a total of seven parks / green spaces, the loss of established trees, the impact on the canal and canal wildlife, the line intersecting several waterbodies in Greater Dublin. It is essential that all aspects are considered, and any impacts are mitigated.</p>

Theme of feedback	Number of comments	Summary of feedback
Impact on commuters	8	Generally, the Luas Finglas line was seen to make a positive impact on commuters, with some suggestions as follows: <ul style="list-style-type: none"> including the now omitted cycle and pedestrian infrastructure suggestions to improve bus stops, junctions, and access to the Park and Ride
Congestion	7	Concerns were raised about the increased vehicular traffic as a result of the Luas line. Locations of concern include: <ul style="list-style-type: none"> outside Ravens Court as the Luas line brings increased traffic to the area proposed entrance into the Garda Station from Cardiff Castle Road as the road is narrow and only permits slow single-file traffic
Growth	6	Comments highlighted the significant opportunity the extension has to act as a catalyst for redevelopment and regeneration, supporting the objectives of both the Draft and Current Dublin City Development Plans, Regional Spatial and Economic Strategy, and the National Planning Framework. Some suggested there could be more opportunity for growth if the routes were characterised by non-residential property, such as Cardiffsbridge Road.
Visual Impact	6	The majority of comments about the visual impact were negative. It is felt the line running close to residential properties will be an eyesore.
Connectivity	5	Stakeholder responses recognised the positive role the Luas line has in connectivity and welcomes improved integration with other transport modes to enhance this. Some comments suggest the need to further improve connectivity between cycle routes.
Heritage	5	Stakeholders identified that the current consultation and background documents show no evidence of evaluating sites of archaeological heritage significance or engagement of TII Archaeologists.
Sustainability	5	The Luas Finglas extension was recognised as a much-needed sustainable transport provision, with huge benefits to the social, economic and environmental interests of the area. However, stakeholders wanted to see an integrated sustainable mobility network, so did not welcome the removal of walking and pedestrian provisions. The importance of protecting green space, habitats and wildlife was also raised, to ensure the project as a whole is sustainable.
Accessibility	4	Concerns were raised about accessibility into and out of the estate for residents, delivery vehicles, refuse collectors, and emergency vehicles during construction and operation. One stakeholder in particular highlighted the importance of considering those with disabilities when planning and developing the proposed extension.
Anti-social behaviour	4	Suggestions were made that anti-social behaviour could be an unwanted side effect of the Luas line. Some suggestions were made to increase CCTV presence. Generally, comments wanted to see the route move away from a residential estate.
Impact on business	4	Several comments were made about the impacts on businesses. <ul style="list-style-type: none"> Concern was expressed about the impact on premises and business due to the route along Broombridge Road, suggesting appropriate access is to be provided. Income replacement or compensation is necessary for clients where the Luas line interferes with land or buildings. One stakeholder supported the relocation of the Luas stop at St. Margaret's Road as it improves connections to the wider area.
Tolka	4	Suggestions were made to introduce mitigation measures to protect Tolka Valley, a necessity considering the preferred Luas line runs through Tolka Valley Park.
Alternative stations	3	The following suggestions were made for alternative stations: <ul style="list-style-type: none"> an additional station between Broombridge and Cabra an integrated rail and light rail station at Broombridge
Wildlife	3	One stakeholder commented that an integrated approach needs to be taken to protect the river and its wildlife. Stakeholders also noted the potential of green tracks to support and additional urban habitat for wildlife.
Bridge	2	Suggestions were made in regard to proposed bridges. <ul style="list-style-type: none"> It is recommended that bridge construction impacts are minimised to protect the amenity and biodiversity quality of Tolka Valley and Tolka River.

Theme of feedback	Number of comments	Summary of feedback
		<ul style="list-style-type: none"> The Railway Order application should illustrate the permitted Royal Canal Greenway shared route 75 metres either side of the Broombridge / New Luas bridge to understand the changes brought about to this key mobility corridor/junction. A cross section should be provided to illustrate heights between the Luas Bridge. Any proposed changes should be clearly indicated.
Cost	2	Comments suggested that the proposed line was the most cost-effective route.
Timeline	2	Stakeholders called for speedy delivery of this project and advised policymakers to resist any calls for a significant revision of the plan. More detail on the timeline for completion of the project was requested.
Pollution	1	One comment was made on water quality, noting the proposals should not result in the pollution of the Tolka Valley Integrated Constructed Wetland or the River Tolka. Any impacts on these water bodies must be carefully mitigated.

Landowners

The feedback received from landowners and tenants is summarised in the table below. The impact of the proposals on landowners and tenants across the route is varied and often unique due to the location of the land and the type of business using the premises. Therefore, the table below captures key concerns of each of the respondents, rather than being sorted into feedback themes.

Table 5. Summary of feedback received from landowners and tenants

Landowner / Tenant Submission ID	Summary of feedback
027	<ul style="list-style-type: none"> Suggest the Luas line would better serve the Finglas area if it moved east to be centrally located on the N2 or west up Cardiffsbridge Road. Concerned about noise, impact on currently limited parking spaces, proximity of the route to homes, loss of green space and the exacerbation of already existing parking issues. Concerned that safety, physical health, and mental health are not being considered. Concerns that the Ravens Court cul-de-sac is to be negatively impacted and that proposed mitigations are insufficient to preserve the estate.
039	<ul style="list-style-type: none"> Concerned the proposals include a loss of green space at Ravens Court and a safety risk to children crossing the tracks. Raised the issue of the Luas stops all being too far from Finglas south for elderly residents to access.
042	<ul style="list-style-type: none"> Currently there is limited parking, feel the extension will exacerbate this issue. Do not want to see the Luas line run through the public green space as this is where children play and would therefore pose safety issues.
067	<ul style="list-style-type: none"> The Preferred Route only provides a service for a small geographical area, suggest a change to the route to improve access for the whole of Finglas. Concerned about the loss of available green space for children and residents, an important community facility for recreation, exercise, socialising, and wellbeing. Suggest the line should travel from Broombridge station across Tolka Park on a raised bridge, down Tolka Valley Road, and up the N2 dual carriageway stopping outside Clearwater Shopping Centre, then Finglas village to Charlestown Shopping Centre. Concerned residents will be negatively impacted by noise and vibration, congestion, limited parking spaces, proximity of the route to their homes, loss of green space, and in some cases private garden space and potential anti-social behaviour due to opening up cul-de-sacs.
085	<ul style="list-style-type: none"> Support the principle of the opportunity presented by the Luas Finglas extension to provide for a currently underserved community with public transport. Concerns however the route does not take account of developments in south and east Finglas. Concerns over the loss of privacy and space negatively impacting well-being as well as a risk to physical safety and well-being caused by the proximity of the route and the increased in anti-social behaviour cause by the 'opening' of residential areas. Concerned about the loss of residential amenity and space, including a loss of green space and parking. Notes the lack of complete cycle provisions as problematic.

Landowner / Tenant **Summary of feedback**
Submission ID

113	<ul style="list-style-type: none"> Private gardens as well as public green space will shrink, limiting space used by residents and especially children.
153	<ul style="list-style-type: none"> Support the Luas line, however, suggest that the route through the green space on Cardiff Castle Road and past the entrance to Ravens Court is rerouted, as this has potential to limit important recreational space, endanger residents and impact access into residential areas.
170	<ul style="list-style-type: none"> Suggests that routes would be improved if they ran through less residential areas, thus having a less direct impact on residents, for example routes along the dual carriageway or the church that is planned to be demolished.
188	<ul style="list-style-type: none"> Opposes the proposals which are very intrusive to the residents of Ravens Court estate, causing the loss of the green space, privacy and safety which motivated many of the residents to locate there. Concerns over the mental health of the residents due to the noise and disruption of the tram going through so frequently. Concerns over the loss of parking at Ravens Court as there is already an issue with not enough parking space. Concerns over the loss of value to houses and potential structural damage. Concerns over anti-social behaviour brought by the opening of a Garda station so close to the estate. Suggestion that the line would better serve the Finglas area if the line was moved to run up the N2 or further west up Cardiffsbridge road. Concerns over wider safety of the pedestrian and cycling paths being so close to the Luas track.
209	<ul style="list-style-type: none"> Welcome the idea of the Luas line extension however has concerns about the safety of the line running through residential areas, therefore suggest the line should go up the North Road.
219	<ul style="list-style-type: none"> Concerned the Preferred Route is too dangerous and does not consider the number of children who play in the public space in this area. Do not think people on St Margaret's Road should lose part of their privately owned property just to accommodate the Luas line.
230	<ul style="list-style-type: none"> Support the principle of the Luas extension but strongly oppose the proposal for the route to be so close to the residential properties of Ravens Court. Concerned that the line will compromise the safety of Ravens Court as the trams will prevent children being able to play safely in the estate. Concerned that the estate will lose privacy, public green space, and parking spaces. Concerned about the on the impact of noise to Ravens Court as many residents moved there for the quiet.
231	<ul style="list-style-type: none"> Welcome the principal of the Luas line, however, are very concerned about the impacts on residents and businesses on Lagan Road. Request more clarity on how Lagan Road / Broombridge Road junction will operate and the impact this will have for properties here.
257	<ul style="list-style-type: none"> Suggest the Park and Ride should be placed at Charlestown stop. Request to receive the drawings showing plans for cycling infrastructure.
299	<ul style="list-style-type: none"> Concerned how disruption, loss of private garden, visual impacts and access issues will affect health and wellbeing. Concerned about the devaluing of properties impacted. Concerned about the loss of green spaces. Concerned that the issues potentially faced by Mellows Crescent as a result of the previous route plans will be worse for Ravens Court as a result of the Preferred Route. Noted that the proposed Finglas Village stop does not serve Finglas East.
339	<ul style="list-style-type: none"> Concerns on loss of space for Ravens Court impacting green spaces and parking. Concerned that the proposals will negatively impact access, preventing emergency vehicles accessing the estate, and hampering the delivery of heating oil as the estate has no supply of gas via mains pipes. Concerns over safety.

