

Luas Finglas

Environmental Impact Assessment Report 2024

Chapter 8: Population

Table of Contents

GLOSSARY OF FREQUENTLY USED TERMS	1
SECTION 8: Population.....	2
8.1 Introduction	2
8.1.1 Purpose of this Report	2
8.1.2 Outline Scheme Description	2
8.2 Methodology	4
8.2.1 Study Area	4
8.2.2 Relevant Guidelines, Policy and Legislation	4
8.2.3 Data Collection and Collation.....	5
8.2.4 Methods of Analysis.....	6
8.2.5 Methodology for the Assessment of Impacts.....	8
8.3 Baseline Environment.....	13
8.3.1 Context and Character	13
8.3.2 Existing Transport Infrastructure.....	13
8.3.3 Active Travel (walking and cycling) and Public Transport	14
8.3.4 Community / Social Infrastructure and Economic Facilities.....	15
8.3.5 Demographics.....	18
8.4 Potential Impacts	25
8.4.1 Characteristics of the proposed Scheme.....	25
8.4.2 Construction Phase.....	26
8.4.3 Operational Phase	40
8.4.4 Wider Economic Impacts	57
8.5 Mitigation and Monitoring Measures.....	57
8.5.1 Introduction	57
8.5.2 Construction Phase Measures.....	57
8.5.3 Operational Phase Measures	59
8.6 Residual Impacts	59
8.6.1 Introduction	59
8.6.2 Construction Phase.....	59
8.6.3 Operational Phase	60
8.7 Cumulative Impacts	61
8.8 Difficulties Encountered in Compiling Information	61
8.9 References.....	62

Appendices

Appendix A8.1: Jan Gehl surveys (2022 – 2023)

List of Figures

Figure 8-1: Typical Classifications of the Significance of Impacts (EPA, 2022).....	11
Figure 8-2: Age categories of study area Electoral Divisions (CSO, 2022)	20
Figure 8-3: Stage in Family Cycle (CSO, 2022)	20
Figure 8-4: Employment status excludes “other” (<0.1%) (CSO, 2022)	21
Figure 8-5: Proportion of the population by socio-economic group (CSO, 2023)	22
Figure 8-6: Mode of transport used to get to work, school, college (less “other” 0.2%) (CSO, 2022)	23
Figure 8-7: Journey time to work, school or college 2022 (CSO, 2023)	24
Figure 8-8: Car ownership 2022 (CSO, 2023).....	25

List of Tables

Table 8-1: Overview of the Key Features of the proposed Scheme	3
Table 8-2: Summary of New Bridges of the proposed Scheme	4
Table 8-3: Sensitivity of Community Facilities	12
Table 8-4: Description of effects (EPA, 2022)	12
Table 8-5: Community facilities within and outside of 100m of the proposed Scheme.....	15
Table 8-6: Population Electoral Divisions in 2022 and percentage change from previous Census (CSO, 2016 and 2022).....	19
Table 8-7: Population within 1km of the proposed Scheme 2022 (CSO, 2022)	19
Table 8-8: Pobal HP Derivation Index for electoral Divisions in the study area.....	22
Table 8-9: Average journey time for trips to work, school or college 2022 (CSO, 2023).....	24
Table 8-10: Summary of Potential Temporary Impacts on Community Facilities during the Construction Phase.....	36
Table 8-11: Summary of Potential Impacts on Community Facilities during the Operational Phase.....	53

GLOSSARY OF FREQUENTLY USED TERMS

Acronym	Term
DCDP	Dublin City Development Plan
ED	Electoral Divisions
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
LEIP	Local Environmental Improvement Plan
LoS	Level of Service
LRT	Light Rail Transit
LRV	Light Rail Vehicle
NTA	National Transport Authority
PV	Photovoltaic
P&R	Park & Ride
SAPs	Small Area Population Statistics
TII	Transport Infrastructure Ireland

SECTION 8: POPULATION

8.1 Introduction

8.1.1 Purpose of this Report

This chapter assesses the potential community, social and economic impacts of the the Luas Finglas Scheme (hereinafter referred to as the proposed Scheme) on the human population during both the Construction and Operational Phases. Aspects examined in this chapter primarily relate to potential impacts on the local population, local journeys, use of community facilities, and the social and economic well-being of people at a community level.

The assessment is based on the five criteria of journey characteristics and connectivity: Journey amenity and physical activity; General amenity, Community and social infrastructure; Community Severance; and Economic activity and employment relevant to businesses, including manufacturing, commerce, retail and tourism. These criteria relate to social and economic constraints identified during the course of the environmental impact assessment (EIA).

Other aspects and environmental impacts of particular relevance to population are primarily dealt with in the following chapters:

- Chapter 7 (Human Health);
- Chapter 10 (Water);
- Chapter 12 (Land Take);
- Chapter 13 (Air Quality);
- Chapter 14 (Climate);
- Chapter 15 (Noise and Vibration);
- Chapter 17 (Material Assets: Infrastructure and Utilities);
- Chapter 18 (Material Assets: Traffic and Transport);
- Chapter 19 (Material Assets: Resource and Waste Management);
- Chapter 20 (Cultural Heritage); and
- Chapter 21 (Landscape and Visual Amenity).

The aim of the proposed Scheme, once in operation, is to provide for sustainable transport through an improved public transport infrastructure along with an enhanced ancillary environment for cycling and walking.

8.1.2 Outline Scheme Description

The proposed Scheme comprises a high-capacity, high-frequency light rail running from Broombridge to Charlestown, connecting Finglas and the surrounding areas with Dublin's wider public transport network by providing a reliable, and efficient public transport service to the city centre via Broombridge.

As shown in Volume 4 - Map Figure 1-1, starting from Broombridge, the proposed Scheme travels northwards, crossing the Royal Canal and the Maynooth railway line adjacent to Broome Bridge. It then runs adjacent to the east of Broombridge Road and the Dublin Industrial Estate. It then crosses the Tolka Valley Park before reaching the proposed St Helena's Stop and then proceeds northwards towards the proposed Luas Finglas Village Stop. From here, the route passes through a new corridor created within the Finglas Garda Station car park, making its eastern turn onto Mellows Road. The route then proceeds through Mellows Park, crossing Finglas Road, towards the proposed St Margaret's Road Stop. Thereafter, the proposed line continues along St Margaret's Road before reaching the terminus Stop proposed at Charlestown.

The proposed Scheme has been designed to integrate with the existing and future transport network, providing connections with bus services at all new Stops, mainline rail services at Broombridge, and a Park and Ride facility to intercept traffic on the N/M2. In addition, the proposed Scheme, through the inclusion of

integrated cycle lanes and cycling infrastructure, sets out to facilitate multimodal "cycle- light rail transit (LRT) trips" as a key aspect of the Luas Finglas scheme.

The proposed Scheme will comprise a number of principal elements as outlined in Table 8-1 and Table 8-2. A full description of the proposed Scheme is provided in the following chapters of this EIAR:

- Chapter 1 (Introduction);
- Chapter 5 (Description of the proposed Scheme); and
- Chapter 6 (Construction Activities).

Table 8-1: Overview of the Key Features of the proposed Scheme

Scheme Key Features	Outline Description
Permanent Scheme Elements	
Light Rail track	3.9km extension to the Luas Green Line track from Broombridge to Finglas (2.8km of grass track, 700m of embedded track and 360m of structure track)
Depot Stabling facility	A new stabling facility (with stabling for eight additional LRVs) will be located just south of the existing Broombridge terminus, as an extension of the Hamilton depot area.
Luas Stops	Four Stops located at: St Helena's, Finglas Village, St Margaret's Road and Charlestown to maximise access from the catchment area including the recently re-zoned Jamestown Industrial Estate.
Main structures	Two new Light Rail Transit (LRT) bridges will be constructed as part of the proposed Scheme. a bridge over the River Tolka within the Tolka Valley Park and a bridge over the Royal Canal and the Iarnród Éireann (ÍÉ) railway line at Broombridge. A number of existing non-residential buildings shall be demolished to facilitate the proposed Scheme. In addition, the existing overbridge at Mellowes Park will be demolished.
At grade signalised junctions	10 at grade signalised junctions will be created at: Lagan Road, Ballyboggan Road, Tolka Valley Road, St. Helena's Road, Wellmount Road, Cappagh Road, Mellowes Road, North Road (N2), McKee Avenue, Jamestown Business Park entrance. Note: The junction at Charlestown will be reconfigured but does not have a LRT crossing.
Uncontrolled crossings	13 at grade uncontrolled crossings (11 pedestrian / cycle crossings and two local accesses located at: Tolka Valley Park, St Helena's, Farnham pitches, Patrickswell Place, Cardiff Castle Road, Mellowes Park, St Margarets Road, and ESB Networks.
Cycle facilities	Cycle lanes are a core part of the proposed Scheme in order to facilitate multimodal "cycle-LRT trips". Approximately 3km of segregated cycle lanes and 100m of non-segregated cycle lanes along the route. Covered cycle storage facilities will be provided at Broombridge Terminus, Finglas Village Stop and St Margaret's Road Stop and within the Park & Ride facility. "Sheffield" type cycle stands will be provided at all stop locations.
Power substations	Two new traction power substations for the proposed Scheme will be located near Finglas Village Stop behind the existing Fire Station, and near the N2 junction before St Margaret's Road Stop where the current spiral access ramp to the pedestrian overbridge is located. A third substation is required for the Park & Ride facility.
Park & Ride facility	A new Park & Ride facility, with e-charging substation, located just off the M50 at St Margaret's Road Stop will be provided with provision for 350 parking spaces and secure cycle storage to facilitate multimodal "cycle-LRT trips". The building will feature photovoltaic (PV) panel roofing and is the location for an additional radio antenna.

Scheme Key Features	Outline Description
	This strategic Park and Ride facility will intercept traffic on the N/M2, before congestion begins to form.
Temporary Scheme Elements	
Construction compounds	There will be three principal construction compounds, two located west of Broombridge Road and one located at the northern extents of Mellows Park. In addition, there are other secondary site compound locations for small works/storage. Details can be found in Chapter 6 (Construction Activities) of this EIAR.

Table 8-2: Summary of New Bridges of the proposed Scheme

Identity	Location	Description
Royal Canal and Rail Bridge	Approximately 10m east of the existing Broome Bridge and then continuing north, parallel with Broombridge Road on its east side	The proposed bridge is an eight-span structure consisting of two main parts: a variable depth weathering steel composite box girder followed by a constant depth solid concrete slab. The bridge has the following span arrangement: 35 + 47.5 + 30 + 17 + 3x22 + 17m. Steel superstructure extends over the first three spans. The bridge deck is continuous over the full length of 212.5m and has solid approach ramps at both ends.
Tolka Valley Park Bridge	Approximately 30m west of the existing Finglaswood Bridge	A three-span structure with buried end spans, thus appearing as a single span bridge. End spans as well as part of the main span consist of post-tensioned concrete variable depth girder, the central section of the main span is a suspended weathering steel composite box girder. The overall length of the bridge is 65m with spans 10m, 45m, 10m.

8.2 Methodology

8.2.1 Study Area

The assessment addresses impacts on residential areas, community facilities, local businesses and other places of employment, and on people’s movement between these locations as well as their use of open space for amenity and sports. Volume 4 – Map Figure 8-1 shows the study area which includes the following Electoral Divisions: Cabra West A, Cabra West B, Cabra East A, Finglas South A, Finglas South B, Finglas South C, Finglas North A, Finglas North C and Ballygall A, which are located in the parishes of Finglas, Finglas West, Rivermount and Ballygall.

The study area for the assessment of local impacts is a corridor of 500m from the proposed Scheme. This distance is used to replicate the average resident’s walking speed, time and distance threshold to access services within their vicinity. The distance is extended to a radius of 1km around the Stop locations to reflect people’s propensity to travel further to a transport hub than to a local shop. With approximate walking speeds of 3km/h to 5km/h, the catchment covers residents living between 12 and 20 minutes walking time from each Stop location and 6 and 10 minutes walking time elsewhere. The needs of people with disabilities or mobility impairment are also taken into account.

8.2.2 Relevant Guidelines, Policy and Legislation

This assessment has been prepared having regard to the following guidelines:

- Environmental Protection Agency: Guidelines on the Information to be Contained in Environmental Impact Assessment Report (EPA, 2022); and
- Transport Infrastructure Ireland (TII, 2016): Project Appraisal Guidelines for National Roads Unit 13.0 Appraisal of Active Modes PE-PAG-02036 (May 2024), replacing (TII, 2016), Project Appraisal Guidelines for National Roads Unit 13.0 Pedestrian and Cyclist Facilities PE-PAG-02036.

At this time, there is no specific Irish guidance for the assessment of Population. Assessment of impacts is therefore based on established best practice and the overarching guidance provided by the documents above. Both the term impact and effect are used in the EPA guidance (2022). Impacts are distinguished here as the direct result of an action and effects as the consequences of an impact (after Gleave (2012)) or of outcomes in the Operational Phase.

In addition, a review has been undertaken of local and regional sources, including:

- Project Ireland 2040 – National Development Framework (Gol, 2018);
- Regional Spatial and Economic Strategy (RSES) 2019-2031 (EMRA, 2019);
- Climate Action Plan 2024 (Department of the Environment, Climate and Communications, 2024);
- Greater Dublin Area Transport Strategy 2022-2042 (NTA, 2022);
- Finglas Strategy: Baseline Analysis Report, Planning and Property Development Department, Dublin City Council 2021 (DCC, 2021);
- Fingal/North Dublin Transport Study 2015 (NTA, 2015);
- Dublin City Development Plan 2022-2028 (DCC, 2022);
- Greater Dublin Area Cycle Network Plan (NTA, 2022);
- Dublin City Parks Strategy 2019-2022 (DCC, 2019);
- Jamestown Masterplan 2023 (Strategic Development and Regeneration Area 3);
- Climate Action Plan 2024 (Gol, 2023);
- Strategic Investment Framework for Land Transport SIFLT (GOI, 2021); and
- BusConnects: Sustainable Transport for a Better City (NTA, 2021).

The Dublin City Development Plan (DCDP) 2022-2028 contains various policies of relevance to the proposed Scheme. The core strategy is set out in Chapter 2 of the DCDP under Section 2.4.1 which introduces the land capacity analysis undertaken for the City and which identified 17 Strategic Development Regeneration Areas with a combined residential capacity to accommodate an identified need for 40,000 residential units, of which Finglas Village and Environs accounts for 2,800-5,600 units. Chapter 8 of the DCDP discusses the importance of sustainable movement and transportation of which key objectives of relevance to the proposed Scheme include integration of land use and transportation, improved public transport and active travel infrastructure, the development of mobility hubs at key public transport locations, and a shift from private car use to public transport and active travel to contribute to sustainable, liveable communities. The DCDP notes that 71% of people already travel into the city centre by sustainable modes. It aims to increase the modal share for public transport to 57% over the lifetime of the plan and to 22.5% for active travel. The City Council's strategy of Active Land Management is outlined in Section 2.7.2 and includes plans for compact sustainable growth, including higher density development along public transport routes and has potential relevance to underutilised open space. Chapter 10 discusses the Council's strategy for green infrastructure and recreation, noting the importance of green space for biodiversity, water and climate, and as part of the public realm for walking and cycling, health and social activity. A Local Environmental Improvement Plan (LEIP) for Finglas is proposed during the period of the Development Plan. LEIPs are also proposed for the adjacent suburbs of Cabra and Glasnevin. In addition, the City Council published a Masterplan for Jamestown in 2023 which has relevance to the St Margaret's Road area of the proposed Scheme and it also prepared a pre-issues paper in 2023 for the Ballyboggan Local Area Pan.

8.2.3 Data Collection and Collation

8.2.3.1 Data Sources

A review of available literature and publications has been undertaken to develop an understanding of the baseline conditions within the study area. This includes:

- Census 2022 – Small Area Population Statistics (CSO, 2022);
- Census 2016 – Small Area Population Statistics (CSO, 2016);
- Pobal data on deprivation indices related to affluence and deprivation (Pobal, 2023);
- Dublin Economic Monitor (Dublineconomy.ie) and other Dublin region economic indicators;
- Ordnance Survey Map 1:50,000 and aerial mapping provided by the Luas team;
- Google Maps;

- Proposed Scheme Design Drawings; and
- Jan Gehl Survey Report of open space use (including age, gender, people moving counts etc.), undertaken by the Luas team.

8.2.4 Methods of Analysis

The first phase of the assessment involved mainly desk-bound research of relevant policies and development plans, data on local settlement patterns, business types and locations, the nature of community facilities (including social facilities and parks) and existing transport services and infrastructure. The location of residential estates, businesses and community facilities can be constraints on the route selected for the proposed Scheme. Desktop research was supplemented by walkover surveys in October 2021, September 2022, March 2023 and March 2024, during which counts of the approximate number of pedestrians crossing principal roads were undertaken. Counts were also taken of the number of cyclists and their direction of travel. Locations of bus stops have been recorded. Information was sought from community facilities in the wider study area and a total of 38 organisations were contacted including schools and colleges, places of worship, community resource centres, sports clubs and medical centres. etc. Meetings were held between the population specialist and respondents between September 2022 and January 2023. Information has been collected on the approximate number of people using community facilities and the types of users, e.g. age, gender and families. The analysis has also been informed by the work consultation undertaken by Transport Infrastructure Ireland (TII) and work undertaken for other EIA Chapters, including their baseline surveys, modelling and impact assessments.

8.2.4.1 Consultation

Section 1.9 of Chapter 1 (Introduction) of this EIA describes the objectives of the non-statutory public consultation and how it was conducted in three phases beginning with the Emerging Preferred Route in July 2020, followed by further consultation in December 2021 on the Preferred Route, and in April 2022 for the non-statutory EIA scoping. Section 1.9 also describes the consultation that has been undertaken with statutory bodies since January 2020.

The non-statutory consultation was initiated with a launch event in July 2020 supported by a press release, a briefing of political representatives, a leaflet drop to 10,000 residential and commercial properties. Further communications included the launch of the project website with a link to a virtual consultation room, newspaper adverts and social media. A programme of stakeholder and community engagement has been undertaken, including meetings with residents of Carrigallen/Gortmore, St Margaret's Road, St Margaret's Court, Mellows Crescent, Patrickswell Court, the Liam Mellows Memorial Committee, Tolka Park Run, and businesses on the Broombridge Industrial Estate and along Margaret's Road. A total of 626 submissions were received as part of the first consultation process. Submissions were received from stakeholder groups, the local community and the wider public, as well as from businesses, retailers, community organisations and members of the public.

Following the initial consultation, the Emerging Preferred Route was amended to follow Cardiff Castle Road rather than Mellows Court as originally proposed. Stakeholder groups provided positive feedback in relation to the connectivity and sustainable transport that the proposed Scheme can provide and the prospective positive effects for the local economy and for many people living and working in the area. Local residents' comments are addressed in this chapter and elsewhere in the assessment. These have included concerns over the potential for anti-social behaviour, pedestrian and cycle facilities, and impacts on the amenity of Tolka Valley Park. Concerns were expressed also about noise and vibration, congestion, impacts on parking spaces, proximity to homes, reductions in the provision for active travel and loss of green space. Formal submissions from residents were generally supportive of the proposed Scheme. However, comments were made about the issues above, including crossings of green space, visual impacts and residential access at certain locations and safety given the proximity of the line to densely populated areas.

A comparable approach was taken following the announcement of the Preferred Route in December 2021. On this occasion, 363 submissions (including 622 comments) were received. The majority of comments were received on active travel in response to the reduction of facilities in the Preferred Route. Respondents commented on the need for segregation of pedestrians and cyclists in the vicinity of the proposed Scheme

along with the need for an improvement in the general cycle network. To inform the EIAR, a non-statutory EIR Scoping Report was prepared and issued to stakeholders in April 2022.

8.2.4.2 Jan Gehl Surveys

The Luas Team undertook a Public Life Assessment of open spaces in the vicinity of the proposed Scheme to better understand the use of these spaces and their condition. “Public Life” refers to the social and physical activity which takes place in open spaces and parks. This information has high relevance to Population and to the assessment of impacts on movement and amenity. For the purposes of the assessment, a Jan Gehl survey was undertaken in March 2022 (see Volume 5 - Appendix A8.1). A second survey (by camera) was undertaken in January 2023. These involved recording the approximate age and gender of people, undertaking stationary activity mapping, counts of people moving (when and by what means) and an assessment of the quality of the spaces based on twelve criteria structured around three themes, i.e. Protection, Comfort and Enjoyment.

Parks and green spaces along the route of the proposed Scheme include Tolka Valley Park, Farnham Park and Mellowes Park. There are also areas of open space such as that between Tolka Valley Road and St Helena’s for which there are plans to create a future linear park. Some of the green spaces have pitches and are used for sports, two have children’s play facilities, while others are used for more general amenity or for passing through from one place to another. In all, seven survey locations were selected (see Volume 5 - Appendix A8.1). Tallies were taken of people using these spaces over a period of 180 minutes on Friday March 25th and Saturday March 26th 2022, and on the Friday January 27th and Saturday 28th 2023. The weather was sunny with a light wind on the dates in 2022 and cold and sunny on the Friday in 2023 and cloudy with occasional drizzle on the Saturday.

On both days in 2022 at Location 1 on the south side of Tolka Valley Park, most people were walking (71%) or cycling (19%) (see Volume 5 - Appendix A8.1 for more detail). Most male users were adults (72%), plus young adults (13%), seniors (8%) and young children (7%). Females showed a very similar composition (74%,14%,3% and 9%). In the follow-up survey in 2023, most people were walking (82%), cycling (17%) or jogging (8%). Over 92% (both sexes) were adults.

At Location 2 on the north side of Tolka Valley Park, most people were walking (78%), cycling (8%) or running (9%). Both Tolka Valley Park and Mellowes Park have weekly park runs. That of Tolka Valley Park on the Saturday coincided with the survey and largely accounts for the number of people observed “running”. Age and gender counts here were similar, although there were slightly more seniors at 14% (male) and 10% (female). In the southern section, use was higher at the sample sites on the Saturday than on the Friday at 225 and 182 individuals respectively, although this situation was reversed in the northern section at 89 and 63 respectively. In the follow-up survey in 2023, most people were walking (70%), cycling (8%) or jogging (4%). Over 97% were adults.

Location 3 is the green space known formally as St Helena’s Park and locally as “The Valley”. Accessibility here is restricted by a low metal fence, but also high walls along the east side. The location has been subject to anti-social behaviour and rates poorly on the criteria of “protection”. There are no foot or cycle paths or facilities such as seating and almost all users were recorded to be walking through the space. During the Friday survey, only six people crossed the space by foot in the three-hour period, rising to 13 for the same number of hours on the Saturday. Most users were male (65%) of whom adults accounted for 65% and young adults for 35%. Of females, 89% were adults and 11% young adults. In the follow-up survey in 2023, all female use was by adults with male users comprising 93% adults and 7% young adults.

Location 4 is represented by Farnham Park, much of which is given over to pitches. Erin’s Isle GAA is located adjacent to the park to the east. Farnham Park was busy on the Saturday due to a GAA match. On the days of the Jan Gehl survey, between 44 and 49 people of all ages used this green space. Most users were either playing or watching the match (51%), walking (35%) or a member of a school group (12%). A few were seen jogging or dog-walking. Most users over the survey days were children (53% male, 24% female), followed by adults (35%,70%) and young adults (both 5%). Seniors had a low representation of 4% and 1% respectively, although this is partly a consequence of the number of children on the days surveyed.

In the follow-up survey in 2023, most people were walking (89%) and others mainly pushing e-scooters or bicycles or running / jogging. Over 77% were adults, but 26% of female visitors were young adults.

Location 5 is located just to the north and is a linear green area separating Casement Road to the west and Farnham Drive to the east. The space is bordered by the GAA pitch within Farnham Park. This space was used by 118 people of all ages during the week, rising to 130 on the Saturday. Most users here were walking (86%) or watching the GAA match (9%). Only one person was observed cycling during the survey times on the weekday survey, and just two on the Saturday. Adults represented the majority of users (45% male, 60% female), children (31%,16%) and young adults (10%,11%). At this location though there were more seniors (7%,8%) and toddlers (7%,5%). In the follow-up survey in 2023, most people were walking (95%). Over 70% were adults, but children accounted for over 18% of users. Locations 4 and 5 are close to residential properties which also provide a degree of passive surveillance. Protection from harm was rated as intermediate in the survey.

Location 6 is at the southern end of Mellows Park and contains green space, pitches and an adjacent play park, but is not well served by seating. Most people there were walking (84%), cycling (6%) or being carried in a stroller (6%). Most were adults (67% male, 64% female), followed by young adults (8%,13%), seniors (13%,7%), toddlers (7%,9%) and children (5%,7%). In the follow-up survey in 2023, most people were walking (86%) or jogging (8%). Over 90% were adults, but seniors on this occasion accounted for no more than 1% of users.

Facilities at Location 7, at the northern end of Mellows Park, are similar as were use patterns. The majority of people were walking (78%), cycling (8%), and with some again being carried in a stroller (7%), but with others using a scooter (5%). The age and gender breakdown was similar with adults (64% male, 76% female), young adults (15%,10%), seniors (11%,5%), toddlers (2%,7%) and children (8%,2%). In the follow-up survey in 2023, most people were walking (86%) or cycling (8%). Over 90% were adults. No seniors were present.

8.2.5 Methodology for the Assessment of Impacts

8.2.5.1 General Approach

The assessment addresses the impact of the proposed Scheme on the people who live, work or visit the study area. The assessment has been undertaken at a community level rather than for individual receptors or properties, with the exception of community facilities and individual businesses which may be impacted. The criteria used for the assessment of impacts, which are listed below can be relevant to other disciplines too, but are assessed here from the perspective of Population based, where appropriate, on the specialist assessment provided by other chapters.

- Journey characteristics and connectivity;
- Journey amenity and physical activity;
- General amenity, community and social infrastructure;
- Community severance; and
- Economic activity and employment.

The assessment has been undertaken for the five sub-sections of Broombridge stop to St Helena's Stop, St Helena's Stop to Finglas Village Stop, Finglas Village Stop to St Margaret's Road Stop and St Margaret's Road Stop to Charlestown Stop.

At the beginning of each section there is an overview of the general impacts that will follow from the proposed Scheme (e.g. accessibility). This is followed by the assessment of the five impact types listed below for each zonal area preceded by a Summary of the Area Characteristics and Principal Impacts. The summary draws on the description of the Baseline Environment noting the main characteristics which are relevant to the Construction Phase (mainly social constraints) and to the Operational Phase (mainly journeys and access) respectively along with a brief summary of the main impacts. Impacts and effects can be positive, neutral or negative. They are compared between the Do Nothing, Do Minimum and the Do Something scenarios and arise from direct, indirect, induced, cumulative and residual impacts on environmental conditions. The

significance is described as Imperceptible, Not Significant, Slight, Moderate, Significant, Very Significant or Profound. A summary table of impacts and effects on community facilities is provided at the end of the construction and operational phase assessments.

Journey Characteristics and Connectivity

This criterion assesses journey time and time reliability, connectivity between transport modes and connectivity between destinations. For the proposed Scheme itself, transport characteristics mainly relate to the connection being provided to the local community for journeys out of the study area, for instance to the city centre. This is the principal rationale for the proposed Scheme. However, some trips can also be expected to take place within the study area with people arriving at Luas Stops by foot, bicycle, bus or private vehicle, or using the Luas to access community facilities. The assessment examines transport integration, including the ease with which passengers will be able to switch from one transport mode to another with this being particularly important once the proposed Scheme is operational.

Journey Amenity and Physical Activity

The proposed Scheme will have an impact on the choice of transport mode that people use to reach destinations or to arrive at a Luas Stop. It is an objective of the proposed Scheme to reduce the level of dependence on private transport and to realise public good benefits in terms of improved health and safety, with positive effects also for reduced community severance, traffic congestion and air pollution. The proposed Scheme will provide a transport mode with a high level of journey amenity. Directness and journey time are relevant characteristics to journey amenity, but this too is about the pleasantness of journeys, including the influence of separation from vehicle traffic and the ambience of the surroundings. The ancillary infrastructure included in the proposed Scheme includes new footpaths and cycle lanes beside or in close vicinity of the tracks, which will enhance journey amenity for pedestrians and cyclists too, particularly by providing segregation from traffic. These positive impacts have the capacity to increase physical activity, and therefore health, through active travel.

The design of the light rail service and the ancillary infrastructure also affect the journey amenity of people with disabilities. The assessment of journey amenity in this respect references the 7 Principles of Universal Design¹, namely equitable use, flexibility of use, simple/intuitive use, communication of necessary information (perceptible information), minimisation of hazard (tolerance of error), low physical effort and appropriate size and space. These Principles help to ensure that people with disabilities are given the same opportunity to use transport modes, open space and to access destinations as for others.

General Amenity, Community and Social Infrastructure

These criteria assess the effect that the proposed Scheme will have on accessibility to community facilities such as educational and social facilities, amenities, businesses and places of employment. The accessibility between Stops or places of residence and these destinations also has implications for social inclusion. A potential amenity conflict arises in that the route of the proposed Scheme makes use of existing public green space. However, in some instances, this green space is lightly used and may even be avoided by some people due to anxiety over anti-social behaviour. In other instances, green and open space is much valued by local people as a place for social interaction, exercise, relaxation and sport.

These criteria also address direct impacts on community facilities, impacts on the use of playing pitches, and impacts due to the physical presence of the proposed Scheme and its proximity to residential areas or community facilities. This is especially important for sensitive receptors such as children, older people and people with disabilities. The term 'environmental impacts' refers to impacts on air quality, noise and vibration, visual intrusion, etc. These impacts are referenced from the respective chapters and reinterpreted in this chapter as impacts which contribute to population effects at a community level. There is also the important issue of the projected footfall near Stops where this affects residential well-being or peace and quiet,

¹ The 7 Principles of Universal Design were developed by North Carolina State University in 1997.

especially at night. On the other hand, increased activity in the vicinity of Stops, or even the movement of LRVs, can allow for passive surveillance and provide a more lived-in ambience for some areas including open space areas. Local people's perceptions are important in this respect, including for example, the issue of anti-social behaviour.

Land use is being assessed in Chapter 12 (Land take) of this EIAR. Land take for the proposed Scheme will occur from existing industrial and commercial lands, amenity lands including green space and playing fields, road space, residential areas and the Finglas Garda Station car park. The location, number and nature of demolitions are addressed in Chapter 12 (Land take) of this EIAR. The population assessment often discusses the impact of these, including on the residual population. However, there are no plans to demolish occupied residential properties. Two vacant industrial premises will be demolished in the south of the study area. A building which forms part of the Finglas Garda Station will be demolished in the section between the proposed St Helena's Stop and Finglas Village Stop. A Dublin City Council Parks Department building will be demolished in Tolka Valley Park and DCC Parks Department storage facility will be demolished at the entrance to Mellowes Park. Three operational businesses will be demolished in the northern section between the proposed St Margaret's Road Stop and Charlestown Stop to make way for the Park & Ride (P&R) facility and the former Stop.

Community Severance

An impact related to both journey characteristics and general amenity is community severance. This refers to barriers to access to community facilities and neighbourhood destinations. There can be new severance or relief from severance, and this can be both physical (due to a structure) or social (sense of containment and psychological separation).

Economic Activity and Employment

This criterion relates to direct impacts on places of business and employment, the impact of improved connectivity or changes in accessibility, or of environmental impacts such as noise, visual or air quality on businesses, particularly during construction. The benefits of connectivity to the city centre are a key rationale for the proposed Scheme and are discussed extensively elsewhere, but there will also be local effects, for example where nearby Stops provide additional revenue to local shops, or where local businesses are better connected, particularly for commuting by employees, including potentially new employees from outside the former catchment that was practical for access.

8.2.5.2 Significance of Impacts

The significance of impacts is informed by the EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (2022). The significance is largely determined by the relationship between the nature of an environmental impact and the nature of the receiving environment as illustrated in Figure 8-1. The environmental impact is represented by its character, magnitude, duration, probability of its occurrence and its consequences for the local population. The nature of the existing environment determines the significance of the impact depending on the approximate number of people affected and their sensitivity to the impact.

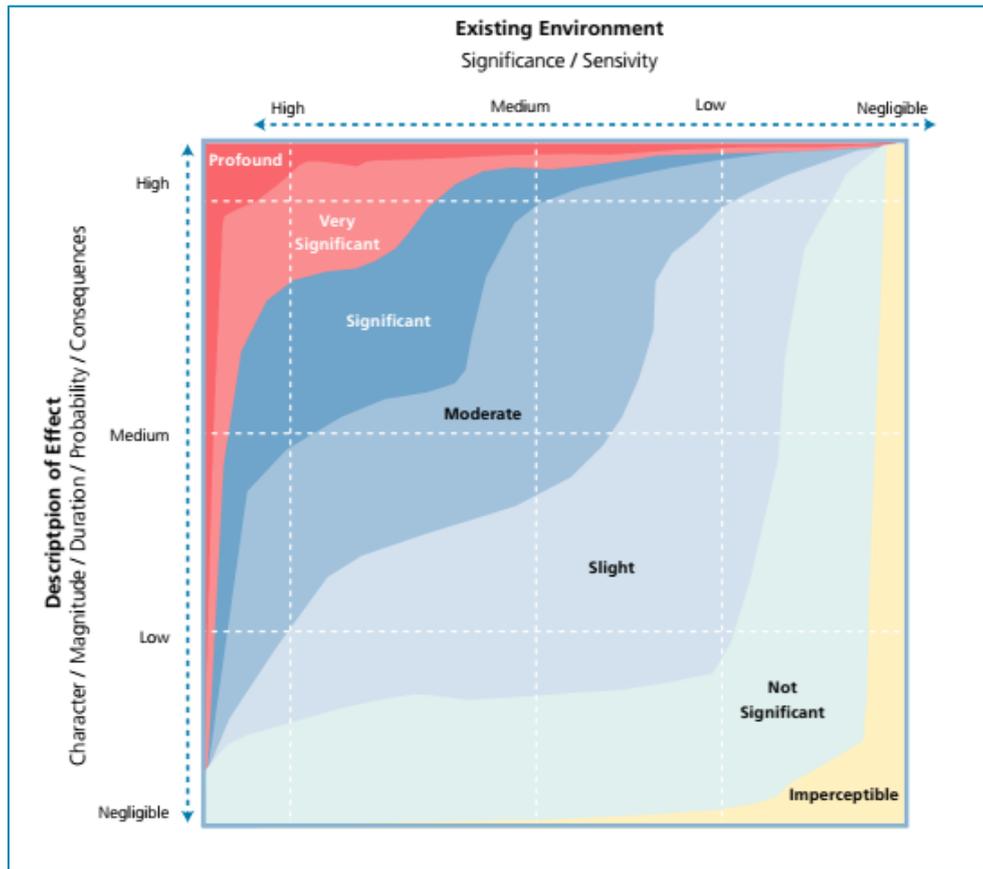


Figure 8-1: Typical Classifications of the Significance of Impacts (EPA, 2022)

8.2.5.3 Nature of Environmental Impact and Magnitude

The population assessment generally addresses impacts at a community level. As the assessment deals primarily with the social and economic impacts of a development, type and magnitude (scale and size) is often determined by the physical nature of the environmental impacts addressed by other specialist assessments such as noise and vibration, air quality or landscape and visual. The population assessment takes its lead from these assessments and reference is made to these assessments in the text. However, a distinction can arise in terms of the degree to which the impact is realised by people as receptors depending on the time they are exposed to an impact, their proximity, their numbers and sensitivity.