Landowner / Tenant **Summary of feedback**
Submission ID

341	<ul style="list-style-type: none"> Concerned over the loss of privacy and peace to properties on Cardiff Castle Road, especially impacting the ability to work from home. Residents here purchased houses for their peace and quiet which will be impacted by the proposals. Concerned over the impact on safety with children playing in green spaces and walking to school along routes that are currently quiet. Concerned that there will be increased vehicular traffic and not enough parking spaces. Concerned that archaeological heritage has not been properly evaluated in the area by TII archaeologists.
342	<ul style="list-style-type: none"> Concerned there will be issues created by noise and vibration during construction and operation, concerns that congestion and existing limited parking spaces will be made worse. The proximity of the route to homes, loss of green space, safety concerns and potential anti-social behaviour due to opening up cul-de-sacs all need to be considered.
354	<ul style="list-style-type: none"> Oppose the new route as it will negatively impact on house sales and prices. Concerned about access to Ravens Court estate being severely limited by the proposals.
366	<ul style="list-style-type: none"> Support for the proposals and the changes made since the last consultation. Suggestions made to improve the mitigation measures for St Margaret's Court. Support expressed for the level of engagement and information provided to residents of St Margaret's Court.
378	<ul style="list-style-type: none"> Main query is regarding access at premises for deliveries, request clarity on how the entrances to premises will be configured and how practical and operable access can be maintained.
379	<ul style="list-style-type: none"> Suggest that the back of homes on St Margaret's Court could be changed to the front, to improve the visual impact of the line.
381	<ul style="list-style-type: none"> Request more information and plans on how access will be provided off Broombridge Road for businesses.
383	<ul style="list-style-type: none"> Strongly oppose the line running through private properties on St Margaret's Court, and suggest full access is imperative along with no change to private parking spaces.

Public Representatives

The feedback received from public representatives is summarised in the table below. Therefore, the table below captures key concerns of each of the respondents, rather than being sorted into feedback themes.

Table 6. Summary of feedback received from public representatives

Public Representatives **Summary of feedback**

Briege MacOscar, Councillor for Ballymun-Finglas, Fianna Fáil	<ul style="list-style-type: none"> Concerned at the implications for Ravens Court estate, particularly the single access into the estate during construction, which will interrupt residents' lives. Concerns the line will severely impact and reduce the available green space - utilised by residents, especially children. The proximity of the line to the houses in Ravens Court and Cardiff Castle Road is a concern, particularly concerned about noise. Disappointed the Preferred Route has fewer cycling and walking facilities, which would be a missed opportunity to provide high quality active travel in the area. Concern for residents in St Margaret's Court over the proposed parking arrangements. Would like further clarity on proposed use of a transformer at the stop near McKee Avenue and would like to be assured access will be for employees only.
Caroline Conroy, Councillor for Ballymun-Finglas, Green Party	<ul style="list-style-type: none"> Raised concerns on behalf of the residents of Ravens Court and Cardiff Castle Road. Many welcome the prospect of Luas Finglas for the benefits it will bring, but object to the current route proposal. Primary concerns on the proposals include disruptions to the local community, loss of green space, reduced safety for children walking and cycling to school, noise and vibration impacting health and wellbeing, loss of parking spaces, loss of garden space, and devaluing of properties.

	<ul style="list-style-type: none"> Concerns were expressed particularly over limiting the accessibility of the estate to oil deliveries, bin collection, and emergency services.
Ciarán Cuffe, MEP, Dublin Constituency, Green Party	<ul style="list-style-type: none"> Support the proposed extension of the Luas from Broombridge to Finglas. Incorporate a walking and cycling route parallel and in close proximity to the proposed alignment. Adequate secure bicycle parking, as well as drop off facilities for passengers getting a lift should be provided at Luas stops. Carefully assess the alignment of the northernmost portion of the line to ensure that a low-cost crossing northward of the M50 along the M2 alignment is not ruled out by terminating at Charlestown. Ensure that the placement of above-ground utility installations is considered in an integrated manner at an early stage. Increase the utilisation of green infrastructure, which is aesthetically pleasing and can contribute to sustainable urban drainage.
David Healy, Councillor for Howth– Malahide, Green Party	<ul style="list-style-type: none"> Concern there has been a deliberate failure to prioritise and provide active travel in the proposal. Would like the proposal to implement the approach that walking and cycling are at the top of the transport hierarchy.
Mary Callaghan, Councillor for Ballymun-Finglas, Social Democrats	<ul style="list-style-type: none"> Strongly welcome the extension of the Luas Finglas, however concerned about the impact on local residents if the current Preferred Route goes ahead. Concern residents' quality of life will be affected, including noise impacts, the loss of green space and the loss of private garden space. Vehicle access is a concern for residents, as they would experience difficulty entering and exiting due to the Luas crossing the line, along with concerns about emergency vehicle and delivery access. The assumed decrease in available parking spaces for residents is a concern. Concern there is an increased risk of danger to residents and particularly young children. Concerns there are insufficient cycling infrastructure alongside the Luas extension.
Noeleen Reilly, Councillor for Ballymun-Finglas, Independent	<ul style="list-style-type: none"> Querying why proposed plans do not include parallel walking and cycling, and that this proposal seems like a step back.
Paul McAuliffe, Dublin North-West TD, Fianna Fáil	<ul style="list-style-type: none"> Welcome the Luas extension to Finglas, however disappointed the proposed line does not cater for the Finglas East and Village areas. Welcome the removal of the route from Mellows Crescent but does not support the replication of the issues from Mellows Crescent at Ravens Court as a result of the route change. A number of issues relevant to Ravens Court; including access at the small single entrance, the removal of green space, issues with parking and operational noise. A number of issues are relevant to McKee Avenue; concern about congestion due to the proposed controlled junction, the use of the transformer close to the proposed stop, would like to see a boundary around the site and clarification on the noise impact to the surrounding area. A number of issues are relevant to St Margaret's Court; the proximity of the Luas to the front houses is a concern, as is the change in greenspace and parking provisions for residents. Lakeglen; welcome the proposals not to open pedestrian access from Lakeglen following requests by residents. Finglas East residents suggest secure pedestrian access to the St Margaret's Road stop. Meakstown residents suggest the stop should be called Meakstown to accommodate a wider area and highlighted the need for biodiversity and green space, public bins, and security cameras.
Róisín Shortall, Dublin North-West TD, Social Democrats	<p>Strong support for the proposed extension of the Luas Green Line to Finglas, concerns have been grouped into six categories;</p> <ul style="list-style-type: none"> Ravens Court/Cardiff Castle Road – residents are concerned about the significant loss of green space which is a vital part of the community, access and egress, safety risks that come with the Luas running so close to residential properties and concerns about parking. Residents were also greatly disappointed about the lack of thorough consultation and lack of transparency in the decision-making process.

- Cycling Infrastructure – the lack of cycling provisions is a missed opportunity and greatly wanted.
 - Connectivity – the omission of Ballymun is a huge loss to connectivity, as well as the Green Line terminating at the Charlestown. This will not adequately facilitate future demand that comes with population growth and development, therefore hampering connectivity.
 - Meakstown – request Meakstown to be included in the proposed Luas stop name.
 - Environment and Biodiversity – a nature assessment of Tolka Valley is of utmost importance, it is necessary for mitigation measures to be put in place to protect the parks that the Luas Line will cut through, these parks are crucial places for local communities and wildlife.
- Would urge making alterations to the Preferred Route to consider the above points.

4.4 Petitions

One petition was received and is described in the table below.

Table 7. Summary of feedback received from petitions

Number of signatories	Area of concern	Summary of feedback categorised by theme
39	Several areas of concern raised by residents of Ravens Court and Cardiff Castle Road	<p>Accessibility: Access into and out of the estate will be an issue for residents, deliveries, emergency service vehicles and refuse collection vehicles.</p> <p>Congestion: Poses serious congestion issues outside Ravens Court and on Cardiff Castle Road, a road that already suffers with congestion issues.</p> <p>Consultation: Residents feel that the consultation has been poor and that no consideration has been made as to how this will be detrimental for residents nearby.</p> <p>Noise: Residents were concerned about the construction and operational noise.</p> <p>Heritage: Houses on Casement Road and Dunsink Road are some of the oldest in Finglas and should be protected as a matter of historical significance.</p> <p>Impact on Residents: Issues reported by residents included, noise and vibration, congestion, impact on currently limited parking spaces, proximity of the route to their homes, loss of green space and in some cases private garden space and potential anti-social behaviour due to opening up cul-de-sacs.</p> <p>Loss of Public Space: There will be a decrease in the available green space for children and residents, an important part of the community for recreation, exercise, socialising and health and wellbeing.</p> <p>Parking: The availability of parking is already limited for residents and this will be exacerbated by the extension line.</p> <p>Safety: Crossing the line poses a danger and for those using the public space near the line, particularly for children, the elderly and disabled.</p> <p>Visual Impact: The line will be an eyesore for residential properties, potentially devaluing house prices and affected the general aesthetic of the area.</p>

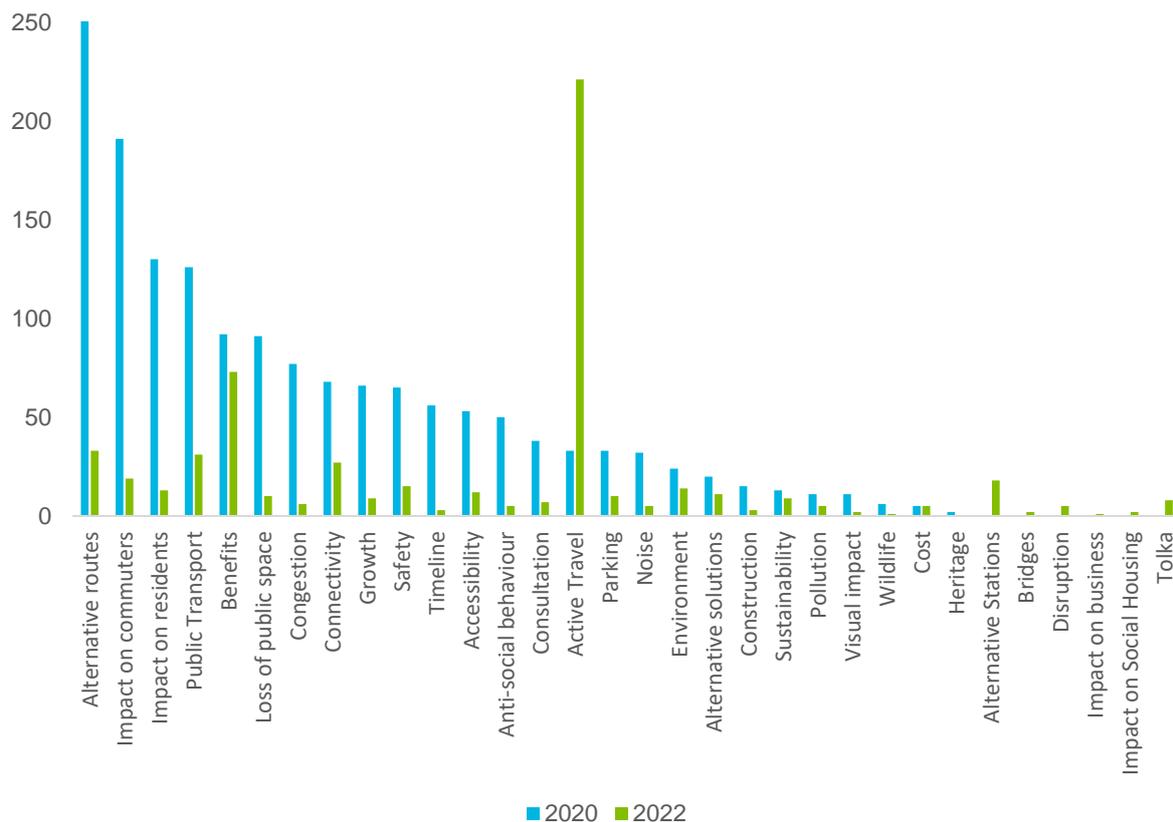
4.5 Community feedback

A total of 622 comments were received from 315 public respondents, 585 comments were about the main consultation themes and a further 37 comments were about the proposed stops.