8.2.5.4 Sensitivity of the Existing Environment

People’s sensitivity to impacts will depend on their individual characteristics, but receptor groups which are particularly sensitive include children, older people and people with disabilities. Sensitivity also depends on:

- The location in which impacts are realised by people, e.g. at home, at community facilities, when travelling from one destination to another; and
- The capacity of the population to absorb change.

Certain neighbourhoods can be described as sensitive, for example where they contain high levels of social deprivation. Community facilities may also be described as being sensitive to certain types of impact, for example schools and noise, but also because they are used by sensitive population subsets, for example children. Significance is influenced by the importance of a community facility to the local community or to certain population subsets. In addition, impacts on individual businesses are assessed. In this case, sensitivity will be influenced by the nature of the business and the dependence of its operations on good accessibility or its sensitivity to environmental impacts such as air quality, noise and vibration, water quality, or landscape in the case of tourism. Significance is influenced by the importance of a business to the local economy and the level or type of employment it provides.

Table 8-3: Sensitivity of Community Facilities

Sensitivity Level	Types of community facilities and similar
High	Hospitals and health centres, schools, colleges, creches, religious facilities, nursing homes, youth or family resource centres, sheltered accommodation, museums / galleries / theatres, playgrounds. Workplaces if production process is very sensitive to environmental effects.
Medium	Residences, non-park open space, community centres, parks and playing fields.
Low	Shops, pubs / bars, sports clubs and gyms.

Table 8-4 is reproduced from the EPA Guidelines (2022) and provides definitions for the quality of impacts and effects, their significance, extent and context. For the assessment of population, these effects on the environment have to be interpreted in relation to the significance and sensitivity of the local population.

Table 8-4: Description of effects (EPA, 2022)

Effect characteristics	Description
Quality of Effects	Positive Effect: A change which improves the quality of the environment
	Neutral Effect: No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative / Adverse Effect: A change which reduces the quality of the environment
Significance of effects	Imperceptible: An effect capable of measurement but without significant consequences.
	Not Significant: An effect which causes noticeable changes in the character of the environment but without significant consequences.
	Slight Effect: An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	Moderate effect: An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	Significant Effect: An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment.
	Very Significant: An effect which, by its character, magnitude, duration or intensity, significantly alters most of a sensitive aspect of the environment.
	Profound Effect: An effect which obliterates sensitive characteristics
Extent and Context of Effects	Extent: Describes the size of the area, the number of sites and the proportion of a population affected by an effect.
	Context: Describes whether the extent, duration or frequency will conform or contrast with established (baseline) conditions.
Describing the Probability of effects	Likely Effect: The effect that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effect: The effect that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of effects	Momentary effects. Effects lasting from seconds to minutes.
	Brief effects: Effects lasting less than a day
	Temporary effects: Effects lasting less than a year.

Effect characteristics	Description
	Short-term effects: Effects lasting one to seven years.
	Medium-term effects: Effects lasting seven to fifteen years.
	Long-term effects: Effects lasting fifteen to sixty years.
	Permanent effects: Effects lasting over sixty years.
	Reversible effects: Effects that can be undone, for example through remediation or restoration.
	Frequency of effects: How often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly annually).

8.2.5.5 Indirect, Secondary and/or Cumulative effects

Indirect or secondary effects may occur which are not a direct result of the project and can often be the result of a complex pathway. In addition, cumulative effects can result from combinations of effects, including those from transport, infrastructure, residential or other projects, and may be either positive or negative. As noted in the EPA Guidelines, these can arise also from multiple significant or non-significant effects which together have a more significant impact. For population, cumulative effects often arise from the construction or operational traffic generated by more than one project occurring simultaneously, from the opportunities different projects provide for new employment and social inclusion, or the effect of accessibility on opportunities for new residential, retail or commercial development.

8.3 Baseline Environment

8.3.1 Context and Character

The study area is primarily low density residential, but with numerous community facilities, retail facilities and businesses, particularly in the north and south. There is a mix of small and larger residential estates and these are often defined by the boundaries with local roads. Residential areas are also separated by areas of green space, which are numerous in the study area and include three parks: Tolka Valley Park, Farnham Crescent Park and Mellowes Park. Community facilities are many and include primary and secondary schools, colleges, churches, community, health and sports centres.

There is a concentration of retail activity in Finglas Village to the east of the proposed route and the R135 Finglas Bypass. Finglas Village is listed as a Key District Centre in the DCDP and a Strategic Development and Regeneration Area (Finglas Village Environs and Jamestown Lands). The retail and commercial functions of the village are described in the Baseline Analysis Report of the Finglas Strategy (2021) as having declined in recent years due, in part, to the proximity of large retail or supermarket complexes, for instance at Clearwater to the west of the bypass, and in the north at the Charlestown Shopping Centre. Non-retail commercial businesses and industrial parks are located mainly in the south and north of the study area, and many small businesses and services are located in the vicinity of Finglas Village.

8.3.2 Existing Transport Infrastructure

Finglas is a major residential suburb with a population served by numerous community facilities and places of employment. However, there is also a need for good access to the city centre and other parts of Dublin for employment and social activity. This is significant, noting the high level of social disadvantage represented by lower levels of employment, high dependency ratios and low incomes. The study area also has a relatively young population compared with other suburbs in the city. (refer to Figure 8-2).

Currently, access is provided mostly by road transport, including the R135 Finglas Road and Bypass to the east. However, this makes access to employment and services an issue for those individuals and families without a private car.

In terms of public transport, there is a dependence on Dublin Bus which provides services into the city and east and west through residential neighbourhoods in the study area. Although improvements to services are anticipated with BusConnects, by comparison light rail is able to provide shorter journey times, more convenience and higher accessibility for sensitive groups such as parents with young children or for people with disabilities. Excepting the existing Luas Stop at the Broombridge terminus, where the main Iarnród Éireann line serving the north and west of the country forms the southern boundary of the study area, there are currently no connections by any LRT or metro infrastructure within the area.

There is almost no cycle infrastructure such as cycle paths and there is a degree of severance for both north-south cycle and pedestrian journeys, for example at Ballyboggan Road, Mellowes Road, along St Margaret's Road and along the busy R135 Finglas Road.

8.3.3 Active Travel (walking and cycling) and Public Transport

Roadside footpaths provide for pedestrian access, but barriers are presented by busier roads such as St Helena's Drive and Mellowes Road, at least away from crossing facilities.

There is also a high proportion of HGV traffic in the vicinity of industrial estates, for example at the junction between Broombridge Road and Ballyboggan Road and on St Margaret's Road and this contributes to both severance and poor journey amenity. In addition, discontinuity to connectivity is presented by housing estates and the prevalence of cul-de-sacs, for instance between Tolka Valley Road and St Helena's Road, which is only alleviated by open green space, not all of which is inviting to cross.

A particular barrier to east-west connectivity is presented by the R135 Finglas Road. This applies both to pedestrians and cyclists at all locations away from the R103 overbridge at Finglas Village. The existing footbridge between Mellowes Park and St Margaret's Road, while avoiding the busy traffic below, and offering a gradually sloping circular incline, also presents a barrier to sensitive population subsets such as people with disabilities, older people and people with buggies or prams. Parks and green space are also used both for pedestrian access with a chain of open spaces extending north from Ballyboggan Road to St Margaret's Road. However, fencing at some locations introduces a degree of fragmentation as does anxiety over anti-social behaviour in one or two spaces where there is little in the way of surrounding housing to provide passive surveillance. Industrial and commercial estates at Broombridge and Jamestown also form barriers to pedestrian, cycle and vehicle connectivity.

Existing cycle infrastructure includes the Tolka Valley Greenway, Royal Canal Greenway and the Finglas Road segregated cycle lane which connects the city centre with Finglas Village. The Tolka Valley Greenway has increased amenity use of the park and connects Ashtown, Finglas, Cabra and Glasnevin. Secondary routes proposed in the Greater Dublin Area Cycle Network Plan (2013) follow Mellowes Road, North Road and Charlestown Place. There are few cycle lanes elsewhere in the study area with these represented by on-road surface markings such as eastbound on Ballyboggan Road. There are no continuous cycle lanes on the busier roads of St Helena's Road, Mellowes Road and St Margaret's Road or to serve nearby schools.

In terms of public transport, the study area is connected in the south to the existing Broombridge Railway Station on the southern bank of the Royal Canal, which links the Luas Green Line to the Western Commuter Line. It is also served by various Dublin Bus routes, including Service 40, which connects the City Centre with the Liffey Valley and Charlestown Shopping Centres, and which uses Finglas Road and Cardiffstown Road. The 40B, 40D and 40E all branch from Finglas Road to local destinations. Service 220 follows Lower Finglas Road, Tolka Valley Road and St Helena's Road and connects with Dublin City University. The 140 follows Finglas Road and connects Rathgar with Ballymun. Service 17A follows Mellowes Road and connects with Blanchardstown and Howth, while the 103 connects Charlestown Shopping Centre with the city centre. Under plans for BusConnects, a new corridor from Finglas to the city centre is proposed as one of 12 core bus corridors. New services are proposed to connect Broombridge with Heuston and Blanchardstown, Mellowes Road with Blanchardstown, Swords, and Tallaght, Greenhills and Templeogue via the City Centre.

8.3.4 Community / Social Infrastructure and Economic Facilities

8.3.4.1 General

Table 8-5 lists the community facilities in the study area, including those within 100m of the proposed Scheme and sensitive receptors at between 100m and 500m distance. Table 8-3 shows how these are categorised in terms of sensitivity. Volume 5 – Map Figure 8-2 presents the location of community facilities and receptors in the study area.

The north of the study area contains areas of residential estates, but also a concentration of retail, businesses and industrial parks. Finglas town centre to the east of the study area also has a concentration of retail and service businesses.

Table 8-5: Community facilities within and outside of 100m of the proposed Scheme

Community facilities within 100m	Type	Sensitive community facilities 100m-500m	Type
Tolka Valley Park playground	community	St. Finbarr's Boys NS	education
The Den, Finglas Youth Services	community	Fledglings Early Years	education
St. Helena's Drive assisted living	community	Cabra Community College	education
St. Helenas's Resource Centre	community	Sancta Maria Day Care	community
Aylward Green family accommodation	community	Church of the Most Precious Blood	religious
Finglas Youth Resource Centre	community	St. Brigid's Infant NS	education
Finglas Childcare/Mellow Spring Childcare Development Centre	community	St. Brigid's Senior NS	education
Finglas Sports and Fitness	community	Coláiste Íde Further Education	education
Intreo Centre, Finglas	community	Coláiste Eoin	education
Mellowes park playground	community	St Canice's Church of Ireland	religious
Liam Mellows Memorial	community	The Village Inn	business/community
Broomsbridge Educate Together School	education	Finglas Village Centre	retail/services/ community
St. Oliver Plunkett's s NS	education	St Canice's Church	religious
St. Malachy's NS	education	St Canice's Primary School	education
St. Michael's Holy Faith Secondary School	education	West Finglas Residents Association	community
St. Fergal's Boys NS	education	St. Kevin's NS	education
Finglas Parochial NS	education	St. Joseph's Girls NS	education
Royal Canal and greenway	green space	Adult Education Centre	community
Tolka Valley Park	green space	Finglas West Family Resource Centre	community
The Valley	green space	Valley Park United FC	sports
Mellowes Park	green space	Odeon, Charlestown	business/community
St. Oliver Plunkett's Church	Religious	The Nest, Childcare and Montessori	community
Jehovah's Witness Hall	religious	Supervalu Finglas	retail/business
Assumption Convent	religious	St. Declan's College	education

Community facilities within 100m	Type	Sensitive community facilities 100m-500m	Type
Clearwater Shopping Centre	retail	Coláiste Mhuire	education
Charlestown Shopping Centre	retail/business	Ventry Park and playground	green space
Lidl	retail/business	St. Catherine's School	education
Aldi	retail/business	St. Dominic's College	education
Finglas Garda Station	services	Youthreach	community
Finglas Fire Station	services	Holy Family School for the Deaf	education
Cabra Boxing Club	sports	D7 Afterschool and preschool	community
TU Dublin Sports Pitch	sports	Mountain of Fire Gospel Church	religious
Tolka Valley Pitch and Putt	sports	Greenview Community Garden	community
Rivermount FC	sports	St. Finian's National School	education
Farnham Drive pitch 1	sports	Colaiste Ide of Further Education	education
Farnham Drive pitch 2	sports	Leisure Point Gym	sports
Erin's Isle GAA	sports	Dunnes Stores	retail/business
McKelvey Celtic AFC	sports	Kildonan Park	green space
Fitness Freaks Gym	sports	Finglas United FC	sports
		Jamestown Road Baptist Church	religious
		Westside Gym	sports
		Lanesborough Park	green space
		Melville Playground	community
		East Finglas Scouts	community
		Gaelscoil Uí Earcáin	education
		Finglas Shopping Centre	retail/business

8.3.4.2 Green Areas / Open Space

The proposed Scheme will run through parks and areas of green space. The two principal parks are Tolka Valley Park and Mellows Park. These are locations that people choose to visit as a destination, for walks, dog walks and jogging. However, many people will also be passing through these parks en route to workplaces, shops or community facilities. This includes people cycling, although Tolka Valley Park also includes an existing greenway as part of the GDA Cycle Network.

Tolka Valley Park contains numerous paths, a lightly wooded area and a constructed wetland which also provides a wildlife habitat and amenity. In between the two main parks there is a chain of green spaces which include, from south to north, St Helena's Park, Farnham Park, and green spaces between Casement Road and Farnham Drive, at Wellmount Parade and Cardiff Castle Road.

The DCDP identifies issues with limited connectivity between open spaces. Improvements to the public realm have been proposed, for example in the vicinity of Helena's Drive and the Mellows Road Stop. Areas of green and open space are important features of the area and are also public facilities which might be much valued by local people. It is not unusual in the area to see how local community groups have contributed to clean-ups or planting in these spaces. In other cases, green spaces have been neglected and are little visited, containing no walking or play facilities and often serving as simply a green barrier between neighbourhoods.

Within the DCC Parks typology, Tolka Valley Park is a Community Park Grade 2 and the largest and most formal green space in the study area, with a golf course and play facilities. It is also much used by people accessing the railway line and Luas Stop at Broombridge. Seventy percent of people, on average, were walking on the days of the Jan Gehl survey undertaken by the Luas team across the two locations in the park, with 17% cycling in the southern section. A minority were running or, conversely, using a stroller or wheelchair. North of Tolka Valley Road, the proposed Scheme passes through a green space between Barnamore Grove and Carrigallen Road, known formally as St Helena’s Park and locally as “The Valley”. This local open space has been recommended for an urban design study by DCC in the Finglas Strategy, and its integration with the proposed Scheme is addressed in the aforementioned Urban Integration report. This open space is little used at present, with access prevented from the residential area to the east by high walls. Gates are welded shut at some locations. At present, there is a single informal path connecting Tolka Valley Road, Barnamore Grove and St Helena’s Road. Anti-social behaviour has been an issue in this space. There was no stationary activity on the days of the Jan Gehl survey.

During the non-statutory public consultation process for the proposed Scheme, local residents expressed a reluctance for gates to be installed at the end of the walled cul-de-sacs on the east side of the open space.

Farnham Park is a small district park located between Dunsink Road and Farnham Drive. The park contains a GAA and a soccer pitch and is adjacent to the Erin’s Isle GAA club. The green space continues to the north forming a more linear space between Casement Road and Farnham Drive. In both spaces there is little interior tree cover with few facilities for sitting or just three sealed footpaths. These open spaces, along with small areas of neighbourhood open space alongside Wellmount Road and Cardiff Castle Road, have been recommended for an urban design study to provide stronger local focal points.

Like Tolka Valley park, Mellows Park is a Community Park Grade 2, and is located in the northern half of the study area. The park covers a sizeable area, but facilities are mainly limited to pitches and some paths, with rather little interior tree cover or provision of seating. Both Tolka Valley Park and Mellows Park are used for a weekly park run around the perimeter, and including a junior park run.