Figure 4.2 below demonstrated the distribution of the comments across the themes in comparison to the 2020 consultation. Since the 2020 consultation six new themes were identified, these were, Alternative stations, Bridges, Disruption, Impact on business, Impact on social housing, and Tolka.

The chart shows that the number comments per theme, in 2020 the most comments received were for 'Alternative Routes' (265 comments received), however in 2022 the most comments received were 'Active Travel' (241 comments received).

Figure 7. Total number of community comments by theme 2020 / 2022 (Counts)



Bases: 2020 (1,584); 2022 (585)

Following the previous consultation, the Preferred Route saw a change in the alignment from the Emerging Preferred Route, which is reflected in the reduction of comments about the potential to provide an alternative route. It should be noted that since the previous consultation, sections of the walking and cycling provision have been removed. This is reflected in the 'active travel' theme which received the most comments.

Active Travel:

Of the 585 comments, 220 (38%) were regarding active travel. For the purposes of analysis, active travel refers to the provision of walking and cycling infrastructure. 87% of the comments were against the removal of sections of walking and cycling. The table below provides a summary of the main feedback received by sentiment.

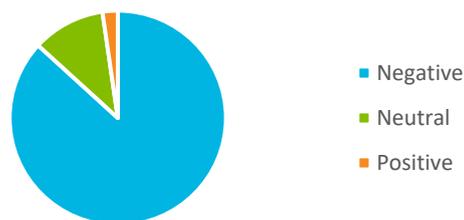


Figure 8. Active travel sentiment

Table 8. Active travel: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	3	Commented that having walking and cycling facilities alongside the Luas Line is good and that cycle lanes should be separate from the footpaths.
Neutral	26	Commented that the walking and cycling facilities should be for the full route and provide a continuous travel option, in alignment with the EPR. Comments suggested that a lack of active travel facilities goes against Government strategies.

Sentiment	Number of Comments	Feedback
		Create safe active travel facilities that meet Dutch standards.
Negative	191	<p>Commented strong objection to the removal of sections of the walking and cycling facilities and that this should be a continuous route with dedicated cycle lanes and footpaths.</p> <p>Active travel infrastructure should be included to help tackle climate crisis.</p> <p>Removal of sections of the active travel facilities goes against Government strategies to reduce carbon emissions and does not provide a safe network.</p> <p>No clear justification for the removal of sections of the active travel facilities.</p> <p>Missed opportunity to provide active travel infrastructure and would provide modal integration.</p> <p>Plans lacked details, and should identify cycle parking, collaboration with bike share schemes.</p> <p>Cycle routes should accommodate non-standard bikes with no 'kissing gates'.</p>

Benefits

Of 585 comments, 73 were about the benefits the Preferred Route would provide. A high proportion of the comments were positive (88%), with comments noting that the Luas Finglas line will bring an improvement to the area through connectivity for residents and local commuters.



Figure 9. Benefits sentiment

Table 9. Benefits: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	64	<p>Great improvement to extend the Luas Line to Finglas.</p> <p>The route alignment is very good / provides the most direct route.</p> <p>It will benefit the residents of Finglas and local commuters.</p> <p>Support the use of grass track, Park and Ride provision and using existing infrastructure as par to the designs.</p> <p>Proposal uses existing infrastructure without impacting road space</p> <p>Provision of a public transport alternative to private motor vehicle travel</p>
Neutral	7	<p>Generally, support the extension of the Luas Line to Finglas but feel that elements of the proposal would benefit from improvement.</p> <p>Support the proposal as long as it does not involve the construction or widening of roads</p>
Negative	2	<p>Concerns that the Luas Line extension will not improve access to Finglas.</p>

Alternative Routes

Out of 585 comments, a total of 33 were about the potential for alternative routes. This was predominantly focussed on the extension of the Luas Finglas Line to Dublin Airport.



Figure 10. Alternative routes sentiment

Table 10. Alternative routes: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	5	<p>Great improvement to extend the Luas Line to Finglas</p> <p>The route alignment is very good / provides the most direct route</p> <p>It will benefit the residents of Finglas and local commuters</p> <p>Support the use of grass-track, Park and Ride provision and using existing infrastructure as par to the designs.</p> <p>Proposal uses existing infrastructure without impacting road space</p> <p>Provision of a public transport alternative to private motor vehicle travel</p>
Neutral	27	<p>Generally, support the extension of the Luas Line to Finglas but feel that elements of the proposal would benefit from improvement.</p> <p>Support the proposal as long as it does not involve the construction or widening of roads.</p>
Negative	1	<p>Concerns that the Luas Line extension will not improve access to Finglas.</p>

Public Transport

Of 585 comments, 31 were about the provision of public transport. Just under half of the comments were positive (n=14) and identified that the Preferred Route provided a comprehensive public transport infrastructure that is needed in Dublin. A further 10 comments identified concern of the safety of the Luas Line and the concerns that the extension will create more demand on an already strained service,



Figure 11. Public transport sentiment

Table 11. Public transport: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	14	<p>Addressed that public transport provision is needed in the area and the Preferred Route will mean residents will not have to rely on private vehicles.</p> <p>Suggested that public transport initiatives should be prioritised in Dublin.</p> <p>Improvements to public transport are needed to avoid the development of car parks especially at mixed use developments.</p>
Neutral	7	<p>Suggestions for the inclusion of floating bus stop to reduce conflict with buses.</p>

Sentiment	Number of Comments	Feedback
		<p>Provides the opportunity for Dublin to align with best practice to create a public transport network focusing on how people travel.</p> <p>Public Transport initiatives should be a priority in Dublin.</p> <p>Concerns over the impact of the Luas to Finglas extension impact on bus provision.</p> <p>Opportunity to adopt a holistic approach to Dart+ expansion alongside the Luas to Finglas expansion.</p>
Negative	10	<p>The current Luas Line within the city centre is not safe.</p> <p>Suggested that the current service on the Luas Green Line is slow and improvement to the service should be reviewed as part of the extension.</p> <p>Concerns that the current Luas Green Line is a 'stretched' service and the extension will add demand that cannot be supported.</p> <p>Concerns about the space the Luas to Finglas Line expansion will need.</p> <p>Concerns over the bus service in Meakstown being negatively impacted.</p>

Connectivity

Of 585 comments, 27 were about connectivity. The majority (n=13) anticipated a negative impact on the potential wider connectivity with other modes of sustainable transport.



Figure 12. Connectivity sentiment

Table 12. Connectivity: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	4	<p>The extension will improve connectivity to the north of Dublin City.</p> <p>Provides quick and easy access from local communities to places of work without congestion.</p>
Neutral	10	<p>Preferred Route should connect to Broombridge and to the Royal Canal Cycle Route.</p> <p>Preferred Route should connect with Metro North (MetroLink) Line.</p> <p>Suggested future connection to Ballymun / Northwood.</p> <p>The Luas Line should improve connectivity with active travel routes.</p>
Negative	13	<p>Concerns over the loss of the pedestrian bridge at St. Margaret's Road.</p> <p>Concerns the Preferred Route does not consider future developments in already densely populated area and does not provide a provision for these communities.</p> <p>Concerns the Preferred Route does not provide wider connectivity with other modes of sustainable transport (bus rail, walking and cycling), therefore creating a connectivity issue for potential users.</p> <p>Concerns locating stops at large junctions may negatively impact people walking and cycling.</p>

Sentiment	Number of Comments	Feedback
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Impact on Commuters

Of 585 comments, 19 were about the associated impact on commuters. The majority of comments (n=11) were neutral and noted concerns and suggestions to ensure the current service and frequency provision is not negatively impacted due to increase demand.

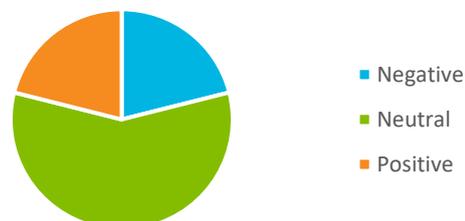


Figure 13. Impact on commuter sentiment

Table 13. Impact on commuters: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	4	Suggested it would save travel and journey times and improve access for local communities, including new developments.
Neutral	11	Concerns the extension will negatively impact the service and frequency provision for existing patrons, including Broombridge. Suggested closer stops to residential areas to ensure the Preferred Route is accessible to all including those with young children or elderly people. Concerns the Preferred Route does not provide access to main areas of west Finglas, with the stops being located in green space.
Negative	4	Suggested the Finglas Village stop is too far away from the village. Noted that the route from Finglas to the city centre is already provided for adequately by the buses. Concerns the Preferred Route will be used as a Park and Ride which will impact Finglas residents.

Safety

Of 585 comments, 15 were about safety. The majority were negative (n=12). The main concerns were the perceived impact on personal safety, especially to young children and where there are local concerns of criminal activity.

The table below summarises the main themes arising from this feedback.

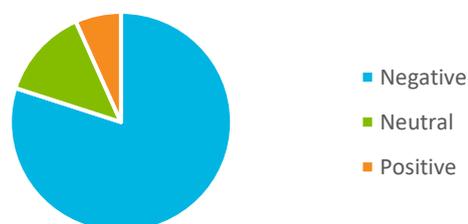


Figure 14. Safety sentiment

Table 14. Safety: comments by sentiment

Sentiment	Number of Comments	Feedback
Positive	1	Noted the stop locations seem to be located in safe locations which would be beneficial for using the line in the early morning / late evenings.

Sentiment	Number of Comments	Feedback
Neutral	2	Suggestion that cycle infrastructure should be safe through providing a segregated provision and where bicycle parking is allocated, CCTV monitoring should be undertaken.
Negative	12	<p>Concerns that locations of crossing and close proximity of walking and cycling facilities to the Luas Green Line extension would create safety concerns.</p> <p>Concerns that Tolka Valley Park is subject to criminal activities and the extension through the area will make those using the service vulnerable. With request to have security cameras and fine enforcement be included.</p> <p>Concerns for residents due to the close proximity of the Preferred Route to residential areas, especially for young children.</p> <p>Concerns the Preferred Route will block access to residential areas with single entry /exit point and cause a build-up of traffic.</p>

Other themes

The table below summarises the themes of feedback that received fewer than 15 comments:

Table 15. Comments on other themes

Number of comments	Theme	Feedback
14	Environment	<ul style="list-style-type: none"> The extension of the Luas Green Line supports the provision of public transport and sustainable modes of transport creating less carbon emissions and helping to combat the climate emergency. The inclusion of full cycling and walking infrastructure should be viewed as a necessity to benefit to improve physical wellbeing of residents and reduce carbon emissions.
13	Impact on residents	<ul style="list-style-type: none"> Majority of concern address that the Preferred Route will remove residential gardens and travel within close proximity to private properties. Concerns that Ravens Court residents will be blocked into cul-de-sacs when the Luas passes by.
12	Accessibility	<ul style="list-style-type: none"> Concerns raised by residents, in particular those living at Ravens Court over the access for emergency vehicles and deliveries and services to houses. Concerns that the locations of Finglas Village and St. Margaret stops are poor for walking accessibility. Stops closer to residential areas would improve accessibility to the Preferred Route Suggested that the overall route alignment will improve accessibility to a large population to key amenities and will ensure that young children and elderly people have access to a wider source of amenities.
11	Alternative Solutions	<ul style="list-style-type: none"> Suggestion to provide alternative transport solutions including: <ul style="list-style-type: none"> alternative to at-grade crossing inclusion of Park and Ride facilities at the outer side of the M50 inclusion of full walking and cycling infrastructure provision, that is continuous and connected to provide a coherent cycle network potential for underpass for the N2 at the R135 roundabout
10	Loss of public space	<ul style="list-style-type: none"> Concerns over the loss of green space at Tolka Valley Park. Route should avoid cutting through park and as much green space as possible should be kept. Questioning what efforts will be made to maintain important greenspace. Green space should be kept. Goes against planning regulations that housing estates should have 10% public greenspace.

Number of comments	Theme	Feedback
		<ul style="list-style-type: none"> Concerns that community spaces will be lost, highlights the importance of these green spaces in communities, for walkers, runners, pets, recreation, and socialising. Concerns that areas where children play will be lost. Concerned about loss of greenery and the impact on wildlife in the area. Concerns for Meakstown Community Adopt-A-Patch and Green Space area which will be lost with the creation of the Charlestown Stop.
10	Parking	<ul style="list-style-type: none"> Concerns that the residential areas will become de-facto Park and Rides and negatively impact the ability for residents to park near their houses. Park and Ride facility could create more traffic and congestion in the area. Query as to whether the Park and Ride capacity, will have potential to expand NW in towards the industrial park.
9	Growth	<ul style="list-style-type: none"> The extension of the Luas line towards Finglas provides an opportunity to support future growth, with new developments (Royal Canal Park and Rathborne) and future generations. Suggested consideration of future proofing the station to support wider connection and intermodal travel options in particular with rail. More public transport capacity needs to be included to support Dublin City growth. Active travel infrastructure should be a key aspect of public transport to encourage more walking and cycling.
9	Sustainability	<ul style="list-style-type: none"> Identified that the Luas Line extension could provide benefits to the area providing sustainable travel option to businesses and community. The proposed extension is necessary to help reduce carbon emissions.
8	Tolka	<ul style="list-style-type: none"> More details needed on the section travelling through Tolka Valley. Bypasses the new housing estates on Tolka Valley Road. There should be a stop to serve those who regularly use the Park. Minimal effort to avoid cutting straight through Tolka Valley Park. Concerns about the impact on the Tolka Valley and Tolka Valley Park and how this will negatively affect the communities use of the area.
7	Consultation	<ul style="list-style-type: none"> Concerns raised that Ravens Court residents were not engaged during the development of the Preferred Route. Criticism that residents were informed they would have a face-to-face meeting with a representative however this did not go ahead on original proposed date. Request for residents to be kept informed of the progress.
6	Congestion	<ul style="list-style-type: none"> Concerns that a lack of continuous cycling provision will encourage car use and increase congestion. Concerns Preferred Route will cause more congestion by passing through small towns and limiting movement.
5	Anti-social behaviour	<ul style="list-style-type: none"> Concerns the route is passing through areas subject to current high levels of anti-social behaviour, especially at Tolka Valley Park. Concerns also raised about the potential increase of anti-social behaviour at stops, including loitering and littering.
5	Noise	<ul style="list-style-type: none"> Queries about the potential from background noise from the Luas Line extension, including the frequency of service, in particular early in the morning and late at night. Concerns of the noise level during the construction period and associated impacts on residents.
5	Pollution	<ul style="list-style-type: none"> Concerns that the lack of continuous cycle paths and footways will encourage people to use private vehicles and increase pollution. Proposed route does not connect with key transport hubs (Airport / Port) which generate substantial traffic. Park and Ride facility will encourage driving to the site and increase traffic and pollution in residential areas.
5	Cost	Opportunity to include walking and cycling infrastructure within the current cost which will prove to be cost effective.
5	Disruption	<ul style="list-style-type: none"> Concerns about the level of disruption caused to local residents and schools during the construction and how this will be managed.

Number of comments	Theme	Feedback
		<ul style="list-style-type: none"> Concerns over potential disruption to the Luas line during the construction of parallel walking and cycling infrastructure.
3	Timeline	Suggested the delivery of the Preferred Route should committed and mitigate the potential for delays.
3	Construction	<ul style="list-style-type: none"> Suggestion that the proposed roundabout at the junction of Broombridge and Royal Canal Greenway is not required. Concerns of the potential delays to construction and impact construction will have on accessing properties.
2	Visual impact	Concerns raised about the visual impact at for residential properties and the increase in footfall should be supported by recycle bins to ensure that litter is mitigated.
2	Bridges	Suggestion that Tolka River Bridge is widened to accommodate a cycle track and that bridges are safe.
2	Impact on Social Housing	Concerns over associated impacts to social housing by St Margaret's stop.
1	Wildlife	Concerns raised that the construction of the Preferred Route does not destroy habitats.
1	Impact on business	Will provide a benefit to the local economy by improving accessibility between residential areas and employment areas.

5. Proposed stops

57 comments were received about the proposed stops. The following table summarises the comments received from the community (n=37) about each of the proposed stations. The Finglas Village and Charlestown stops received the highest number of comments.

Table 16 Comments on proposed stops

Stop	Number of Comments	Feedback
Broombridge	4	<p>Location of the proposed stop was deemed to be satisfactory, but suggestions were raised as to the design, including:</p> <ul style="list-style-type: none"> ○ capacity at Broombridge is increased to cope with demand ○ opportunity to integrate with rail and light rail station
St Helena's	7	<p>Suggested moving the proposed St Helena's stop to Tolka Valley Road / closer to the Tolka Valley Park.</p> <p>Suggest the location of the proposed stop was satisfactory but concerned over the design in particular the removal of access gates in the Gortmore / Lakeglen estate.</p> <p>Suggested that this proposed stop would benefit from cycle infrastructure to improve access.</p>
Finglas Village	11	<p>Comments received noted the name of the stop was confusing as the proposed stop is not located near the village.</p> <p>Suggested moving the proposed stop closer to the village to improve accessibility for local residents, due to the dual carriageway being viewed as perceived barrier. A closer stop would support a larger proportion of the population.</p>
St Margaret's Road	7	<p>Comments noted that the location of the proposed stop would benefit from being relocated because of the potential impact of additional traffic due to close proximity to Finglas bypass.</p> <p>Moving the location of the stop would provide a greater service to residents to the west through improving accessibility and removing the requirement to cross a busy road.</p>
Charlestown	8	<p>Extend the terminus to the north side of the M50 / closer to the M50.</p> <p>Concerns raised over the proposed multi-storey car park and the impact to the nearby residents and increased traffic in the area.</p> <p>Suggested that the stop would benefit from better integration with Charlestown Shopping Centre (identified as a key attractor in the area) and support users crossing a busy road.</p>

Alternative Stations

Of 585 comments, 18 were about the opportunity to provide alternative stations. The majority of responses noted that additional stops would be beneficial at Dublin Airport if the line was extended.

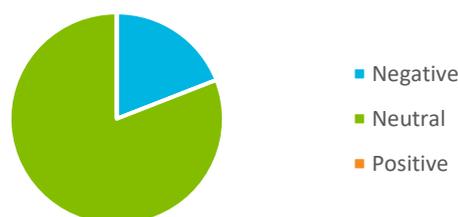


Figure 15. Alternative stations sentiment

Table 17. Comments on alternative stations by sentiment

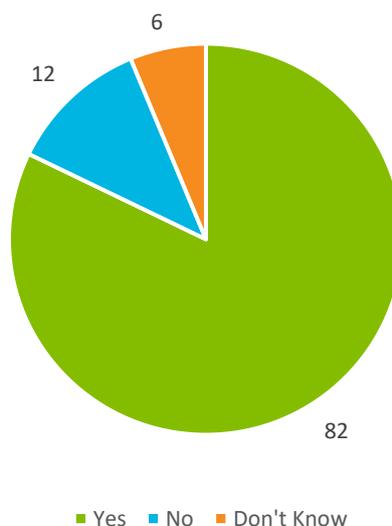
Sentiment	Number of Comments	Feedback
Neutral	14	Suggested that the route would benefit from additional stops including Glasnevin, Heuston, Mellows Park, Tolka Valley Park and Royal Canal Park. Suggested an additional stop at IKEA. Suggestions the line should be extended to Poppintree.
Negative	4	Preferred Route should continue to Dublin Airport.

5.1 Feedback from multiple-choice questions

Although all responses have been coded and analysed, this section only summarises the 320 responses received via the online consultation response form. The consultation response form included five multiple choice questions in addition to free text questions. The main points revealed by these responses are summarised below.

Respondents were asked if they support the principle of extending the Luas Green Line. Figure 16 shows that a total of 320 provided a response, with 82% stating 'Yes' to the Preferred Route.