8.3.4.3 Education

There are a large number of schools and colleges near the proposed Scheme. Beginning with those closest to the proposed Scheme, these include:

- St Michael’s Holy Faith Secondary School (c.50m distant, grounds adjacent);
- St Fergal’s Boys NS (c.50m);
- Finglas Parochial NS (c.50m);
- St Malachy’s Mixed NS (c.70m distance);
- St Oliver Plunkett’s NS (c.100m);
- Coláiste Eoin (c.100m);
- St Joseph’s Girls NS (c.120m);
- St Kevin’s Boys NS (c.120m);
- Broombridge Educate Together NS (150mm);
- St Brigid’s NS and Senior School (c.150m, entrance 300m);
- CDETN Adult Education (c.200m); and
- Coláiste Íde College of Further Education (c.350m).

As listed, St Michael’s, St Fergal’s Boys and Finglas Parochial NS are located closest to the proposed route, although school buildings tend to be a little more distant. St Malachy’s and St Oliver Plunket are located closest to a proposed Stop, in this case St Helena’s Stop, with most of the other schools located near the line between this Stop and Finglas Village, or to the west of Mellows Park.

8.3.4.4 Health and Social Services

There are social and family support services that include St Helena’s Family Resource and Childcare Centre (adjacent to proposed Stop), Finglas Childcare, Finglas Youth Services, and Finglas Intreo Centre

(Department of Social Protection), all located adjacent to the proposed Finglas Village Stop. Finglas Medical Centre is located in Finglas Village.

There is sheltered housing on St Helena's Drive for older people and for families at Aylwood Green on Cappagh Road (beside proposed Scheme). Odin's Wood Daycare Centre is located on Kildonan Road (c.350m). These services are accessed by sensitive population subsets.

8.3.4.5 Religious Facilities

These include St Oliver Plunkett's Church (c.75m), St Canice's Roman Catholic Church (c.160m) and the Kingdom Hall of Jehovah's Witnesses (c.25m). A large proportion of the congregations of these churches would be represented by sensitive population subsets. The Church of the Annunciation has now been demolished and is to be replaced by a smaller church, housing for senior citizens and a possible primary care centre.

8.3.4.6 Sports and Leisure

Sports and leisure facilities in the study area include Erin's Isle GAA (c.20m from playing fields, 100m from building), Rivermount Boys FC (c.20m from playing fields, c.70m from building), Valley Park United FC (c.230m), Finglas United Youth FC (c.600m), McKelvey Celtic FC (adjacent), Leisure Point Sport and Fitness Centre, and Finglas Area Office and Sports Centre (adjacent).

Parks and green space include Tolka Valley Park, Barnamore Grove Linear Park, Kildonan Park and Mellows Park. The proposed Scheme itself passes through three parks: Tolka Valley Park, Farnham Park and Mellows Park, and several neighbourhood green spaces including the Valley area (to become St Helena's Park), at Casement Road / Farnham Crescent, at Wellmount Road and Cardiff Castle Road. Tolka Valley Park, Farnham Park and Mellows Park contain GAA and soccer pitches. Tolka Valley Park contains an 18-Hole par 3 golf course and a constructed wetland which is an attractive water facility.

There is angling for brown trout on the Tolka River above Finglas Bridge and Cardiffstown Bridge, including at the footbridge from Ballyboggan Road. There have been local efforts to engage young people in this pastime. Children's playgrounds are to be found in Tolka Valley Park and within the enclosure of Finglas Sports and Leisure beside Mellows Park.

8.3.4.7 Other Community Infrastructure

The study area includes Finglas Garda Station (beside proposed Scheme) and Finglas Fire Station (50m) on Mellows Road. Finglas Garda Station is the local headquarters and covers an area of 1,700m². Access with minimum wait times would be needed for emergency services.

8.3.4.8 Economic and Retail Activity

There are also numerous local neighbourhood shopping centres scattered throughout the area. The principal destinations or attractors are the Key District Centre of Finglas Village (>200m) and Charlestown Shopping Centre (adjacent), including also supermarkets and adjacent retail at Tesco Clearwater (c.200m), Aldi and Lidl (adjacent, on St Margaret's Road) and Dunnes Stores (Charlestown and Cardiffsbridge Road).

Industrial areas are major sources of employment for people living both in and outside of Finglas. These cover substantial areas in the south and north of the study area. In the south there are the Broombridge and Dublin Industrial Estates. East of St Margaret's Road are the Jamestown Business Park and the Finglas Business Centre. There are more commercial businesses along the east side of the R135 and in the commercial estates off North Road and at North Park to the north-west of the study area.

8.3.5 Demographics

The most recent Census data is for 2022 (CSO, 2022). This shows that the national population increased to 5,123,536, or an increase of 7.6% on the population of 4,761,865 recorded at the time of the last Census in 2016. In County Dublin, the population increased to 1,450,701 persons from 1,347,359, an increase of 7.7%, or very slightly higher than the national figure. That for Dublin City grew by 5.1% to 554,554 persons.

A longer than usual period of six years has passed since the last Census of April 2016 due to the interruption caused by the COVID-19 pandemic. The latest increase in population exceeds that recorded for the previous Census 2016, when Ireland’s population had increased by 3.8% from the Census of 2011. The population of all provinces has grown, but Leinster grew faster than the State overall by 9.0%, again an increase on the 5.2% recorded in 2016, but with the higher increases recorded for the counties surrounding Dublin. Inter-regional and international net inward migration played a significant role in population movement over the period and continues to do so, having been a stronger factor than natural population growth in the current Census.

8.3.5.1 Population

Table 8-6 shows the 2022 and 2016 population of those Electoral Divisions (ED) which fall partly or entirely within 500m of the proposed Scheme. Refer to Volume 5 – Map Figure 8-1.

Table 8-6: Population Electoral Divisions in 2022 and percentage change from previous Census (CSO, 2016 and 2022)

	Cabra East A	Cabra West A	Cabra West B	Finglas South A	Finglas South B	Finglas South C	Finglas South D
2022	5,676 (0.5%)	1,448 (-2.0%)	2,673 (3.7%)	2,891 (-0.4%)	5,448 (29.5%)	2,506 (-5.3%)	2,517 (3.7%)
2016	5,650 (9.4%)	1,478 (0%)	2,577 (2.5%)	2,645 (-5.0%)	4,206 (8.7%)	2,645 (5.5%)	2,427 (5.0%)
	Finglas North A	Finglas North B	Finglas North C	Dubber	Ballygall A	Ballygall B	Ballygall D
2022	3,124 (-5.9%)	2,893 (0.7%)	3,670 (5.9%)	8,812 (19.5%)	3,523t (-2.3%)	1,911 (1.3%)	2,541 (0.4%)
2016	3,319 (2.9%)	2,874 (2.3%)	3,464 (6.7%)	7,372 (15.5%)	3,606 (4.8%)	1,887 (4.5%)	2,531 (1.5%)

Of these EDs, Cabra East A has the second largest population. This ED, along with adjacent areas, contains mostly established residential areas which have experienced only modest population growth in recent years as the population age cycle has matured. Indeed, the population has declined in the case of Finglas North A and Finglas South C. By comparison, Finglas South B has experienced significant population growth since the last Census, mostly due to apartment development in locations beside the N2. The ED occupies the southeast of the study. The ED of Dubber has the largest population in Table 8-6, but covers a large rural area located north of the M50 and includes the village of St Margaret’s and much of Dublin Airport. The ED has experienced new residential development since 2011, including in the vicinity of the M50.

Table 8-7 shows the population which lives within 1km of the proposed Stops, as defined by the 2022 Census. There is, of course, an overlap between a proportion of this population where it falls within the radius of two Stops.

Table 8-7: Population within 1km of the proposed Scheme 2022 (CSO, 2022)

Broombridge	St. Helena’s	Finglas Village	St Margaret’s	Charlestown
17,892	19,550	19,166	17,676	14,874

8.3.5.2 Age Profile

Figure 8-2 shows the number of people falling within different age categories in each of the EDs as of 2022. A logarithmic scale is used to account for the relatively high population of the ED of Dubber and the large proportion of the ED’s population which falls within the 30-49 year category at 40.4%, a characteristic which is shared with Cabra East A at 36.4%. The proportion of children aged up to 9 years is similar across the EDs in the study area at an average of 10.7% and is highest in Dubber at 14.2% due to relatively high new household formation in this ED. Ballygall B has a remarkably high population of people aged over 75 years at 17.1%.

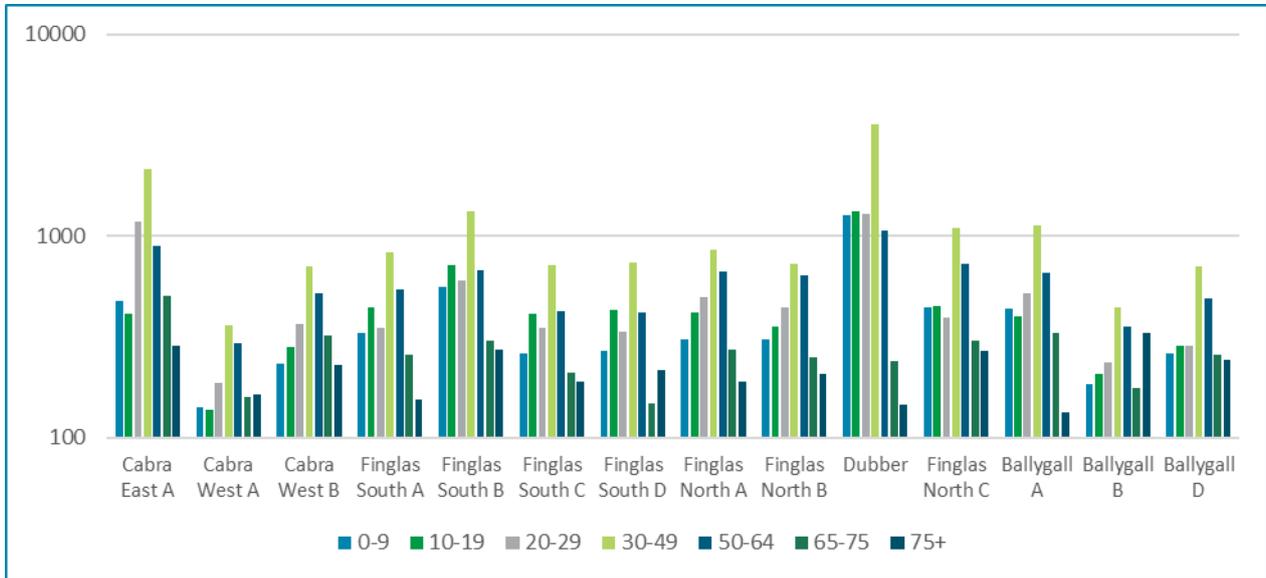


Figure 8-2: Age categories of study area Electoral Divisions (CSO, 2022)

Figure 8-3, however, shows there is a good degree of variation in the family cycle, with EDs such as Cabra East A having a high proportion of younger couples at 26.0% while Dubber has a high proportion of families with younger children (43.6%) falling into the pre-school, early school and pre-adolescent categories. Other EDs demonstrate a more mature stage in the family cycle with high proportions of families in Finglas South C, Finglas South D, and Finglas North A which all members are adults at 45.3%, 42.9% and 40.3% respectively.

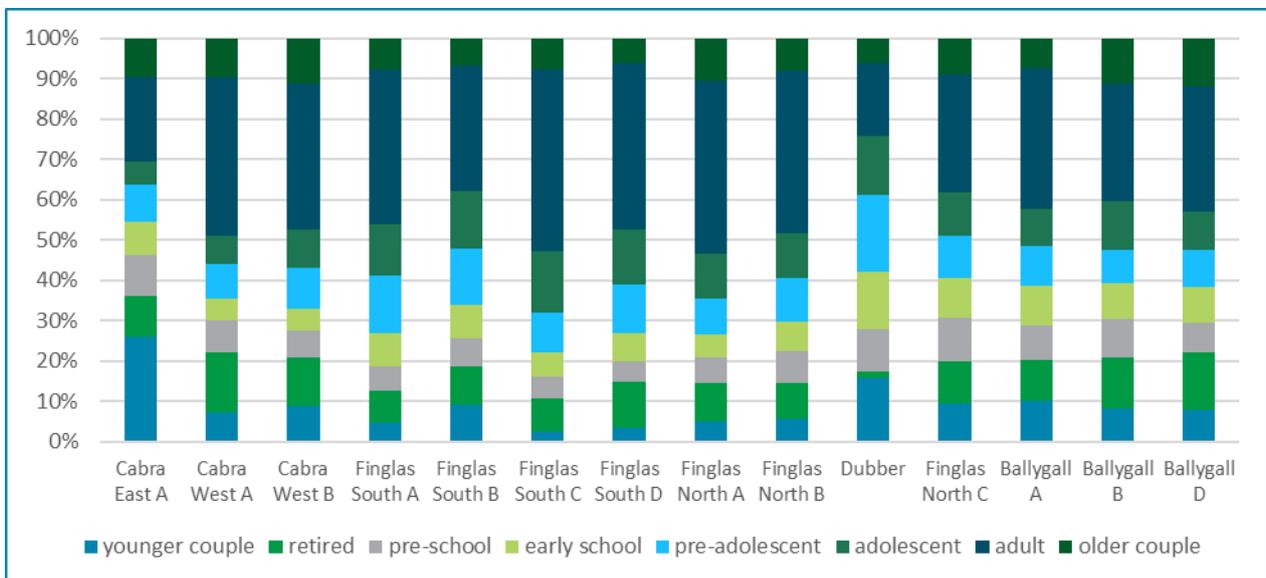


Figure 8-3: Stage in Family Cycle (CSO, 2022)

8.3.5.3 Employment and Socio-economic Status

Although there is variation in the family cycle, the proportion of the population of working age between 20 and 65 years is now rather similar across the study area, but highest in Cabra East A at 71.6% and lowest in Ballygall B at 53.5%. At present, unemployment is low and there were 42,250 people on the Live Register in the Dublin Region as of December 2023 (the figure includes part-time workers working up to three days per week and claiming benefits). Employment in the Dublin Region was at record levels of 795,000 as of Q2 2023, with unemployment down to 5.0% (Dublin Economic Monitor Sept. 2023).

Employment levels are quite different in magnitude to those at the time of the last Census in 2016. In 2022, an average of 54.9% of people by ED were in employment, compared with 49.6% in 2016. Average unemployment at that time was 5.7%, but 10.4% by ED in 2022. Figure 8-4 shows that the highest levels of employment in 2022 were in Dubber, at 67.4%, and Cabra East A at 65.1%. By comparison, unemployment was highest in Finglas North A at 9.2%, of which 6.5% was represented by long-term unemployment. Finglas North A and Finglas North B had the highest proportions of people who were unable to work at 7.8% and 7.7%.

Of other categories, Cabra West A, Finglas South A and Finglas North B had slightly higher proportions of people of working age who can be classified as home makers at 7.3%, 7.2% and 7.2% respectively. Dubber and Finglas South B had marginally the highest proportion of students at 11.5% and 10.3% compared with an average of 9.8%. The highest proportion of homemakers was found in Finglas South B at 9.6% compared with an average of 7.4%. The highest and lowest proportion of retired people are found in Ballygall B at 27.8% and in Dubber at just 3.6% respectively, whereas the average was 15.6%.

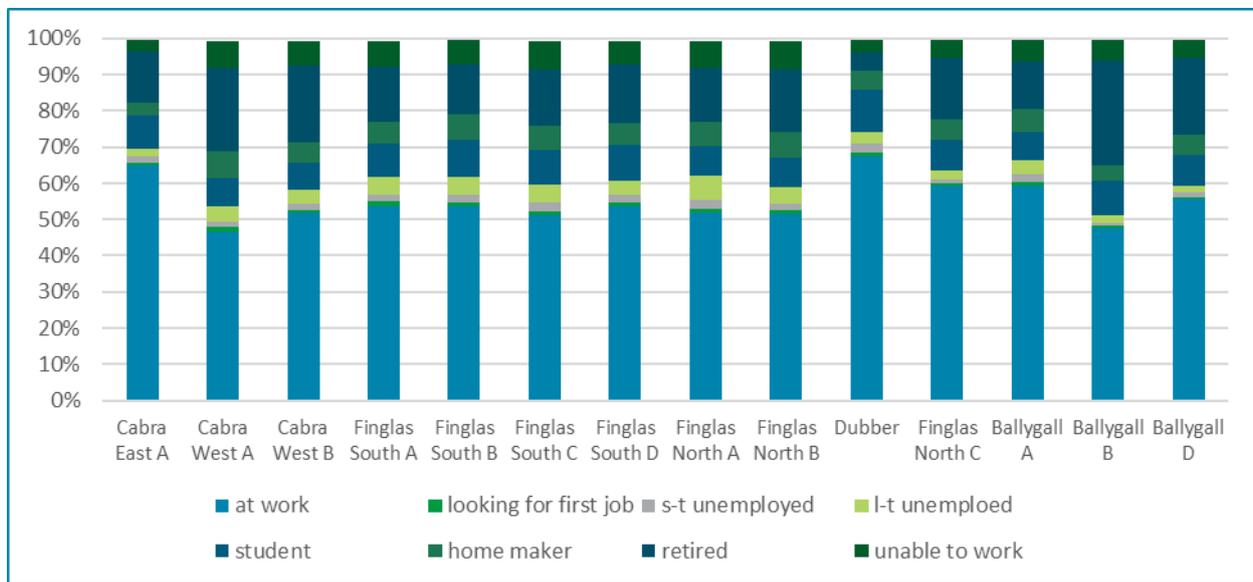


Figure 8-4: Employment status excludes “other” (<0.1%) (CSO, 2022)

In terms of socio-economic grouping, by far the highest proportions of people in the professional and managerial / technical socio-economic groups in 2022 were found in the ED of Cabra East A at 12.8% and 31.1% respectively, as shown in Figure 8-5. Proportions in the managerial / technical group were also higher in the five EDs in the north of the study area, at between 22.3% and 33%. Finglas South C has the lowest levels in these socio-economic groups at 12.8%. Finglas South C and Finglas North B had the highest proportion of people in the semi-skilled and unskilled groups, at over 25%.