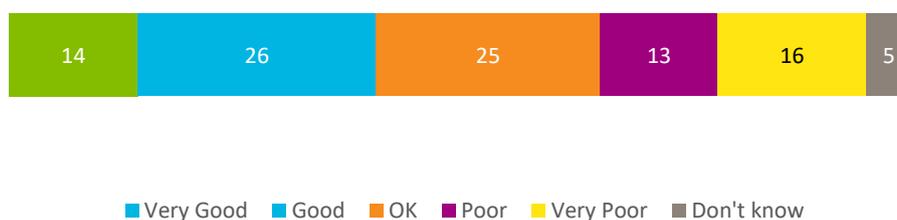
Figure 16. Do you support the principle of extending the Luas Green Line to Finglas? (%)



Base: 320

Of those that provided a response, just under a third (30%) of respondents rated the proposals as 'very good / good', with a quarter (25%) stating it was 'ok', just under a third (29%) stated that they felt it was 'poor / very poor'.

Figure 17. How do you rate the proposals for Luas Green Line (%)



Base: 320

Respondents were asked to provide their satisfaction with each of the proposed stops on the Preferred Route. **Figure 3** provides a breakdown of satisfaction for each proposed stop.

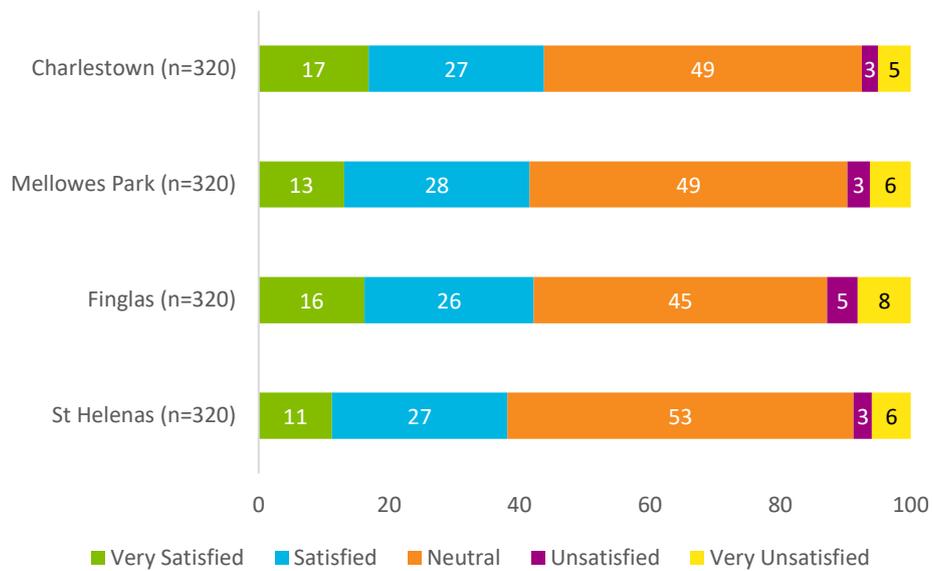
44% of respondents were **'very satisfied/ satisfied'** with the location of **Charlestown stop**.

28% of respondents were **'satisfied'** with the location of **Mellowes Park stop**.

14% of respondents were **'very unsatisfied / unsatisfied'** with the location of the **Finglas stop**.

53% of respondents were neutral about the location of the **St Helena's stop**.

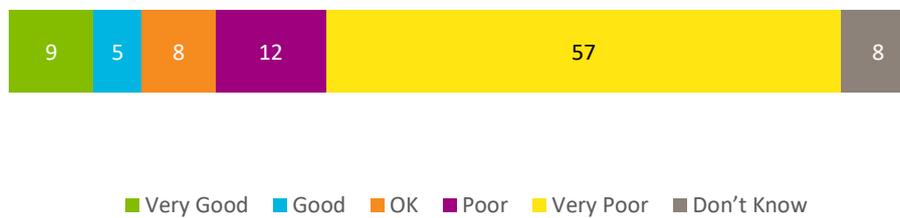
Figure 18. How satisfied are you with the location of the proposed stops? (%)



All Bases: 320

Out of the 320 respondents, just under two thirds (57%) of respondents stated that the walking and cycling provision was 'Very Poor' with a further 12% stating it was 'Poor'.

Figure 19. How do you rate the walking and cycling proposals? (%)



Base: 320

6. Next steps

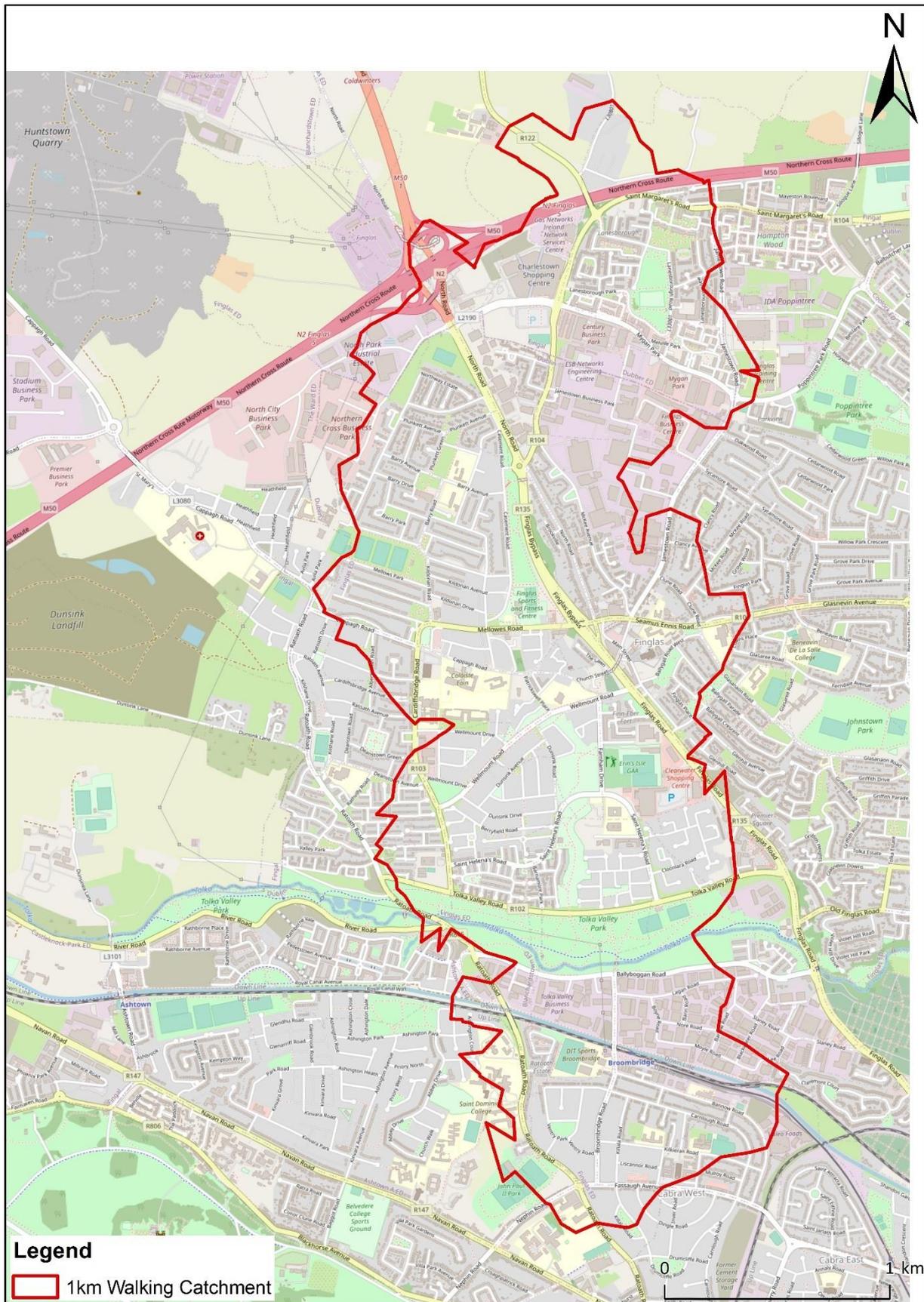
Luas Finglas will enable the development of reliable, sustainable, affordable, integrated public transport. The publication of this Preferred Route Public Consultation Report is another milestone in the ongoing development of this project.

TII is continuously refining the design of Luas Finglas, 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 Finglas area. The Luas Finglas design is constantly progressing and as a result, some aspects of the route presented during the Preferred Route Public Consultation may change in response to feedback received or to consider details that were not available during the consultation.

It is expected a Railway Order will be ready to submit to An Bord Pleanála in 2023 for their independent adjudication.

Appendix A – Leaflet distribution area



Appendix B – Stakeholders engaged

Category	Stakeholder
Statutory Stakeholders	An Bord Pleanála
	An Taisce
	Córas Iompair Éireann (CIÉ)
	Department of Communications, Climate Action and Environment
	Department of Culture, Heritage and the Gaeltacht (DHLGH)
	Department of Public Expenditure and Reform
	Department of Transport, Tourism and Sport
	Dublin Fire Brigade
	Environmental Protection Agency
	Failte Ireland
	Health and Safety Authority
	Inland Fisheries Ireland
	Irish Rail (Broombridge)
	Irish Wildlife Trust
	Luas
	National Garda (Garda Commissioner)
	National Museum of Ireland
	Railway Safety Commission
	The Arts Council
	The Heritage Council
	TransDev
	Waterways Ireland
	Non-statutory stakeholders
Bat Conservation Ireland	
Birdwatch Ireland	
Bus Éireann	
Coach and Tourism Council	
Coillte	
Construction Industry Federation	
Department of Housing, Planning, Community and Local Government	
Dublin Bus	
Dublin Civic Trust	
Dublin Commuter Coalition	
Dublin Cycling Campaign	
Dublin Enterprise Office	
Dublin Town	
Enterprise Ireland	
Fingal Dublin Chamber of Commerce	
Fingal Enterprise Office	
Friends of the Earth	
Friends of the Irish Environment	
Housing Agency IBEC	
Irish Business and Employers Confederation	
Irish Deaf Society	

	Irish Georgian Society
	Irish Planning Institute
	Irish Road Haulage Association
	Irish Tourist Industry Confederation
	Irish Wheelchair Association
	Local Government Management Agency
	National Council for the Blind Ireland (NCBI)
	National Famine Way
	National Monument Service
	Rail Users Ireland
	Retail Excellence Ireland
	The Irish Small and Medium Enterprise Association
	Waterways Ireland
	Young Planners Network
	Youth Council of Ireland
Other bodies	Department of Agriculture, Food and the Marine
	Department of Enterprise, Trade and Employment
	National Disability Authority
	National Inventory of Architectural Heritage
	National Parks and Wildlife Service
	Office of Public Works
Council Managers	Marie Sherlock
	Mary Fitzpatrick
Dublin City Council (Ballymun Finglas)	Anthony Connaghan
	Briege MacOscar
	Caroline Conroy
	Mary Callaghan
	Keith Connolly
	Noeleen Reilly
Dublin City Council (Cabra-Glasnevin)	Cat O'Driscoll
	Ciaran Perry
	Colm O'Rourke
	Darcy Lonergan
	Declan Meenagh
	Séamus McGrattan
	Eimer McCormack
Fingal County Council (Blanchardstown-Mulhuddart)	Breda Hanaphy
	John-Kinglsey Onwumereh
	John Burtchaell
	Mary McCamley
	Punam Rane
TDs (Dublin Central)	Gary Gannon
	Mary Lou McDonald
	Neasa Hourigan
	Paschal Donohoe
TDs (Dublin North West)	Paul McAuliffe
	Roisin Shortall
	Dessie Ellis

Appendix C – Letter template

7 December 2021

Re: Luas Finglas Preferred Route - Potential impact on your property

Dear resident,

We write to you in connection with Luas Finglas, the proposed extension of the Luas Green Line from Broombridge to Charlestown.