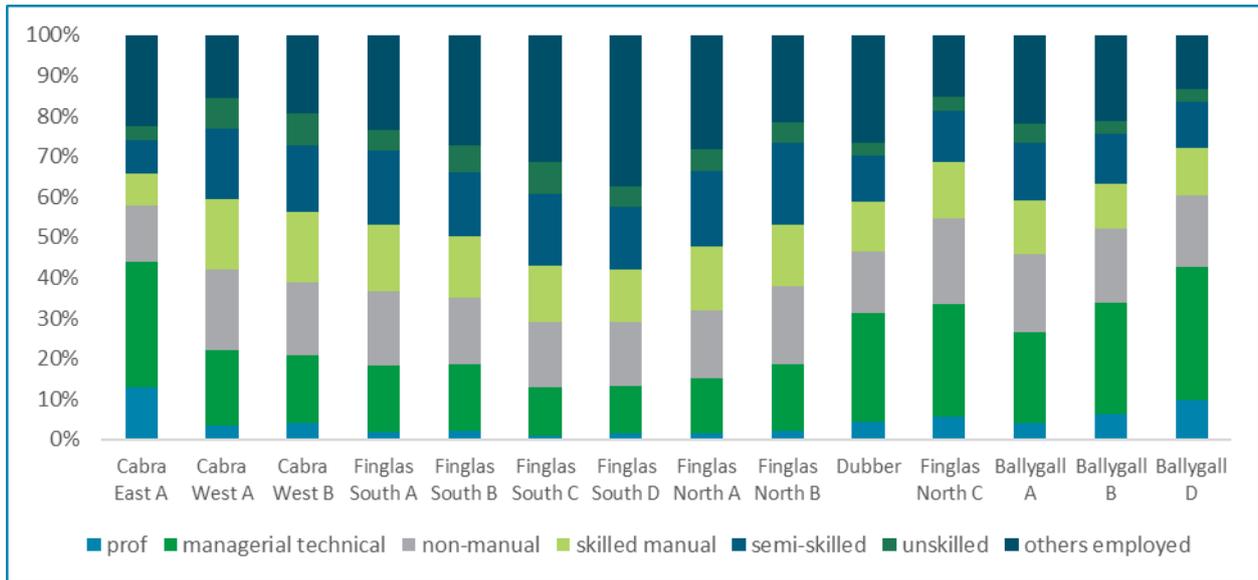


Figure 8-5: Proportion of the population by socio-economic group (CSO, 2023)

Employment is a major factor in deprivation. Indices from the Pobal HP Deprivation Index (Pobal, 2023) are shown in Table 8-8. The HP Deprivation Index is calculated based on various measures of deprivation taken from the CSO Small Area Population Statistics (SAPS) data, including unemployment and dependency ratios. Trends in absolute levels of deprivation have been improving since 2011 in all EDs, noting also that Ireland was in the middle of an economic recession at that time. Pobal remarks, however, that nationally, absolute deprivation has only begun to recover to 2006 levels. In terms of relative deprivation, Table 8-8 shows that, in four EDs, relative levels of deprivation are little changed, while in six they have deteriorated (red) and in four they have improved (green). In the study area, the best relative improvement is shown by Ballygall D, Ballygall B and Finglas North C. However, continued deterioration is apparent in Finglas South B and Finglas South C. Throughout the period, Finglas South C has remained the most disadvantaged ED.

Table 8-8: Pobal HP Derivation Index for electoral Divisions in the study area

Electoral Division	HP2022 relative	Description	HP2016 relative	HP 2011 relative
Cabra East A	9.18	Marginally above	9.6	7.4
Cabra West A	-14.39	Disadvantaged	-12.7	-13.0
Cabra West B	-11.91	Disadvantaged	-12.7	-15.0
Finglas South A	-14.71	Disadvantaged	-14.5	-17.4
Finglas South B	-14.17	Disadvantaged	-9.9	-9.6
Finglas South C	-25.05	Very disadvantaged	-20.3	-20.3
Finglas South D	-17.44	Disadvantaged	-16.4	-17.3
Finglas North A	-19.48	Disadvantaged	-16.6	-17.7
Finglas North B	-15.75	Disadvantaged	-14.4	-16.0
Finglas North C	-1.55	Marginally below average	-2.5	-5.1
Dubber	3.28	Marginally above average	5.1	5.9
Ballygall A	-6.67	Marginally below average	-4.3	-3.8
Ballygall B	-3.31	Marginally below average	-4.8	-8.4
Ballygall D	0.04	Marginally above average	-1.0	-2.8

8.3.5.4 Travel to Work

Figure 8-6 shows the mode of transport used by people to travel to work, school or college in the study area. The highest proportion of trips to work or college were taken by private vehicle at an average of 28.2%, although a large proportion also use public transport at 19.0%. Drivers of vehicles (car, van and motorcycle) represent the highest proportion in Finglas North C at 36.3%, followed by Finglas North B at 32.5% and Ballygall D at 32.3%. For vehicle passengers, the proportion was highest in Dubber at 17.7%. In comparison, the proportions of drivers and passengers combined were lowest in Cabra East A at 17.3% and 4.8%. On average by ED, 72.2% of people travelling by vehicle, as a driver or passenger, were travelling to work, and 27.8% were travelling to school or college. The proportions are reasonably similar between EDs, but with the highest proportion of vehicle trips to school or college being 36.8% in Dubber and 34.5% in Finglas South B.

Of active modes, the average proportion who walk to work, school or college was 15.9% in the latest Census. This figure compares with 18.6% in 2016 and is highest in Cabra at 23.3%, 21.6% and 18.5% respectively in Cabra West A, Cabra West B and Cabra East A. Walking to school or college accounts for most of these pedestrian trips at an average of 60.2%, although for Cabra East A the low share of 35.9% indicates that many people living here also walk to work. The proportion travelling by bicycle is lower at an average of 6.2% and below that for Dublin City as a whole, at 9.6%. By far, the highest proportion was in Cabra East A at 13.3%. These figures are almost unchanged since 2016. Those travelling to school or college accounted for 38.2% on average, although the proportion was high in Ballygall B at 47.7%.

The proportion travelling by bus, minibus or coach averages 15.3%. This represents a significant reduction from 20.3% at the last Census. The highest proportions in 2022 were in Dubber at 21.9% and Finglas South B at 19.4%. School and college journeys account for 28.5% of these journeys on average with the proportions being highest in Dubber at 42.5% and Finglas South B at 33.3%. The proportion of people travelling by train or Luas was highest in the vicinity of Broombridge in Cabra West A and Cabra West B at respectively 16.4% and 14.2%, when compared with an average of just 3.7% across the study area.

The most marked change since the last Census has been in the number people who are working from home. In 2022, this proportion was 4.6% on average, but varies from 1.5% to 9.2%. Prior to the COVID-19 Pandemic the average figure was just 0.7%.

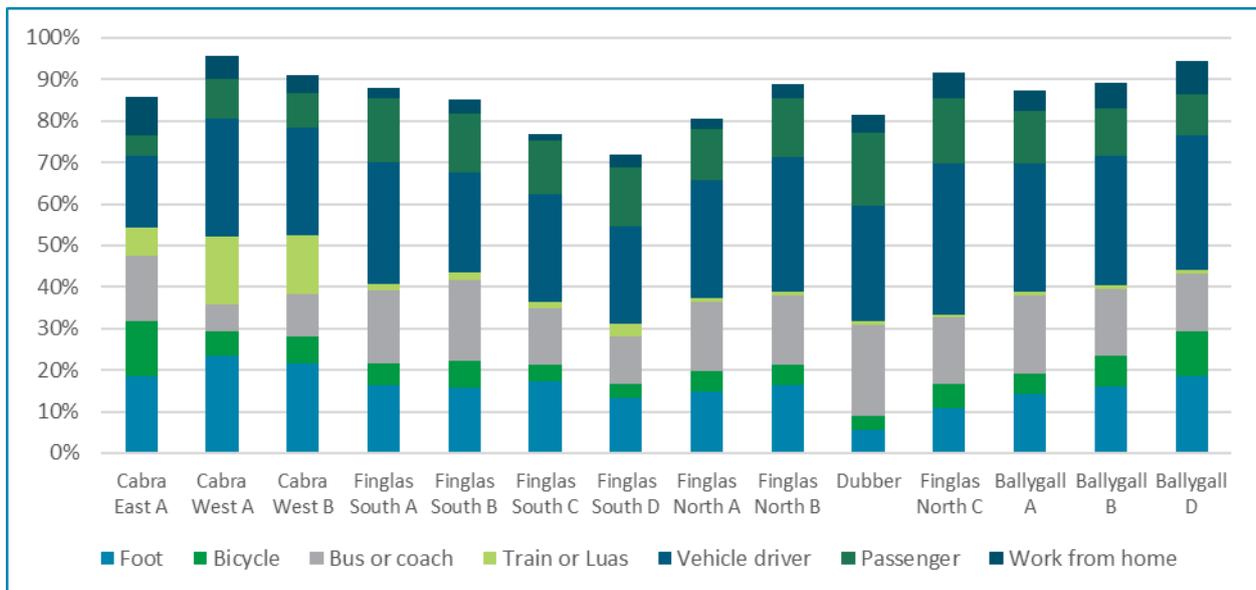


Figure 8-6: Mode of transport used to get to work, school, college (less “other” 0.2%) (CSO, 2022)

8.3.5.5 Journey Time

Table 8-9 and Figure 8-7 show that the highest proportion of journeys to work, school or college are completed in between 15 and 30 minutes, at 30.2% on average. Shorter journeys of up to 15 minutes account for 20.6%, while the next category of journey duration of 30 minutes to 45 minutes accounted for 20.6% on average. Commuting trips by people living in Cabra West A and Cabra West B tended to be longer despite their more central location with more journeys of 30-45 minutes (up to 21.6%) and of 45 minutes to one hour (up to 7.9%).

Table 8-9: Average journey time for trips to work, school or college 2022 (CSO, 2023)

Less than 15 mins	15-30 mins	30-45 mins	45 mins - 1 hour	1 hour - 90 mins	More than 90 mins	Not stated
20.6%	30.2%	20.6%	6.6%	5.9%	1.5%	14.6%

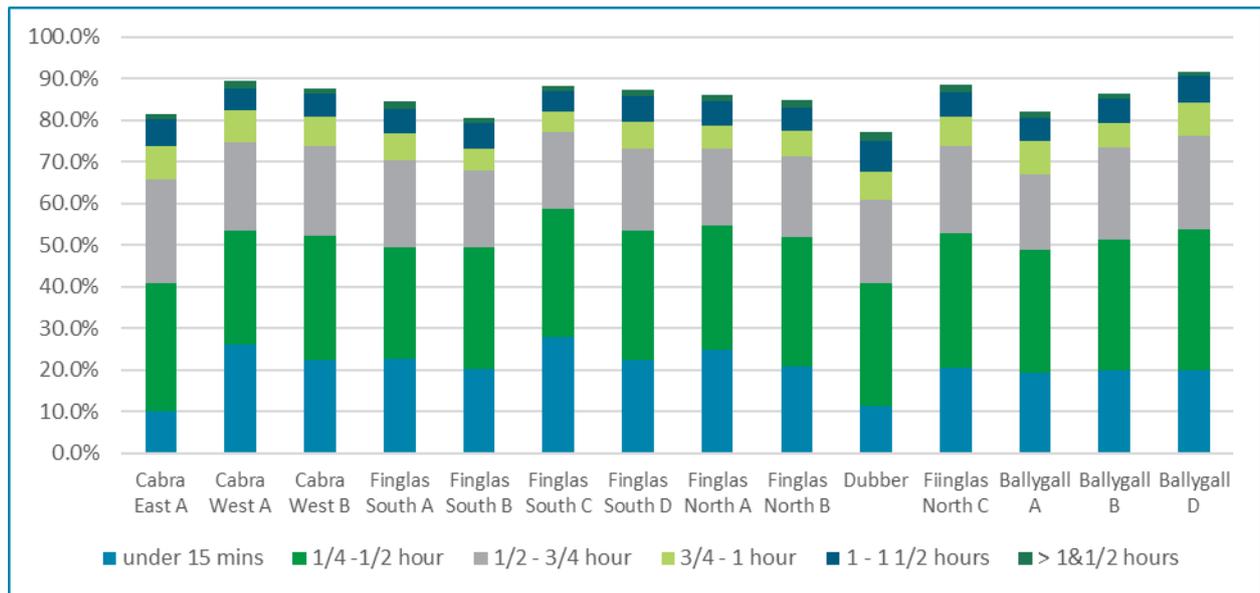


Figure 8-7: Journey time to work, school or college 2022 (CSO, 2023)

Household car ownership is largely influenced by income, but also factors such as household size and accessibility to public transport. The average proportion of households without access to a private car was 29.9%, with this figure being highest in Cabra West B at 41.5%. On average, 46.9% of households have access to one car. Finglas North C has the highest proportion of households with two or more cars at 35.0%, although this figure is likely to reflect household size, whereas, access is more likely to be a factor in the higher car ownership in the north of the study area. A much lower figure of multiple car ownership 16.6% were reported in Finglas South C and in Cabra West B at 16.9%.

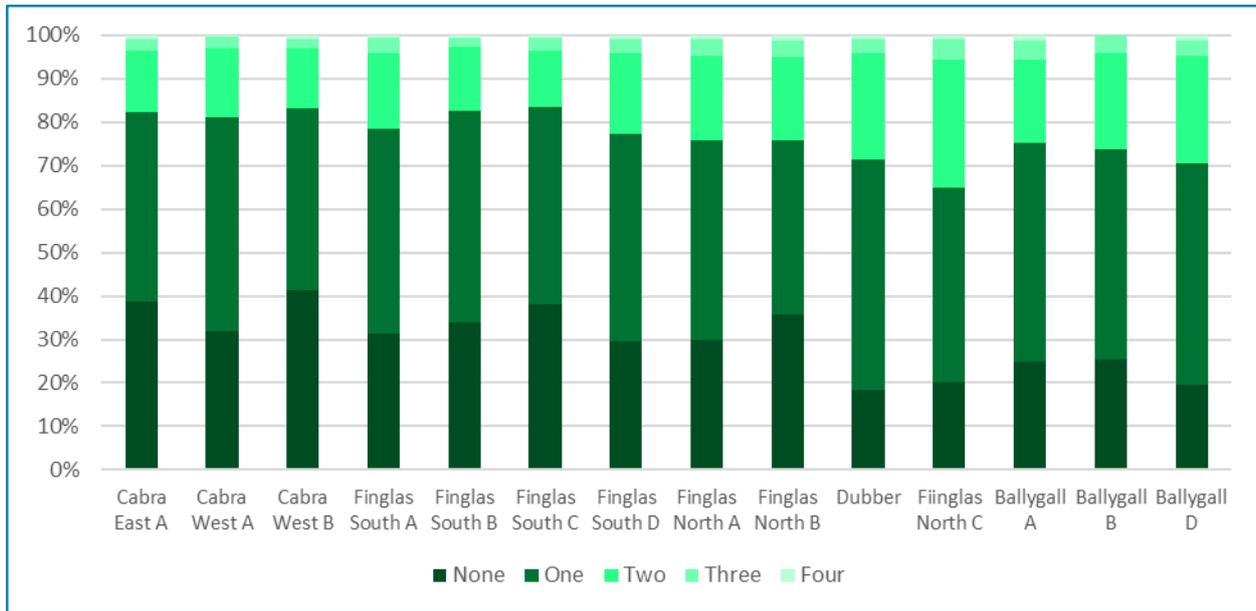


Figure 8-8: Car ownership 2022 (CSO, 2023)

8.4 Potential Impacts

8.4.1 Characteristics of the proposed Scheme

8.4.1.1 Do Nothing Scenario

In the Do Nothing Scenario it is assumed that the current transport infrastructure for pedestrians, cyclists and public transport would remain unchanged. The inhabitants of Finglas would continue to rely on private vehicle, bicycle or the public bus network to access destinations to the north or south which are too distant to walk conveniently. Journeys by private vehicle would continue to involve delays due to congestion and this journey length could increase if current upward trends in local vehicle use continue. Pedestrian journeys along Broombridge Road would continue to be confined to the east side of the street. In the vicinity of Cardiff Castle Road, pedestrians would continue to access community facilities on Mellows Road via Finglaswood Road. Most crossings of North Road would continue to occur via the existing overhead pedestrian bridge. Significant severance for pedestrians would persist along St Margaret’s Road. The amenity of local cycle journeys would remain poor in the absence of dedicated facilities, including along Finglas Road. There would be a continued high dependence on buses for north-south journeys, including trips to the City Centre.