As you may be aware, the National Transport Authority and Transport Infrastructure Ireland published the Emerging Preferred Route in July 2020 for public consultation. Overall, a positive response to the project was received. We carefully reviewed the almost 700 submissions that were made and, subsequently, the designers and engineers revised some areas of the alignment.

Public consultation on the Preferred Route

We are now looking for feedback on the updated route, the location of the proposed stops, and the park and ride facility. The enclosed booklet provides details of our proposals and includes maps showing the proposed route. From today, you will also find this information on our website www.luasfinglas.ie along with the report from the previous public consultation. We welcome your feedback to help inform the design of the proposed extension.

What this may mean for you

The new alignment of the preferred route will be of particular interest to you as it **may** your property. Please note however at this early stage that this is not confirmed, as the proposals are still subject to further statutory public consultation and to a planning application for a Railway Order in 2023. As the design progresses we will contact you directly to discuss this in more detail.

In the meantime if you would like to talk to us in detail about the proposals and what they may mean for you, please contact us at info@luasfinglas.ie or 1800 666 888 to arrange to speak to a member of our team.

Not the property owner?

In the event that you are no longer the property owner we would appreciate if you can advise us by email at info@luasfinglas.ie so we can contact the appropriate owner.

Yours sincerely,

Marcello Corsi
Luas Finglas Project Manager

Appendix D – Press release

Luas Finglas Preferred Route Publication Consultation

The Preferred Route for Luas Finglas will be published today, following a very positive reaction to the Emerging Preferred Route which was published in July 2020. Over 700 submissions were received and these were considered by the Luas Finglas Design Team in consultation with the local communities, local representatives, business interests and stakeholders generally.

This route or alignment offers a better solution in terms of maximising the long-term benefits of the project while minimising the overall negative impact in the short term on local communities, especially during construction.

Luas Finglas is the extension of the Luas Green Line from Broombridge to Charlestown via Finglas. It will add four new stops to the line and create a key public transport connection between the communities of Charlestown, Finglas Village, Finglas West, St Helena's and Tolka Valley to the city centre.

The National Transport Authority and Transport Infrastructure Ireland have developed this Preferred Route for Luas Finglas and are inviting comments from all stakeholders and members of the public on the proposed route.

Luas Finglas will be constructed mostly in grass track, an attractive innovation in Ireland, and the cycling facilities will align with and complement the draft Cycle Network Plan 2021 for the Greater Dublin Area recently published by the NTA.

These proposals are subject to further statutory public consultation and to a planning application for a Railway Order in 2023.

Submissions on the proposed route can be made on www.luasfinglas.ie where all details of the Preferred Route can be found.

Eamon Ryan T.D., Minister for Transport and Minister for Climate Action and Communications said: "This is a transformational and vital infrastructure investment for north Dublin, paving the way for local regeneration and sustainable growth for the area. Over 30,000 people live or work within one kilometre of the planned stops; highlighting the potential for this investment to have a profound impact on quality of life, as well as economic and social opportunities for local residents." "As a nation, the challenge that confronts us around the climate emergency demands that we cut carbon by investing in sustainable transport. When Luas Finglas becomes operational, it is projected to result in an approximate reduction of 10,000 car trips daily. leading to improvements in air quality and curtailing harmful emissions."

Anne Graham, National Transport Authority CEO, said "The extension of the Luas to Finglas is a clear example of the kind of progress we are making in our plans to invest in ambitious and exciting sustainable transport solutions. I believe that Luas has the potential to be transformative for this part of the city and that it will further enhance the area for people who live here, work here, or want to run a business here."

Peter Walsh, Transport Infrastructure Ireland CEO, said; "Transport Infrastructure Ireland is delighted to launch the second round of consultation on these exciting plans. Public Consultation is always a vital step to ensure we deliver the best infrastructure solution that balances community needs with transportation requirements, and we hope anyone interested in the project will make a submission."

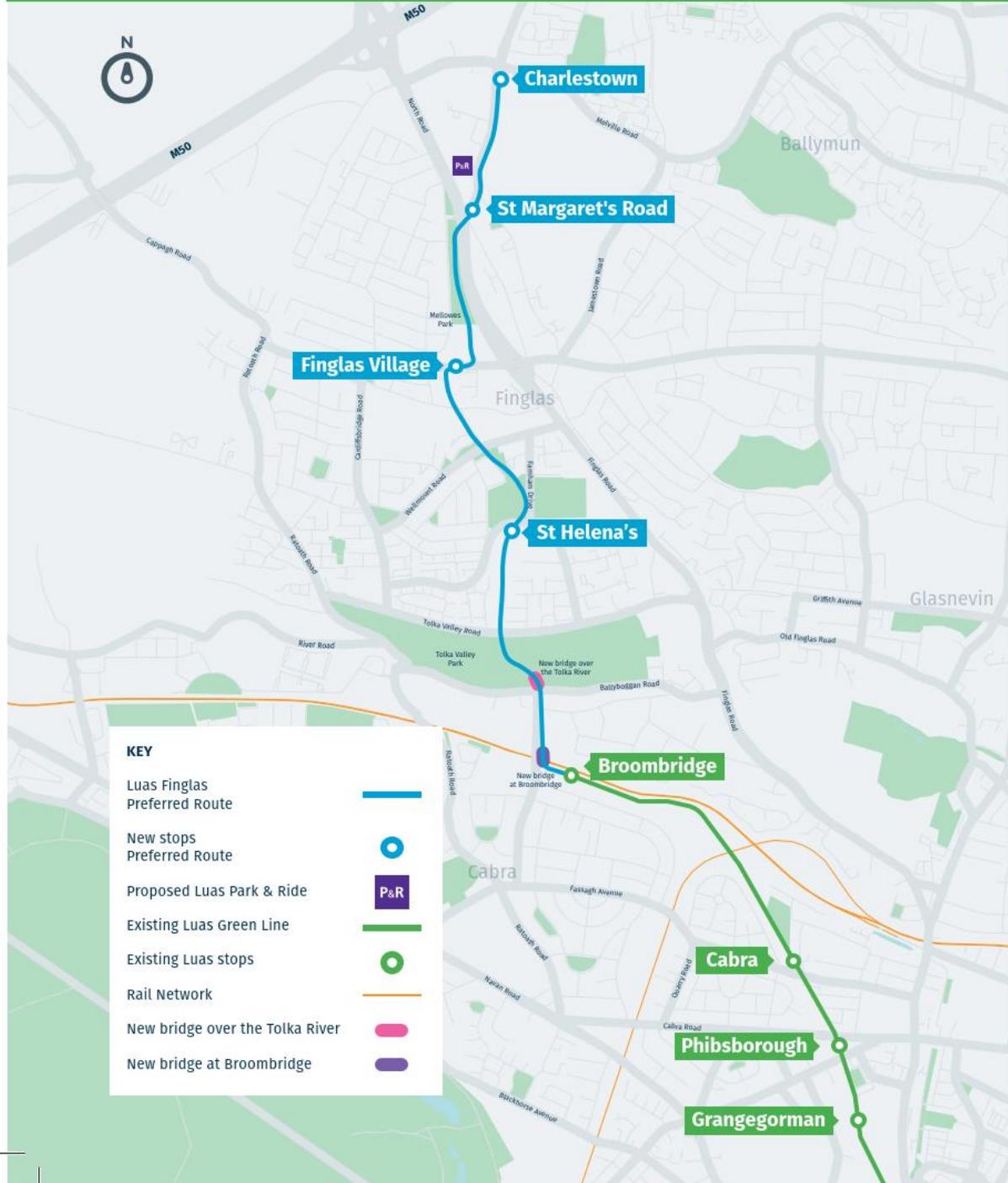
Appendix E – Leaflet

Luas Finglas Preferred Route






Project Ireland 2040
Building Ireland's Future



Luas Finglas Preferred Route Public Consultation 2021



Project Ireland 2040
Building Ireland's Future

Have your say on proposals to extend the Luas Green Line from Broombridge to Finglas.

Last year, Transport Infrastructure Ireland (TII), in collaboration with the National Transport Authority (NTA), conducted a consultation on an Emerging Preferred Route for Luas Finglas. We received hundreds of submissions and in response have made several changes to the proposed alignment.

We are now ready to present the Preferred Route and would like to hear your views on the new design. The Preferred Route is approximately 4km long with four stops at: St Helena's, Finglas Village, St Margaret's Road and Charlestown.

View detailed maps and montages, and make a submission at www.luasfinglas.ie

How to have your say

You can provide comments on our proposals via:

Online: www.luasfinglas.ie
Email: info@luasfinglas.ie
Mail: Luas Finglas, Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Freepost FDN7406
Dublin 8
D08 DK10

The consultation closes at **5pm on Thursday 20th January 2022**, so please make sure your comments reach us by this date.

Due to uncertainty relating to Covid, we are not yet in a position to arrange an open day which would require large groups gathering. We can meet with local stakeholders by request.

Get in touch

Ask a question or request a printed copy of the consultation booklet and response form by calling **1800 666 888** or emailing info@luasfinglas.ie

Luas Fhionnghlaise

Rogha Bealaí



Project Ireland 2040
 Building Ireland's Future



Luas Fhionnghlaise Rogha Bealaí

Comhairliúchán Poiblí 2021



Project Ireland 2040
Building Ireland's Future

Cuir do thuairim in iúl faoi thograí chun Líne Uaine an Luas a shíneadh ó Dhroichead Broome go Fionnghlas.

Anuraidh, rinne Bonneagar Iompar Éireann (BIÉ), i gcomhar leis An tÚdarás Náisiúnta Iompair (UNI), comhairliúchán ar an mBealach Is Fearr Atá Ag Teacht Chun Cinn do Luas Fhionnghlaise. Fuair eamar na céadta aighneacht agus mar fhreagra rinneamar roinnt athruithe ar an ailíniú beartaithe.