8.4.1.2 Do Minimum Scenario

The ‘Do Minimum’ scenario represents the likely traffic and transport conditions of the study area without the proposed Scheme in place, but with other proposed transport schemes progressed. These would include a new Cycle Network Plan as part of Dublin City Council’s plans for an expansion of Active Travel. This plan includes new north-south cycle lanes along Finglas Road / McKee Avenue and St Margaret’s Road, along with secondary east-west cycle corridors on the R103 (Mellows Road) and Ballyboggan Road. This scenario forms the reference case by which to compare the proposed Scheme (‘Do Something’). The opening year for the proposed Scheme is assumed to be 2035. For the qualitative analysis the assessment is undertaken in relation to the existing environment with respect to travel using the existing transport infrastructure and the community profile and facilities described in section 8.3.

8.4.1.3 Do Something Scenario

The Do Something Scenario includes the proposed Scheme. This would provide for much improved north-south accessibility through Finglas and would complement proposed improvements in the bus, cycle and pedestrian network. Stop locations have been selected to provide for good connectivity and transport integration, including with Dublin Bus and Iarnród Éireann. This would be a public transport scheme which would provide for both increased capacity and replace a proportion of trips by private vehicle, in the process

lowering carbon and other emissions. It would cater, both for short north-south journeys to community facilities and between residential areas, as well as for longer journeys into the city centre. The proposed Scheme would provide for high passenger amenity, reduced journey time and improved journey time reliability. For instance, journey times into the City Centre are predicted to be less than 30 minutes with the Scheme in place and passenger capacity would be increased by 50% when compared with the Do-Nothing Scenario. The proposed Scheme would therefore have a positive impact on the quality of life of the great majority of people in Finglas by providing them with improved access to destinations for employment, shopping and leisure. There are 10,000 people within 10 minutes walking distance who belong to population subsets identified as disadvantaged by the Pobal HP Deprivation Index (see Table 8-8). The proposed Scheme would also have a positive impact by contributing to reduced social exclusion and social disadvantage.

8.4.2 Construction Phase

8.4.2.1 Overview

This section outlines the potential impacts that construction of the proposed Scheme will have on population and community infrastructure in the study area during the period of construction.

Construction will occur in two phases, namely Enabling Works and Main Works as described in Chapter 6 (Construction Activities) of this EIAR. Construction inevitably involves environmental impacts, but these are short term and can be mitigated. Refer to section 8.4.4 for a list of proposed mitigation measures. They are of finite duration, with the Main Works expected to take approximately 3.5 years. Periods of peak activity will typically be of short duration, but extended in the vicinity of proposed Stops, bridge locations and road interchanges where roundabouts will be replaced by signalised junctions. Among the environmental impacts most relevant to Population, particularly residential and general amenity, are those of noise and vibration, landscape and visual intrusion and air quality. These effects are specifically addressed in the dedicated chapters, but apply mainly to the occupants of residential properties which are in close vicinity to the construction works. Reference is made in the text to the specific chapter assessments of these effects. For the Population assessment, any divergence from these assessments arises in response to the degree to which the effect is realised by people (as receptors) depending on the time they are exposed to the effect, their proximity, their sensitivity, and their numbers. Likely significant impacts result from demolitions and land take from public open space.

There is the potential for slight severance and small changes in accessibility during the Construction Phase when tracks are being laid, but these effects will be mitigated, and most impacts during the Construction Phase can be expected to be slight and of short duration.

The proposed Scheme will create employment for the projected 3.5 years of construction. At its peak, 180 staff are expected to be directly employed on the proposed Scheme. The Preliminary Business Case (2023) states that employment due to the proposed Scheme will amount to 350-520 full-time equivalent jobs.

A Local Employment Forum has been established with a view to sourcing a proportion of these jobs from the local area. Dublin City Council and the Finglas Employment and Training Working Group (FETWG) are seeking to maximise employment opportunities as a result of local inward investment, and have the following overarching objectives:

- To facilitate and harness the employment-generating opportunities of employment support and training services sector within the greater Finglas Area;
- To liaise and co-operate with agencies and organisations working in the greater Finglas area to maximise educational and training opportunities and support access to employment for local residents;
- To facilitate agencies and organisations, in particular those engaged in employment and training initiatives in the greater Finglas area, to work together in a co-ordinated manner in order to maximise employment, volunteer and training opportunities for residents of all ages;
- To promote the Finglas Employment and Training Working Group with relevant stakeholders to facilitate an employment strategy that promotes enhanced local employment access for all;

- To work with secondary and third level education establishments to inform and promote a local School Job Placement Programme that interacts with FETWG and their employment partners; and
- To develop, facilitate and support education and training initiatives with relevant stakeholders to enhance the employment opportunities of locals with particular emphasis on local investment projects such as the Finglas Luas Project, the Jamestown Master Plan and local housing and infrastructural development projects.

TII are committed to continue working closely with DCC to maximise local employment opportunities, and intend on:

- Exploring local employment and training opportunities with Contractors during pre-Tender Market Consultation;
- Setting requirements for local employment, within construction, operation and maintenance contracts;
- Developing a school's outreach programme in advance of construction; and
- Participate in working forums together with DCC, FETWG and Luas Contractors, where progress is reported and monitored.

The estimates include indirect job creation due to spending on inputs from the construction supply chain and from induced expenditure due to expenditure arising from employment. Some of the employment arising from expenditure is likely to be realised locally along with other parts of the city. The net employment impact is subject to displacement effects, but will be greater in the event that the national economy were to be at less than full employment during the construction period.

Broombridge Railway Station to St Helena's Stop

In this Section, the route of the proposed Scheme will pass firstly over the Royal Canal, which is used both for amenity and access, before crossing through part of Dublin Industrial Estate which is a major destination for employment. At Broome Bridge, the current steel pedestrian access ramp to the Iarnród Éireann northern platform at Broombridge has to be removed due to lack of clearance beneath the proposed bridge, and the stone bridge parapet reconstructed at the existing gap. Alternative access to the Iarnród Éireann platform is available via the Luas platforms from Broombridge Road and the existing overbridge between the Iarnród Éireann platforms.

The proposed Scheme will pass beside a pitch-and-putt course north of Ballyboggan Road and cross Tolka Valley Park which, although lightly used on most days, is a major resource for local amenity. The proposed Scheme then enters an area of green space formally known as St Helena's Park, the first in a the northside of the Royal Canal, while remaining near housing. There is a concentration of community facilities in the vicinity of St Helena's including a family resource centre, youth service centre, two schools, a church and a shopping centre.

Impacts belonging to all categories will follow from the substantial works needed to bridge the canal and greenway and for the proposed Scheme to follow Broombridge Road, while providing continued access for pedestrians, cyclists and private and commercial vehicles to residential destinations, businesses and the Broombridge Station. Issues arise in relation to general amenity and severance impacts in Tolka Valley Park for which design considerations are explained and mitigation subsequently proposed in section 8.4.4. Similar issues arise for St Helena's where the access and amenity needs of community facilities are also assessed.

Journey Characteristics and Connectivity

There will be potential impacts during construction on pedestrian, cycle and vehicle traffic in this section of the proposed Scheme, including the accessibility of premises. The impacts on the use of Broombridge Road and Lagan Road will be of moderate magnitude in themselves, but numerous journeys will be affected given the presence of the Broombridge Railway Station as a destination and the concentration of places of employment.

The overall significance will be moderate to significant but short term and will arise from short delays due to temporary signalling. This signalling is required for a temporary two-way traffic arrangement or phased stop

/ go shuttle due to the need for construction works on Broombridge Road and at the entrance of Lagan Road, and also on Ballyboggan Road and Tolka Valley Road. Short delays are likely, but traffic flow will be maintained. A traffic management plan will be prepared to minimise impacts on business access during construction (see Chapter 6 (Construction Activities)). There are likely to be temporary signalisation / flagperson restrictions on access to some businesses including Colorman, Fashionflo and WestRock on the east side of Broombridge Road, and on Speedy Services and Ara Hygiene on the west side, but the phasing of works will allow access to be maintained. Although the construction works will require some delay to traffic, this will not be significant enough to impact on business performance. Temporary signalisation / flagperson restrictions will apply to Lagan Road too, along which numerous businesses are located, but for which alternative access is available from Ballyboggan Road to the east. Temporary vehicle parking will be provided where existing parking is impacted by the footprint of the construction works. No significant detours will be needed for pedestrians or cyclists. Any detours will be catered for in the traffic management plan.

Journey Amenity and Physical Activity

Environmental effects due to noise or visual intrusion will be associated with the substantial construction work where the proposed Scheme crosses the railway and canal. These will have a negative impact on the journey amenity of pedestrians and cyclists using the bridge and of people using the towpath / greenway. The magnitude of the visual effect is assessed as medium in Chapter 21 (Landscape and Visual). For Population, the number of users is high, but the duration of the impact will be brief in the context of the length of people's overall journeys and so the effect will be of slight to moderate significance from a Population perspective. Similar effects will apply to the construction of the Tolka Valley Park Bridge. Although the works here are somewhat less substantial, the location is sensitive given amenity use and the contribution of fauna and flora to amenity values.

General Amenity, Community and Social Infrastructure

The main construction vehicle access to the works at Broombridge will be via Ballyboggan Road from the R135 which, though bordered by a park and fencing, passes beside an industrial area. However, the narrowness of the bridge will require a smaller volume of vehicles to approach from the south, including to one of the proposed construction compounds on the west corner of Bannow Road. This traffic will follow Faussagh Avenue to the R135 or R147 Navan Road. Although the volume is light, this construction traffic will be using residential roads to access the works and present a slight-moderate impact given the sensitivity of the area. Two neighbourhood shopping centres, the Church of the Most Precious Blood, Broome Lodge sheltered housing, a café, St Finbar's GAA, Galescoil Bharra, and the HSE Health Centre, Cabra are all located beside and with access to Faussagh Avenue. However, the severance impact of the use of these facilities will be slight.

Construction works for the proposed stabling area will involve ground preparation, earthworks and additional tracks. The proposed location of the stabling tracks is around 150m from the nearest residential properties and over 200m from Broombridge Educate Together School, a sensitive community facility for which predicted noise levels are below a significant threshold (see Chapter 15 (Noise & Vibration)). Construction access will be via the existing depot and not the residential Bannow Road. The works on the footbridge over the railway, canal and greenway have potential for short-term environmental effects due to noise and vibration prior to mitigation on the amenity of residents of Hamilton Apartments on the north side of Bannow Road (see Chapter 15). The vacant Layertite building will be demolished along with another building at the entrance to the Glen Estate. These demolitions along with works on the vertical and horizontal realignment of Broombridge Road (including boundary treatment to accommodate the wider cross-section), the new access to Colorman, and the conversion of the mini-roundabout at the entrance to Glen Industrial Estate, all have the potential for noise and vibration impacts on pedestrians / cyclists and on people working in adjacent offices. However, the area is not zoned as residential or amenity and so sensitivity is low such that the respective effect for Population is assessed as slight.

In Tolka Valley Park, impacts on amenity due to works beside the southern entrance to the park at Ballyboggan Road are inevitable during construction. These works will include the Luas line itself and the need for a haul road from Tolka Valley Road to the river bridge and a proposed construction compound. A construction traffic management plan will be implemented to minimise impacts on park users. Access to the

pitch-and-putt facility will be maintained, although there will be a slight impact on its use in that players will be spending several minutes in close vicinity to the works when playing nearby holes. However, the impacts are slight with noise mitigation proposed (see Chapter 15 (Noise and Vibration)) and pedestrian access maintained.

The environmental impacts such as noise are assessed to be slight to moderate in the immediate vicinity (see Chapter 15 (Noise and Vibration)), but these are likely to be temporary and the direct impact on amenity use no more than moderate in the context of the size of the park. The construction compound is proposed to replace the existing and unattractive DCC Parks Department building near the wetland. The secure hoarding will be provided to enclose construction works at the compound and along the haul route to protect against any risk of access to works by children using the park or nearby playground as well as for security. The level of use of the park is light to moderate on a typical day as identified in the Jan Gehl survey, but given the sensitivity of the amenity and visual intrusion of the works, the impact on general amenity will be significant overall, if temporary, from a Population perspective.

Similar security arrangements will be needed in the green space between Carrigallen and Gortmore estates and Barnamore Grove, known locally as 'The Valley'. The visual sensitivity is judged to be low in Chapter 21 (Landscape and Visual). Slight to moderate and moderate to significant temporary effects on the residents of Carrigallen Drive and Barnamore Grove are predicted due to noise prior to mitigation (see Chapter 15 (Noise & Vibration)). In addition, a construction compound is proposed for the inside of the bend on St Helena's Road and before the site of the proposed new Luas Stop. From a Population perspective, the magnitude of the change given the level of use of the green space is low such that impacts on amenity are not significant, but the impact on the amenity of adjacent residents is higher if short term as defined by the assessment of noise. Environmental impacts have an additional significance here given that sensitivity of the residential area is high as indicated by Table 8-8 on deprivation which encompasses criteria such as persons per room and lone parenthood. In addition, children and young people will be accessing St Malachy's School, the Youth Centre and the green space, requiring secure boundary fencing and that care is taken with construction vehicle movements.

Community Severance

Any works on the Luas bridge affecting the railway line will occur during weekend or nighttime possessions. The rail service and tow path / greenway will not be impacted by the works. Temporary short-term severance of one path in Tolka Valley Park will be needed, but alternative access will be possible using other paths or across the grass. The proposed haul road and construction hoarding along the proposed Scheme will present a sense of visual severance even where there is only slight physical severance (see section 6.5.18 of Chapter 6 (Construction Activities) of this EIAR and Chapter 21 (Landscape and Visual)). However, to minimise this sense of severance, the hoarding will be open unless there is a specific need for solid hoarding (e.g. for safety). A hard surface diversion is proposed to allow sensitive population subsets such as people with buggies, wheelchairs or poor balance to enter and use the park and to continue to access community facilities if they wish. As noted in the discussion of the Baseline Environment in section 8.3, Tolka Valley Park is used for a weekly run each Saturday and, given the social value of the activity, access will be maintained. Diversions will be provided if necessary so that any temporary path does not significantly interfere with the regularity of the run (refer to section 6.5.18 of Chapter 6 (Construction Activities) of this EIAR). With these arrangements in place, the residual effect will be slight.

Of construction vehicles, it is estimated that a maximum of eight and six HGV trips will access or egress this southern section of the works per hour at the AM and PM peak times respectively (see Chapter 18 (Material Assets: Traffic and Transport)). There are signalised crossing facilities at the Church of the Most Precious Blood on Fassagh Avenue and Gaelscoil, with traffic calming measures elsewhere. However, construction traffic is likely to have at least a slight negative severance impact on access to community facilities including by sensitive population subsets, namely children, older population subsets, and people cycling, wheelchair users and those who are mobility impaired. Measures to address potential impacts are described in Chapter 6 (Construction Activities), including safe routes for pedestrians, cyclists and people with disabilities.

Economic Activity and Employment

There is potential for short term environmental effects due to noise and vibration impacts on office businesses within the Broombridge Business Centre which overlooks the proposed Luas Stop. On Broombridge Road, direct impacts will occur on the boundaries of several businesses.

There will, for instance, be land take from the Colorman business, although this will not affect the industrial building, but is rather a moderate negative permanent impact on an area that is used for 13 car parking spaces. New vehicle access will be provided for Colorman from beneath the proposed Luas overbridge. Only slight to moderate negative short-term effects at a Population level are likely from environmental impacts such as noise or dust for other businesses north of the canal which are either industrial or warehouse related and do not have especially sensitive operations. A new point of access is proposed for Fashionflo, to replace the existing entrance on Broombridge Road with a gate on Lagan Road, near the junction with Broombridge Road. The operation of a gate here will need to accommodate manoeuvres by 40ft containers and will likely also require some permanent loss of business car park spaces. Entry modifications will be needed for other businesses accessible from Lagan Road such as WestRock. These will include new arrangements within business premises. Small losses of internal yard space at Brooks and T.J. O'Mahony will require some changes in internal vehicle movement or circulation, representing a slight negative permanent impact.

St Helena's Stop to Finglas Village Stop

From the proposed Stop at St Helena's, the route continues north along the west side of Farnham Drive beside the Farnham Park pitches. It passes through green space between and in close vicinity of residential housing at Casement Road and Farnham Crescent, crossing Wellbrook Road and continuing along Patrickswell Place. At this point the route is in close vicinity of a cluster of community facilities which include St. Michael's Holy Faith Secondary School, the Focus Island sheltered housing at Aylward Green, the Assumption Convent and Jehovah's Witnesses Kingdom Hall. Finglas Parochial School and St Fergal's Boys National School are also nearby, along with other schools listed in Table 8-5. Each of these community facilities can be classified as being of high sensitivity. The route continues along Cardiff Castle Road beside a small green space and residential properties. It crosses the entrance to Ravens Court, a small enclosed residential estate, and through lands occupied by the Garda Station, where a building and the car park would be directly impacted, before crossing the R103 Mellowes Road to the proposed Finglas Village Stop.

General amenity and severance impacts arise in relation to the succession of green spaces in this area and to the reconfiguration of pitches. General amenity impacts arise given the proximity of residential areas and use of community facilities while journey amenity and potential severance are issues affecting access to all community facilities. Particular impacts arise in relation to the alignment of the proposed Scheme, access and general amenity at Ravens Court and Finglas Garda Station.

Journey Characteristics and Connectivity

Short delays are likely on St Helena's Road due to signalisation, but cycle and pedestrian movements will be maintained. No significant detours will be needed for pedestrian or cyclists. To allow for safe accessibility, the proximity of works to the entrance to St Helena's Resource Centre will need to be ensured within the traffic management plan.

A short period of signalised counterflow will be needed on St Helena's Road, Wellmount Road, Cappagh Road and Mellowes Road, but traffic movement at these locations will be maintained ensuring that negative impacts are slight and temporary in character.

Diversions will be needed during localised temporary closures of Casement Road and Cardiff Castle Road along with traffic management measures to maintain residential access. Signalisation or a flagman will be needed for a short period during construction at the entrance to Raven's Court, representing a negative impact given that this forms the single access to the small estate. Slight temporary negative amenity effects are likely for residents in other areas bordering the construction works as people seek to access areas and community facilities due to noise, but detours affecting journey characteristics are likely to be of the order of several metres only.

Journey Amenity and Physical Activity

St Helena's Resource Centre is used by sensitive subsets. Some children will also be walking to the adjacent St Malachy's National School. Therefore, while the construction impacts on journey amenity will be slight in themselves, this location is highly sensitive from the perspective of access with a high magnitude of journeys at certain times of day such as early morning, mid and late afternoon, and on Saturdays when most journeys to the Clearwater Shopping Centre occur. Therefore, there is potential for impacts on both journey amenity and physical activity, and a need to minimise any safety risk including exposure to construction vehicles. Slight short-term negative journey amenity effects are likely due to environmental impacts such as noise for residents in areas bordering the proposed Scheme construction works, as people seek to access local destinations including community facilities. However, detours are likely to be temporary and of the order of several metres only.

General Amenity, Community and Social Infrastructure

A moderate to significant impact is likely on use of St Helena's Resource Centre due to short-term environmental effects, primarily noise, arising from the proximity of the works. The centre is a sensitive facility, though mainly from the need for ease of access. The scale of the works here, including tracks, the new Stop and a proposed plaza area, will cover a relatively large area and are likely to have a slight to moderate impact on general amenity in the wider community, noting the sensitivity of nearby community facilities and residential properties, even though the works will be largely surrounded by green space.

A reconfiguration of the two sports pitches west of Farnham Road, along with new drainage, will be needed to accommodate the track alignment. These works will occur in advance of the track works and will have a significant, if temporary impact on the use of the pitches. A haul road will follow the alignment of the proposed Scheme on the edge of Farnham Park to the east of the proposed pitches. Public access to the park will be maintained.

Environmental impacts such as noise due to the proximity of the works will affect some residential properties, with the more significant impacts, before mitigation, predicted for Farnham Crescent, the Focus Ireland social housing at Aylward Green beside Patrickswell Place, Cardiff Castle Road, Mellowes Court and Ravens Court (for significance and mitigation measures, see Chapter 15 (Noise & Vibration)). There is also the likelihood of environmental impacts having an at least moderate temporary negative impact - given the short distance and nature of works at this location - on the sensitive facilities of Assumption Convent and St Michael's Secondary School on Wellmount Road. The Jehovah's Witnesses Hall on the west side of Patrickswell Place and Finglas Parochial National School, are within 50 metres and 100 metres respectively of the proposed Scheme. The works and proposed location of a construction compound for the northwest corner of Wellmount Road are likely to introduce short term environmental impacts on residences on Wellmount Parade (see Chapter 15 (Noise and Vibration)). Overall, this area of Finglas South is relatively sensitive in that it has a high proportion of families with pre-adolescent and adolescent children compared with most other Electoral Divisions in the study area, as indicated in Figure 8-2. The location also contains pockets of older housing for example at Casement Road where longer-term residents could be sensitive to environmental impacts.

A significant impact arises at the Ravens Court estate from a direct impact on the boundary and a part of two private gardens, along with the loss of part of the existing boundary on the western side of the estate and a small area of common green space. The magnitude is low given that the estate contains only 12 properties, but the location is sensitive in that it occupies a small area and its use is shared exclusively by the residents. Furthermore, the estate is accessible only from Cardiff Castle road which would involve crossing the trackway works as is discussed under journey characteristics, but for only the short period of time when the tracks are being laid at the entrance to the estate. The proximity of houses in the estate means that noise effects, prior to mitigation, are predicted to be temporary, but significant to very significant at this location (see Chapter 15 (Noise & Vibration)).

The final significant impact in this section is of profound significance in that it involves the demolition of a building forming part of the Garda Station and will require the reconfiguration of existing Garda parking space into two sections on either side of the Luas tracks with the access to and from one being from

Mellowes Road and the other from Finglaswood Road. As with Ravens Court, the proximity of the Garda Station, its employees and operations, means that noise effects, prior to mitigation, are predicted to be short term, but significant to very significant at this location. Measure will be needed to ensure that construction works do not impede Garda access to vehicles in time of emergency.

Community Severance

Signalisation or a flagman will be needed for a short period during construction at the entrance to Raven's Court, representing a negative impact given that this forms the single access to this small estate (see also section 8.4.4).

The haul road will follow the alignment of the proposed Scheme on the edge of Farnham Park, but access will be maintained to and across the park. A physical severance impact will be presented by works in the green space between Casement Road and Farnham Crescent and at Wellmount Road, but the impact is short term and can be moderated by a hard surface short that meets the need for minimum risk and low physical effort for users with buggies or for people with disabilities. A level of severance will also be introduced by the works along Patrickswell Place.

Economic Activity and Employment

Although the construction works will require some diversion of traffic, this will not be significant enough to impact on business or retail performance in this section.

Finglas Village Stop to St Margaret's Road Stop

The Finglas Village Stop will be located in front of the entrance to Finglas Sports and Fitness and directly in front of the Mellow Spring Childcare Development Centre and Finglas Youth Resource Centre, both of which are of high sensitivity. The route takes a sharp left turn to the right of the Resource Centre, passing next to buildings owned by the Parks Department, with the fire station situated to the east behind them. The route crosses the south-eastern entrance to Mellowes Park and continues northwards along the park's eastern boundary with the NR135 Finglas Bypass. The route crosses the R135 at the location of the current roundabout junction with Casement Road, North Road and St Margaret's Road.

Journey Characteristics and Connectivity

A short period of signalised counterflow will be needed on the R103 Mellowes Road, but traffic flow will be maintained, although there is a likelihood of short delays given the level of traffic.

Works on the new junction arrangements between the R135 North Road/Finglas Road and St Margaret's Road will require significant reconfiguration to include the Luas crossings and pedestrian and cyclist crossings. The phasing of the works will ensure that new pedestrian crossing facilities are in place in advance of the demolition of the pedestrian bridge. Traffic movement will be maintained, although moderate negative temporary impacts are likely due to the need for lane closures or signalisation. The high magnitude of the impact due to the volume of traffic means that some delays are likely at peak times. These delays could impact on public transport trips and those of workers employed in the many commercial businesses along North Road and St Margaret's Road, as well as traffic entering or leaving the city using the nearby interchange connecting with the N2 and M50.

Journey Amenity and Physical Activity

There will be a loss of parking spaces (including three existing disabled spaces) from in front of Finglas Sports and Fitness and the Resource Centre during both construction of the Finglas Village Stop and subsequently during operation also. A slight to moderate negative impact is likely as a result given the sensitivity of the social facilities here and demand for parking. To minimise the impact, spaces will need to be reserved, in particular, for disabled parking and employees of these enterprises with remaining parking prioritised for parents using the childcare facility. To avoid a significant impact at Mellowes Road, the safety of crossings of the road will need to be maintained until the signalised crossing facility has been installed. Similarly, to avoid a significant impact, safe access will be needed for access to community facilities on St Margaret's Road, although construction works at this location will have a slight to moderate negative impact on journey amenity.

General amenity, Community and Social Infrastructure

There is the potential for environmental effects such as construction noise to impact on the use of community facilities close to the crossing point of Mellowes Road. Community facilities which will be affected include Mellow Spring Childcare Development and Finglas Youth Services. Construction works and the alignment of the proposed Scheme will impact directly on a small part of the outdoor yard belonging to the Finglas Youth Resource Centre. The location is sensitive given the functions of the community facilities and in that outdoor activities are an integral part of the services provided by the centre. A Parks Department Storage facility will need to be demolished at the entrance to Mellowes Park and replaced with a new electricity substation for the proposed Scheme. The former park superintendent's house has now been converted to provide counselling services. Demolition noise and the visual intrusion of hoardings will affect amenity, but pedestrian access will not be affected. It is important that the southern entrance route remains accessible given that it connects Finglas Village to residential areas west of Casement Road.

There will only be slight impacts on general amenity as the proposed Scheme passes through Mellowes Park on its eastern boundary alongside Finglas Road. Environmental effects such as noise could be exceeded by those from traffic noise. Construction works for the proposed Scheme will follow the eastern boundary of the park. A construction compound is proposed for the north of the park area. A haul road will be located from Mellowes Road linking into Casement Road and a construction traffic management plan will be implemented to minimise impacts on park users. Secure hoarding will be provided to enclose construction works at the compound and along the haul route. Environmental impacts such as noise are assessed to be slight to moderate in the immediate vicinity (see Chapter 15 Noise and Vibration)), but these will be temporary and the direct impact on amenity use no more than slight to moderate.

The works will affect paths in the park at two places (the southern entrance from Mellowes Road and the northern part of the eastern periphery path), but short temporary diversions will be provided in both cases to limit the impact to slight significance. A hard surface diversion is proposed to allow sensitive population subsets such as people with buggies, wheelchairs or poor balance to enter and use the park and to continue to access community facilities. These diversions and continued accessibility from Finglas Village are also needed to permit the continuity of the weekly park run during the proposed Scheme's Construction Phase.

Community Severance

At present, the R135 Finglas Bypass represents very significant severance to pedestrians and cyclists. The footbridge also presents a barrier to sensitive groups such as people with disabilities, older people and people with buggies or prams. Under the Traffic Management Plan, the overbridge across the Finglas Bypass will remain open to allow people to safely cross the junction works below until these are complete. Demolition of the bridge will only begin once these works have reached an appropriate level of completion to permit safe crossing of the road with satisfactory journey amenity and a neutral impact. To avoid any subsequent new severance, the proposed at-grade pedestrian crossing of Finglas Road will be functional, at least as a temporary arrangement, prior to the demolition of the pedestrian overbridge. The demolition of the bridge will only proceed once the final proposed pedestrian and cycle lanes and crossings are in place. Severance will therefore be avoided, although there will be some negative effects on journey amenity as noted above.

Economic Activity and Employment

The more limited residual amount of parking outside Finglas Sports and Leisure is expected to have a very slight effect on visitor use and an imperceptible impact on the economic viability of the facility. Mellowes Road is an important transport artery, but traffic flow will be maintained along Mellowes Road and temporary counterflow measures are not expected to have a significant impact on retail activity in Finglas Village.

St Margaret's Road Stop to Charlestown Stop

This final area is largely dominated by commercial and industrial development with the exception of the McKelvey residential estate, St Margaret's Court, housing to the south along McKee Avenue, and housing and apartments east along Melville Road at the northerly limit of the proposed Scheme. Large retail outlets are located beside the southern section of St Margaret's Road, extending northwards also along the R135 North Road. Other commercial businesses are located along the eastern side of St Margaret's Road,

including the entrance to Jamestown Business Park. The proposed Scheme alignment follows the eastern side of St Margaret's Road and would introduce severance for commercial businesses which would require new access arrangements. The proposed Scheme will terminate at Charlestown Place in Meakstown, opposite the Charlestown Shopping Centre.

Substantial works are required in this area. The proposed Scheme will follow the eastern side of St Margaret's Road and as works proceed, will introduce severance for vehicles within to access commercial businesses requiring temporary or the planned long term alternative access arrangements. There are effects in relation to environmental impacts and general amenity for some businesses, but also at the location of residential properties along the road, in particular for those properties at St Margaret's Court which face onto the works.

Journey Characteristics and Connectivity

A short period of signalised counterflow will be needed during works at McKee Avenue, but traffic flow will be maintained. As works will be needed along the length of St Margaret's Road there will be disruption to traffic and this is likely to have an at least a moderately significant impact on cycle and general vehicle movement given high traffic volumes at the residential and commercial zoning of the area. There are likely to be short diversions affecting pedestrians and changes to the entrances to business, residential entrances and McKelvey Celtic AFC.

Journey Amenity and Physical Activity

As the proposed Scheme will require works along the length of St Margaret's Road, environmental impacts associated with the construction works and traffic management are likely to affect the journey amenity of cyclists and pedestrians, as well as other road users. In addition to small diversions for pedestrians, some narrowing of the wider sections of footpaths will be necessary. Impacts will be more significant for pedestrians using the footpath on the east side of the road which will be closest to the proposed Scheme works and where access works may require temporary diversions. These impacts on journey amenity will be a significant in themselves, but with the additional effect of noise and visual intrusion from the works. The more significant impacts are likely to be experienced by more sensitive population subsets, but impacts will be realised by all road users, including from temporary lane closures, junction reconfiguration and signalisation works.

General Amenity, Community and Social Infrastructure

The proposed Scheme will pass in front of four residences which are part of St Margaret's Court opposite McKelvey Road. Private driveway parking will need to be removed, but will be replaced with alternative dedicated residents' parking to the rear of the small estate with new access being provided from the public road entering Jamestown Business Park. The magnitude is low, as is the sensitivity given the current highly trafficked environment, but there is the likelihood of a significant short-term impact on residential amenity due to environmental effects from construction noise, vibration and visual intrusion due to proximity as well as some physical and social severance due to tracks being laid down to the front of houses. There will be no loss of car parking. Works on the cycle lane and footpath on the west side of St Margaret's Road will also have a moderate impact on the residential amenity of 11 properties on either side of McKelvey Avenue, which will be converted into a cul-de-sac. Additionally, there will be brief temporary disruptions to driveway access for some of these properties and a reduction of roadside parking. The proposed Scheme will also involve the permanent closure of the southern entrance to McKelvey Road, requiring residents in this part of the estate to detour slightly to the remaining entrance 120m to the north.

Works on the Charlestown Stop will impact on a landscaped length of green space between St Margaret's Road and Century Business Park, but the impact is purely visual. The green space is not used for any physical amenity, but the local community has contributed to the landscaping at the corner of St Margaret's Road and Melville Road and the green area will remain here (see Chapter 21 (Landscape and Visual)).

Community Severance

Temporary signalised crossing facilities will be provided at the start of St Margaret’s Road in the vicinity of the proposed Luas Stop to permit crossings of the road to a bus stop and nearby supermarkets or places of employment. As the proposed Scheme will require works along the length of St Margaret’s Road, temporary crossing facilities and short detours will be provided for pedestrians and cyclists at regular intervals.

Economic Activity and Employment

A new 350-space Park and Ride (P&R) facility is proposed for construction opposite St Margaret’s Road Stop. The land is owned by Lidl, but occupied by Discount DIY. A profound commercial impact arises here as the premises will need to be demolished to provide space for the P&R facility. The development will be contained within this space and there will be no significant access impacts on adjacent businesses.

There will also be a profound negative impact on a Pizza Hut franchise and North Road Motors, including a car valeting service on the south side of St Margaret’s Road between North Road and McKee Avenue, as these businesses are proposed for compulsory purchase and demolition to make way for the proposed St Margaret’s Road Stop. A new ESB substation in front of Manhattan Peanuts will be provided and the existing demolished. These demolitions will present environmental impacts on residents living adjacent to North Road and McKee Avenue due to noise (see Chapter 15 (Noise and Vibration) of this EIAR).

Impacts on business boundaries and car parking will occur on both the west and east side of St Margaret’s Road, the former to accommodate widening of the road space and the latter for the proposed Scheme alignment itself. Businesses which will be slightly impacted by boundary changes on the west side of the road include Atlas Auto Service, Aldi and a building just to the north, housing five retail outlets. Land take, comprising car parking space, will be necessary from the frontages of several businesses on the east side of St Margaret’s Road, before Jamestown Business Park. Businesses which will be negatively impacted in this respect include Murdock Builders Merchants (12 car spaces), Manhattan Peanuts (five spaces), Polonez (six spaces), Finglas Auto Parts, and Tyre and Service Superstore / Square Fit Limited (seven spaces). Golf food / Polska Hurtownia and Van Signs will lose hardstanding used for non-designated parking (equivalent to 20 spaces). During the Construction Phase, there will be a short-term temporary loss of designated parking space at this location. Continued access and power supply will be needed during the Construction Phase.