Táimid réidh anois chun an Bealach Is Fearr a chur i láthair agus ba mhaith linn do thuairimí ar an dearadh nua a chlosteáil. Tá an Bealach Is Fearr thart ar 4 ciliméadar ar fhad le ceithre stad ag: San Eiléana, Sráidbhaile Fhionnghlaise, Bóthar Theampall Mhaighréide agus Baile Shéarlais.

Féach ar léarscáileanna agus montáisí mionsonraithe, agus déan aighneacht ag www.luasfinglas.ie

Conas do thuairim a chur in iúl

Is féidir leat barúlacha a sholáthar ar ár dtograí trí:

Ar líne: www.luasfinglas.ie
R-phost: info@luasfinglas.ie
Post: Luas Fhionnghlaise, Bonneagar Iompair Éireann,
Ionad Gnó Shráid Gheata na Páirce,
Saorhost FDN7406
Baile Átha Cliath 8
D08 DK10

Dúnann an comhairliúchán ag **Sin Déardaoin 20th Eanáir 2022**, mar sin déan cinnte go scoichead do bharúlacha sinn faoin dáta seo.

Mar gheall ar éiginnteacht a bhaineann le Covid, nílimid in ann lá oscailte a eagrú fós ina mbeadh grúpaí móra daoine. Is féidir linn casadh le páirtithe leasmhara áitiúla ar iarratas.

Déan teagmháil linn

Cuir ceist nó iarr cóip chlóite den leabhrán comhairliúcháin agus an fhoirm freagartha trí ghlaó a chur ar **1800 666 888** nó ríomhphost a sheoladh chuig info@luasfinglas.ie

Appendix F – Newspaper advert



Rogha Bealaí Le Luas Fhionnghlaise Comhairliúchán Poiblí

Is é is Luas Fhionnghlaise ann ná an síneadh beartaithe de Líne Uaine an Luas ó Dhroichead Broome go Fionnghlas.

Cruthóidh sé príomhnasc iompair idir pobail Baile Shéarlais, Fionnghlas, Naomh Helena agus Gleann na Tulchann go lár na cathrach.

Tár éis an chéad Chomhairliúchán Poiblí neamhrechtúil i mí Iúil 2020 rinneamar an bealach a mhodhnú chun aghaidh a thabhairt ar bharúlacha agus ar ábhair innú agus tá Rogha Bealaí foilsithe againn anois.

**Faigh Amach Níos Mó agus
BÍODH DO THUAIRIM AGAT**
www.luasfinglas.ie
info@luasfinglas.ie
1800 666 888

Saorphost FDN7406, Luas Fhionnghlaise, Bonneagar Iompair Éireann, Ionad Gnó Pháirc na Geata, Sráid Pháirc na Geata, Baile Átha Cliath 8, D08 DK10

Dúnann an comhairliúchán ag 5in ar Déardaoin 20 Eanáir 2022

Luas Finglas Preferred Route Public Consultation

Luas Finglas is the proposed extension of the Luas Green Line from Broombridge to Finglas.

It will create a key public transport connection between the communities of Charlestown, Finglas, St Helena's and Tolka Valley to the city centre.

Following the first non-statutory Public Consultation in July 2020 we have modified the route to address comments and concerns and have now published the Preferred Route.

**Find Out More and
HAVE YOUR SAY**
www.luasfinglas.ie
info@luasfinglas.ie
1800 666 888

Freepost FDN7406, Luas Finglas, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10

**The consultation closes at 5pm on
Thursday 20 January 2022**



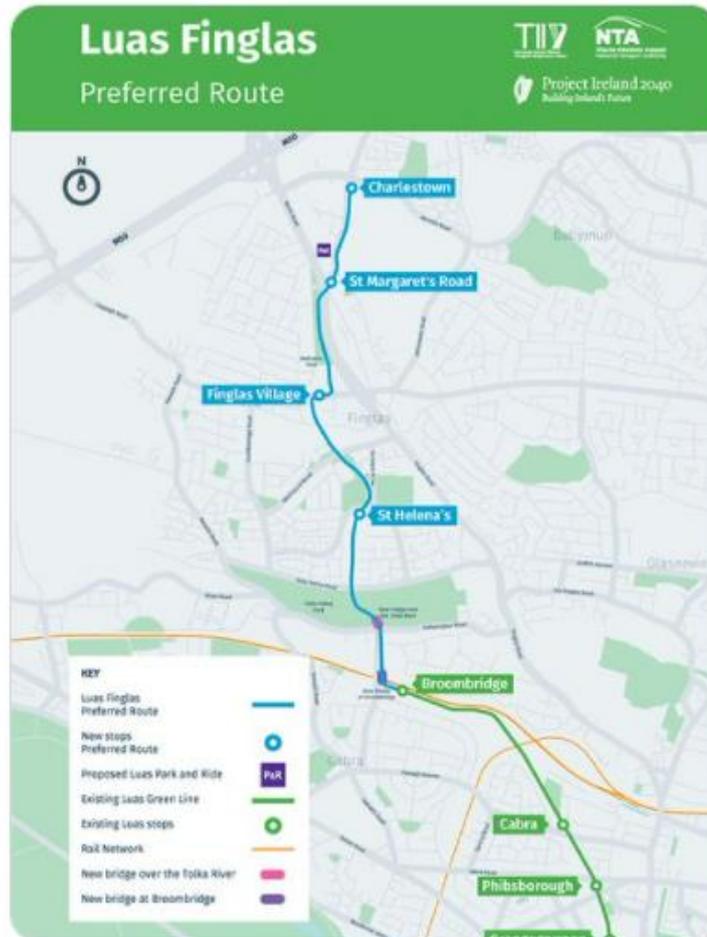
Appendix G – Luas social media post



Luas @Luas · Dec 8, 2021



#Luas Finglas Public Consultation on the Preferred Route now open until Thursday 20th January. Find out more and have your say luasfinglas.ie



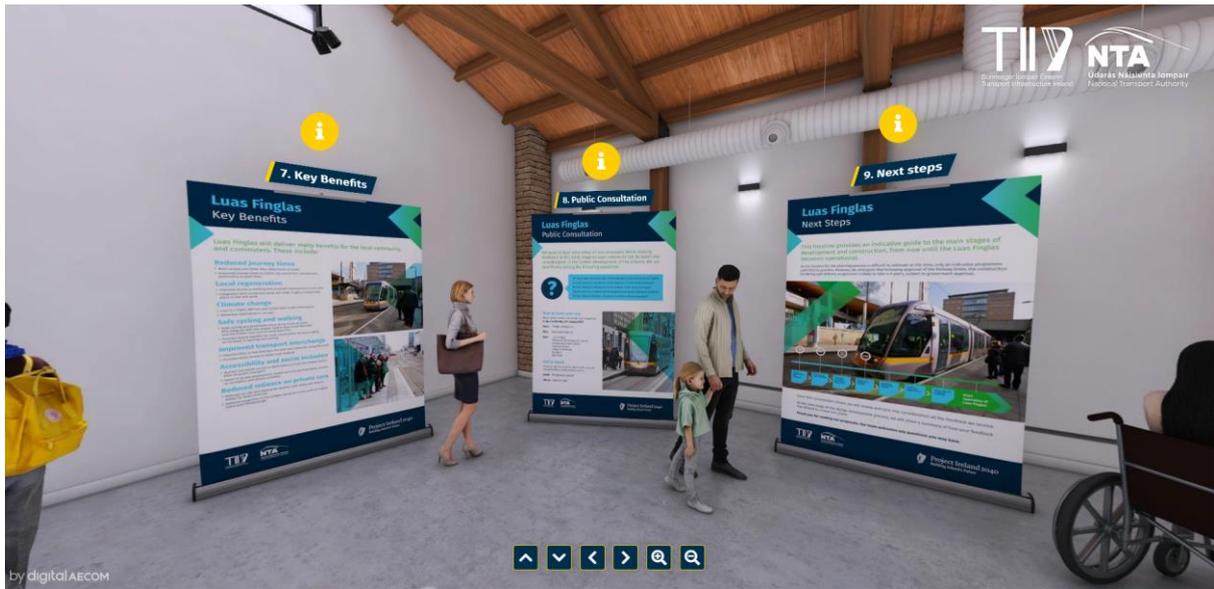
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28



Appendix H – Virtual consultation room preview



Appendix I – Virtual exhibition boards

Luas Finglas Introduction

Welcome to this consultation on our proposals to extend the Luas Green Line from its current terminus in Broombridge to Charlestown. The following panels provide a summary of the proposals and should be read in conjunction with our consultation booklet.

Why this extension is needed

Luas Finglas aligns with several objectives of Project Ireland 2040, the government's overarching plan for the state. It enables compact growth, sustainable mobility, access to services like education and healthcare, and crucially, a transition to a low carbon society.

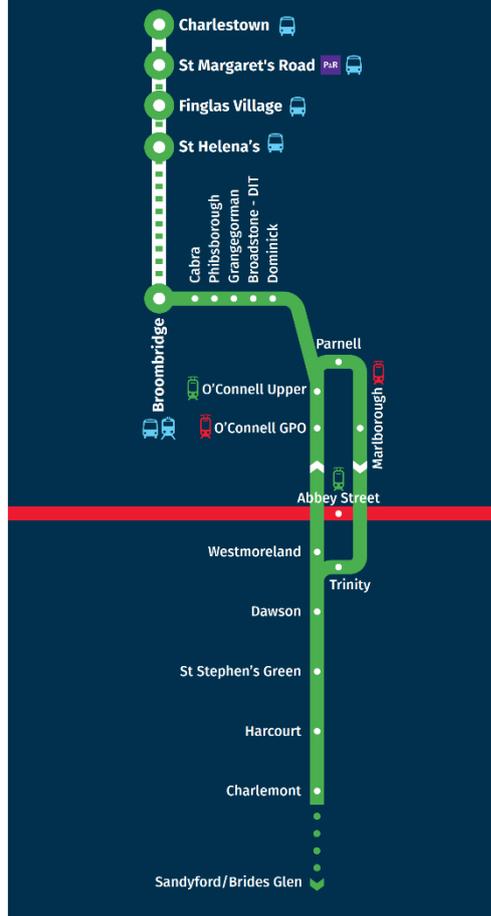
Finglas and the surrounding areas need improved public transport services to connect with Dublin's wider public transport network. The arrival of Luas will bring significant benefits to the area by providing a reliable, efficient and high-capacity public transport service to the city centre via Broombridge.

The proposed extension will also:

- Support development of Finglas as a key centre within the Greater Dublin Area
- Help Ireland reduce emissions from transport by providing an attractive alternative to car use
- Create safe, segregated, family-friendly cycle and walking paths in line with the NTA's draft Cycle Network Plan 2021 for the Greater Dublin Area
- Support ambitions for further development of Dublin as an attractive, vibrant location and focus for economic growth

The proposed scheme is being delivered by Transport Infrastructure Ireland (TII) in collaboration with the National Transport Authority (NTA).

Luas Finglas Green Line Extension



Luas Finglas

Key Facts

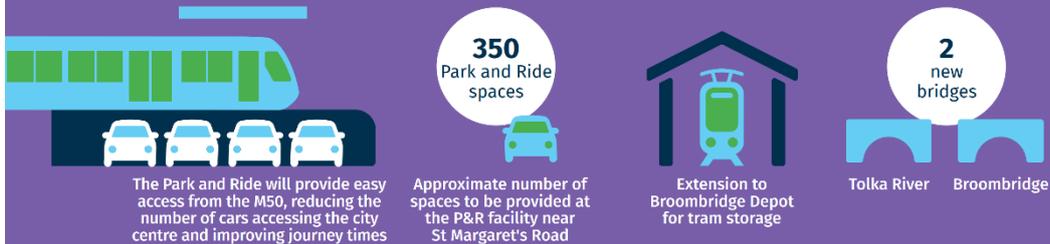
Distance and stops



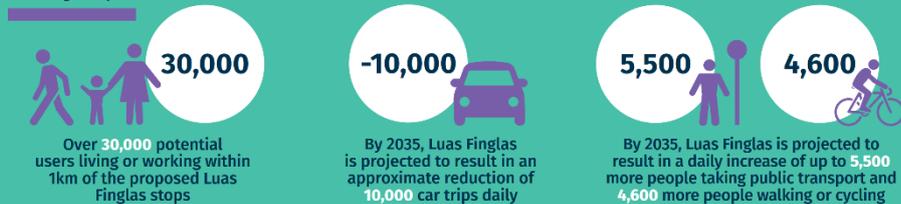
Frequency and journey times*



Proposed infrastructure



Our projections



Luas Finglas Preferred Route

The Preferred Route for Luas Finglas is approximately 4km long, includes four new stops, a Park and Ride facility at St Margaret's Road and an extension to the tram storage area at the Broombridge Depot. The route will provide interchange opportunities with bus and rail networks at most of the new stops it serves.



Project Ireland 2040
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Luas Finglas Preferred Route

The following images provide an indicative view of what the Preferred Route could look like.

Outline of proposed development at Lidl site that will include Park and Ride facility



Indicative view of proposed stop at Finglas Village



Indicative artistic impression of new bridge over Tolka River



Please note: the 3D impressions, alignment and stops shown reflects the Preferred Route. However, all other features, including junctions, are indicative only and subject to change following the next stages of design.



Luas Finglas Park and Ride

As the population of the Greater Dublin Area grows, traffic congestion must be contained and reduced. Park and Ride is a vital tool to persuade people out of cars and onto public transport.

The Greater Dublin Area Transport Strategy 2016-2035 recommended Park and Ride to respond to high levels of travel demand on the N2 and M50 corridors and has been an objective for Luas Finglas from the outset.

It has been agreed to investigate plans for a combined redevelopment of the commercial corner between the North Road and St Margaret's Road, currently occupied by the Lidl supermarket. It is proposed to redevelop the site to incorporate a multi-storey Park and Ride over a renovated and extended supermarket into one single, combined development, subject to further design and traffic analysis. This new P&R will be served by the relocated stop at St Margaret's Road and would have direct road access from the North Road (for traffic coming from the M50) and from St Margaret's Road, via McKee Avenue junction.

Outline of proposed development at Lidl site that will include Park and Ride facility



Serving the region - access to the proposed Park and Ride from M50, N2 and surrounding areas



Luas Finglas

Key Benefits

Luas Finglas will deliver many benefits for the local community and commuters. These include:

Reduced journey times

- › More reliable and faster than other forms of travel
- › Improved journey times to Dublin city centre from Charlestown, particularly at peak times

Local regeneration

- › Improves access to existing and proposed development in the area
- › Integration with residential areas will make Finglas a sustainable place to live and work

Climate change

- › Luas is a highly efficient and sustainable mode of transport
- › Attractive alternative to car use

Safe cycling and walking

- › New cycling and pedestrian lanes along much of route. Will integrate with the Greater Dublin Area Cycle Plan 2021 and the Dublin City Council Local Area Plan
- › Provides health benefits for local communities by encouraging an increase in walking and cycling

Improved transport interchange

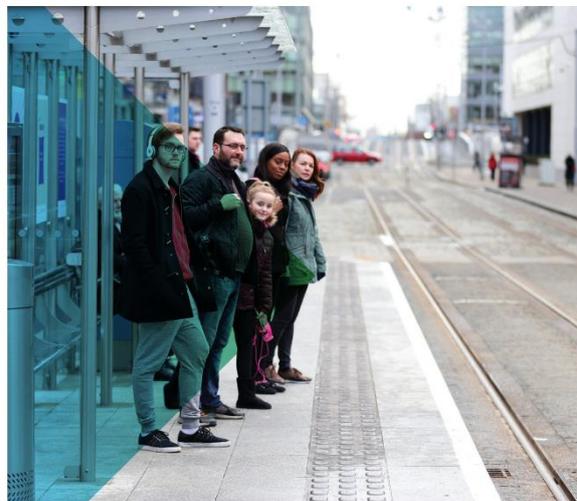
- › Opportunities to link with bus, rail and road networks along the route
- › Provides direct access to wider Luas network

Accessibility and social inclusion

- › Quicker and easier access to destinations across the Greater Dublin Area via public transport
- › Easier to access employment, health services and education, as well as recreation and leisure activities

Reduced reliance on private cars

- › Reduced car use will improve air quality, road safety and reduce delays for buses and cars
- › Reduced congestion in the villages along the route, such as Finglas, Cabra and Phibsborough



Luas Finglas Public Consultation

We want to hear your views on our proposals. We're seeking feedback at this early stage so your comments can be taken into consideration in the further development of the scheme. We are specifically asking the following questions:



- > Do you support the principle of extending the Luas Green Line to Finglas?
- > Do you have any comments on the alignment of the Preferred Route?
- > Do you have any comments on the location of the proposed stops?
- > Do you have any comments on the proposed cycling and pedestrian facilities?
- > Do you have any further comments to make on these proposals?

How to have your say

Please get involved and submit your responses by **5pm on Thursday 20th January 2022**

Email: info@luasfinglas.ie

Web: www.luasfinglas.ie

Mail: Luas Finglas
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Freeport FDN7406
Dublin 8
D08 DK10

Get in touch

If you would like to get in touch with us to ask any questions, please contact us via:

Email: info@luasfinglas.ie

Phone: 1800 666 888



Luas Finglas Next Steps

This timeline provides an indicative guide to the main stages of development and construction, from now until the Luas Finglas becomes operational.

As the timeline for the planning process is difficult to estimate at this time, only an indicative programme post-2023 is possible. However, we anticipate that following approval of the Railway Order, the construction tendering and delivery programme is likely to take 4-5 years, subject to government approval.



Once this consultation closes, we will review and take into consideration all the feedback we receive.

At the next stage of the design development process, we will share a summary of how your feedback has helped to shape our plans.

Thank you for reading our proposals. Our team welcomes any questions you may have.

Appendix J – Consultation response form

Luas Finglas Consultation Response Form



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To help you complete this form, please read the consultation booklet and other supporting documentation at www.luasfinglas.ie

Share your views with us by:

> **Returning this form using our Freepost address**

Luas Finglas, Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Freepost FDN7406
Dublin 8
D08 DK10

> **Or make your submission online at**

www.luasfinglas.ie

**The closing date for responses is
5pm on Thursday 20th January 2022.**

1. **Do you support the principle of extending the Luas Green Line to Finglas as now shown on the Preferred Route map?**

Yes

No

Don't Know

Please use the space below to provide any comments to explain your answer.

2. How do you rate our proposals for Luas Finglas? (Please put a tick in the box that applies to you).

Very Good Good OK Poor Very Poor Don't Know

Please use the space below to provide any comments to explain your answer.

3. How satisfied are you with the location of the proposed stops?

	Very unsatisfied	Unsatisfied	Neutral	Satisfied	Very satisfied
St Helena's	<input type="checkbox"/>				
Finglas Village	<input type="checkbox"/>				
St Margaret's Road	<input type="checkbox"/>				
Charlestown	<input type="checkbox"/>				

Please use the space below to provide any comments to explain your answer regarding the proposed Luas Finglas stops.

4. How do you rate the proposed cycling and pedestrian facilities?

Very Good Good OK Poor Very Poor Don't Know

Please use the space below to provide any further comments. Please reference any specific location or aspect of the proposals to explain your answer.

5. Do you have any further comments to make on these proposals?

If you need more space to provide your answer please use additional pages and submit them and any other documentation with your response form.

About you

The questions in this section help us to understand more about the audience we have reached as part of our consultation. Your answers will only be used for the purpose of informing the analysis of this survey and will be treated confidentially.

Are you responding on behalf of an organisation?

Yes

No

If yes, please provide the name of your organisation and role within it.

What are the first three digits of your postcode?

Name

Email address

Postal address

Keep in touch

We would like to keep you informed with updates on the Luas Finglas project. If you are interested in receiving more information from us in the future, tick here

Thank you for taking the time to share your views with us.

Please make sure your completed response form reaches us by 20th January 2022.

If you have any questions relating to the scheme, please contact us at info@luasfinglas.ie or 1800 666 888

For the latest information and updates, visit www.luasfinglas.ie



Information, Public Consultation Report and Data Protection

Having regard to the importance of the non-statutory public consultation process in the development of public infrastructure schemes, and in order to ensure that all interested parties can contribute freely to this process, the identities of parties who make submissions as part of the Luas Finglas non-statutory public consultation exercise will be viewed as confidential by TII/NTA, and treated as such.

All parties should be aware, however, that TII and NTA are subject to the provisions of the Freedom of Information Act (FOI) 2014 and the Access to Information on the Environment (AIE) Regulations 2007-2014. Information on FOI and AIE is available at www.foi.gov.ie and www.ocei.ie respectively.

A summary report of key issues submitted at public consultation stage will be published on the Luas Finglas website, www.luasfinglas.ie

Extracts from submissions may be included in the report. Personal information and any commercially sensitive information will be omitted from any published extracts of submissions.

TII and NTA are committed to protecting the rights and privacy of individuals in compliance with the General Data Protection Regulation and the Data Protection Acts 1988 to 2018.

By making a submission under this public consultation exercise, you are indicating your acknowledgement of and consent to the above.



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