An access road will be constructed from McKee Avenue to the rear of Murdock Builders Merchants and to Manhattan Peanuts. Construction works will impact directly on lands occupied by KSG which are currently grassed or paved for parking. The impact on operations will, however, be slight. A second rear access road is proposed from the north to the Jamestown Little Industrial Estate. This will pass between Dunn’s Seafare and Team Logistics / Sail Installations and require the removal of a canopy and loading bay with some impact on operations. The new access is being provided under the Railway Order in response to the effects that the Scheme will have on businesses currently accessible from St Margaret’s Road. It will be in conformance with the proposed Jamestown Master Plan. Measures taken which affect other businesses will be kept to a minimum.

Once the switch in business access from front to rear occurs, this will result in significant impacts in the short term as several businesses are dependent on sales to the public and it will take time for customers to become familiar with new access. Pedestrian access will remain available from St Margaret’s Road except briefly during works at specific locations, although journey amenity will be impacted as noted above. The short- and longer-term impacts are discussed in more detail in section 8.4.3. A smooth transition in terms of business access will be essential.

Table 8-11 summarises the potential impacts on community facilities during the Construction Phase.

Table 8-10: Summary of Potential Temporary Impacts on Community Facilities during the Construction Phase

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Impact prior to Mitigation	Observation
30	Broombridge Road (S) and Fassaugh Avenue	Retail, religious, education, sports, health.	High	Low	Journey characteristics: n / a Journey amenity: slight, temporary, negative General amenity: imperceptible Severance: slight, temporary, negative	Short-term impacts due to construction traffic
30	Broombridge Educate Together NS	National school	High	Low	Journey characteristics: n / a Journey amenity: n / a General amenity: slight, temporary, negative Severance: n / a	Noise below threshold (see Chapter 15 (Noise &Vibration))
31	Tolka Valley Park	Park	High	High	Journey characteristics: slight short-term, negative Journey amenity: slight, short-term, negative General amenity: significant (slight pitch & putt), short-term, negative Severance: moderate, short term, negative	Moderate physical and social severance where hoarding erected. Noise impacts, but below threshold (see Chapter 15)
32	St Helena's Park	Open space	Medium	Medium	Journey characteristics and amenity: slight General amenity: slight to significant for residents (see Chapter 15 (Noise &Vibration)), temporary, negative Severance: n / a	Noise and visual impacts on residents, but very light use of green space itself
31	St Oliver Plunkett's Church	Church	High	Low	Journey characteristics and journey amenity: n / a General amenity: Moderate, temporary, negative (see Chapter 15 (Noise &Vibration)) Severance: n / a	Non-significant impact of noise on services
32	St Helena's Resource Centre	Family services	High	High	Journey characteristics: slight, short-term, negative Journey amenity: moderate, short-term, negative (see mitigation) General amenity: moderate to significant, short term, negative Severance: n / a	Mainly noise impacts on use of facility

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Impact prior to Mitigation	Observation
32	St Malachy's NS	National school	High	Medium	Journey characteristics: slight, short-term, negative Journey amenity: moderate, short-term, negative General amenity: Slight, short-term, negative (see Chapter 15 (Noise &Vibration)) (see N&V) Severance: slight	Potential impact on access by sensitive subsets.
32	Farnham Crescent Park and pitches	Park	Medium	Medium	Journey characteristics and journey amenity: slight General amenity: significant, short-term, negative Severance: slight, short-term, negative	Mainly realignment of pitch, but noise and visual impacts too on park use
32	Wellmount Road / Casement Road / Farnham Crescent	Open space	Medium	Medium	Journey characteristics and journey amenity: slight General amenity: moderate to significant, temporary, negative Severance: slight, short-term, negative	Noise and visual impacts on residential properties. Slight severance of green space.
32	St Michael's School	National school	High	Medium	Journey characteristics and amenity: n / a General amenity: slight, moderate, temporary, negative Severance: slight, short-term, negative	Non-significant impact of noise on classes
32	Jehovah's Hall, Assumption Convent	Church hall and convent	High	Low	Journey characteristics: n / a Journey amenity: slight, temporary, negative General amenity: moderate to significant, temporary, negative Severance: slight, short-term, negative	Noise and visual impacts on community facilities.
32	Aylward Green	Social housing	High	High	Journey characteristics and amenity: n / a General amenity: significant, temporary, negative Severance: n / a	Proximity to works, noise and visual impacts
32	Cardiff Castle Road	Open space	Medium	High	Journey characteristics: n / a Journey amenity: slight, temporary, negative General amenity: significant, temporary, negative Severance: slight	Green space and residential properties facing works

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Impact prior to Mitigation	Observation
32	Ravens Court	Residential	Medium	High	Journey characteristics: significant, short-term, negative Journey amenity: slight, temporary, negative General amenity: significant to very significant, temporary, negative Severance: slight, short-term, negative	Proximity to works, loss of gardens and green space, temporary impacts on entrance
32	Finglas Garda Station	An Garda Síochána	Medium	High	Journey characteristics and amenity: significant negative General amenity: very significant, short-term, negative Severance: slight	Demolition of one building. Impact, including noise, on functions and employees
32	Mellow Spring Childcare	Childcare	High	High	Journey characteristics and amenity: slight short-term, negative General amenity: significant short-term, negative Severance: slight, short term, negative	Proximity to works and impacts including noise. Loss of parking space
32	Finglas Sports & Fitness	Leisure centre	Low	Low	Journey characteristics and amenity: slight General amenity: moderate, short-term, negative Severance: slight, short-term, negative	Impact on access. Loss of parking space.
33	Finglas Youth Resource Centre	Youth facilities	High	High	Journey characteristics and amenity: n / a General amenity: significant, short-term, negative Severance: slight, short-term, negative	Proximity of works. Loss of some yard space
33	Mellowes Park	Park	High	Medium	Journey characteristics: n / a Journey amenity: slight, temporary, negative General amenity: temporary moderate, negative Severance: slight, temporary, negative	Tracks follow eastern boundary away from most park activity
33	St Margaret's Road	Retail access for users	Low	High	Journey characteristics: slight short-term, negative Journey amenity: moderate short-term, negative General amenity: slight short-term, negative Severance: slight short-term, negative	Effect of works on attractiveness of shopping and on direct access to businesses
33	St Margaret's Road	Residential	Medium	High	Journey characteristics: slight, short-term, negative Journey amenity: slight short-term, negative General amenity: significant short-term, negative	Effect of works, including noise and visual impacts, on residential

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Impact prior to Mitigation	Observation
					Severance: slight negative	amenity, access and crossing of works.
33	St Margaret's Court	Residential	High	High	Journey characteristics: moderate short-term, negative Journey amenity: slight short-term, negative General amenity: very significant negative for properties beside tracks, Moderate, short-term, negative for rear properties Severance: moderate, short-term, negative	Proximity of frontal properties to noise and visual impacts. Severance prior to installation of new crossing. Minor works inside estate.
33	McKelvey Celtic AFC	Sports	Low	High	Journey characteristics and journey amenity: slight General amenity: slight, short-term, negative Severance: moderate, temporary, negative	Temporary impact on primary access to club

8.4.3 Operational Phase

8.4.3.1 Overview

The Operational Phase will provide for very significant long term net positive journey effects in terms of reduced journey time, and improved journey time reliability and journey amenity for passengers on the proposed Scheme relative to other transport modes, including where there is already an alternative option. There will be a profound positive impact in terms of north-south connectivity between journey origin and destinations, and in local people's accessibility to employment and services within and outside of Finglas. It is assumed that the proposed Scheme will be operated with a LRT peak hour interval of 7 ½ minutes at the opening of the proposed Scheme (year 2035), with four additional LRVs online. In the long term, the peak hour interval could be reduced to 5 minutes. The physical presence of passing LRVs will have only a very slight severance impact on journeys by foot, bicycle, bus or private car, where crossing the Luas tracks and mostly very short wait times. For the most part, the LRT is at a distance from residences, although an adverse environmental impact is likely where the proposed Scheme is in close proximity to houses, offices or community facilities, or where it crosses parks or areas of open space. In these cases, the Population assessment of impacts on residential and other amenity defers to those assessments provided by Noise and Vibration, Landscape and Visual, or Air Quality, allowing for distance from the source of the noise and the assessment made here for number of receptors, sensitivity and magnitude.

8.4.3.2 Impact assessment

General – All Zones

Journey Characteristics and Transport Integration

The proposed Scheme will have a profoundly positive impact on connectivity for people living in Finglas, particularly those living in the vicinity of the proposed route south-north between Broombridge and Charlestown. Whereas, at present there is no direct south-north route except for that presented by the R135 Finglas Road and public transport using this road, the proposed Scheme will provide for more permeability to allow people living in the south and north of the study area to access workplaces and community facilities in the vicinity of Finglas Village and at locations in between via other public transport connections or by cycling. The proposed Scheme will provide people of working age (see Figure 8-4) with more opportunities for work by virtue of areas of employment being more accessible. The proposed Scheme will not provide for east-west connectivity, but there is integration with the Iarnród Éireann Dublin-Sligo railway line which connects to Drumcondra and Maynooth, with the Luas Green Line including important destinations such as Dublin Institute of Technology (DIT), with local Dublin Bus services (and those proposed under BusConnects) and cycle lanes, including the existing Royal Canal Greenway and cycle lanes proposed separately by the NTA GDA Cycle Network Plan (2022). Baseline figures on journey time to work, school or college in Figure 8-7 provide an indication of where the greatest gains will be in terms of reduced journey time.

In addition, there will also be connections with regional and local roads, although additional demand for car parking is likely to be an issue at some locations. These connections are especially important to permit all users to disembark from LRVs and to return safely home at all hours or on dark winter evenings. An ESB bike-share e-station has recently been installed outside Finglas Sports and Leisure on the R103 Mellowes Road. The proposed Scheme will permit connections for commuting, shopping and social trips in Finglas, to the city centre and other destinations where bike stations exist. It will also facilitate access to prospective workplaces and social facilities within a larger catchment than is convenient at present. Journey times will be typically shorter and more predictable than alternative public transport services that make use of the road network. At a practical level in terms of both journey time and convenience, these connections will expand the employment catchment and range of destinations for social activity, providing a positive impact especially for women, disadvantaged and minority groups who may have fewer options in terms of private transport. Overall, there are profoundly positive direct and indirect impacts which will arrive from the improved journey characteristics and connectivity.

Apart from those in Tolka Valley Park, there are very few existing cycle facilities in the study area. Cycle lanes have been included in the design of the proposed Scheme and will follow the route of the proposed Scheme providing for improved connectivity in the same manner but allowing for direct accessibility to

destinations between stops including shops, workplaces, community facilities and parks. Connections will be provided to the proposed GDA Cycle Network, which includes proposed cycle lanes on Mellows Road and McKee Avenue. Crossing sequences for cyclists and pedestrians will be incorporated at all signalised crossings providing for relief from existing severance, particularly at locations such as Ballyboggan Road, St Helena's Road, Mellows Road, Finglas Road and St Margaret's Road. Given the near absence of a cycle infrastructure in the study area at present, the new infrastructure included in the proposed Scheme will represent a profoundly positive impact. There will also be a significant positive impact for footpaths within the footprint of the scheme in locations such as St. Helena's Park and Farnham Park, including new smooth surfacing.

Journey Amenity and Physical Activity

Modern LRT provides a comfortable, safe and largely pollution-less transport mode. The availability of this service will also encourage pedestrian and cycle movement once combined or connected with footpaths, pedestrian crossing facilities and cycle lanes. This will have significant positive impact in terms of physical activity and health. The proposed Scheme will provide an additional positive impact for disadvantaged groups, parents, children and older people as it will connect to community facilities which are disproportionately accessed by these population subsets, including childcare, family resource centres and schools. Step-free access means that LRVs are better-suited to accommodate pushchairs than buses. Similarly, new footpaths will adhere to best practice with respect to transport accessibility, footpath surfacing, width and ramps for people with disabilities. LRVs will be suitable for wheelchairs and walking frames that are used by some older people or people with disabilities. In terms of security, LRT services will provide a degree of passive surveillance by drivers and passengers, especially where the proposed route crosses open space. The new activity will not on its own moderate the level of anti-social behaviour and crime but will make a contribution. Adequate lighting will be important along footpaths and in the vicinity of Luas Stops along with emergency help buttons to complement this effect.

General Amenity, Community and Social Infrastructure

Landscaping is proposed along the alignment of the proposed Scheme and will have a long-term positive effect. The proposed Scheme will have the effect of introducing more activity, along with passive surveillance by passengers on the LRVs, to some areas of green space which are currently affected by anti-social behaviour. New plaza facilities are proposed at several Stops and have the potential for a positive impact on amenity. There is a cumulative effect too in that the proposed Scheme will be a driver in helping to bring forward proposals for the enhancement of open space design, for example at St Helena's. As noted above, a linear scheme inevitably introduces a sense of new severance where parks or green space are traversed. However, in these instances, severance will be minimised by the use of open and grassed track. In a few locations, the proposed Scheme will pass close to community facilities, and in a few other locations, it will pass close to residences where there is potential for some environmental impacts to be realised, for instance due to noise or vibration.

Community Severance

By providing a new mode of transport, the proposed Scheme will improve connectivity and reduce the level of community severance overall. As a linear development, a sense of new severance is inevitable where the proposed Scheme alignment crosses parks and green space or between residential properties. However, the proposed Scheme will also help to provide a sense of physical connection through these open spaces. Signalised crossing facilities for cyclists and pedestrians will be included at all road crossings and there will be an open track design that is flush with the ground and is intended to minimise any sense of severance. The space between tracks will be grassed in areas of green space to further minimise any perception of severance and along some sections such as St Margaret's Road where a need has been identified to enhance the urban streetscape. Physical severance will be slight, with any delays being due to passing LRVs only and of short duration. However, it is important that Luas crossings facilitate older people and the movement of buggies and wheelchairs. Crossing points will comprise firm surfaces and be level with their surroundings. Drivers will be able to activate a bell to warn people of approaching LRVs, a service which will be especially important along key pedestrian desire lines and in areas of green space. Foot and cycle lane crossings will allow for good visibility, while the provision of new pedestrian and cycle

infrastructure beside the proposed Scheme will further provide relief from severance and improved connectivity.

Economic Activity and Employment

The proposed Scheme will benefit economic development by providing for shorter journey times and more journey time reliability to destinations along the route, including the City Centre, than is available from alternative travel modes. The transport connections will also provide for easier access to a greater range of destinations. This will increase the catchment available for people to work, and socialise, providing a positive long-term effect for local people and for businesses employing staff, or selling products or services, within and outside of Finglas. Locally, there will also be a positive impact for convenience businesses, bars, and sports facilities, including small businesses offering these services, due to increased footfall in the vicinity of Luas Stops. The improved connectivity of cycle lanes and pedestrian paths is likely to attract more active travel and it will be convenient for users to stop at shops or other businesses along the route of the proposed Scheme.

Broombridge Railway Station to St Helena's Stop

The Broombridge Stop will serve the large residential area of Cabra to the south and provide a transport connection for people working in the Broombridge and Dublin Industrial Estate to the north. On the north side of the industrial estate, the route of the proposed Scheme passes through Tolka Valley Park, a linear park which is a key public amenity in the study area. St Helena's Stop will serve a wide area of Finglas including residential estates (Wellmount, Dunsink and Kippure Park, St Helena's) and numerous community facilities, including schools and sports grounds. The Clearwater Shopping centre is located within 800m of the Stop.

The proposed Scheme will have a positive impact on south-north accessibility. There will be positive effects on environmental quality and general amenity along Broombridge Road and for St Helena's Park. There are effects in relation to amenity and severance due to LRT services crossing Tolka Valley Park.

Journey Characteristics and Transport Integration

Once operational, the proposed Scheme will provide a significant to profound positive effect for south-north journeys across the study area and to destinations outside. Businesses in the Broombridge and Dublin Industrial Estates will benefit from new improved accessibility for employees travelling to or from locations within the study area. Access will also be facilitated from Finglas to the residential areas in Cabra to the south where some properties are located at least 800m from the nearest bus route. Some specific community facilities will benefit too from improved accessibility for employees and users, including Broombridge United FC, Broombridge Educate Together school and Cabra Boxing Club.

The Broombridge Railway Station provides a connection with the existing terminus of the Luas Green Line and Iarnród Éireann services. Transport integration is thus provided with Green Line services to the City Centre and other key destinations such as the DIT in Grangegorman. Connectivity is provided with Iarnród Éireann, including to the Dublin Connolly and to Maynooth stations including the university for which accessibility will be much enhanced for young people living in Finglas. Further connectivity is provided to the northwest of Finglas and Cabra via Dublin Bus service 40E and via services 120 and 122 along Fassaugh Avenue in Cabra.

There will also be a connection to the Royal Canal towpath and Greenway. A segregated pedestrian path cycle lane is proposed along Broombridge Road in combination with the proposed Scheme, which will connect with the greenway and with existing paths, including the east-west cycleway, in Tolka Valley Park.

At St Helena's, east-west connectivity will be provided directly to and from the stop with Dublin Bus service 40 which takes a circular route through Finglas connecting with Cardiffsbridge Road and the principal existing south-north connectivity provided by the R135 Finglas Road 400m to the east to the City Centre.

Journey Amenity and Physical Activity

Chapter 18 (Material Assets: Traffic and Transport) assesses the Do Something scenario as providing for an improvement in Level of Service (LoS) for pedestrians along Broombridge Road and St Helena's Road from a rating as low as D to as high as A corresponding to a significant positive effect. For cyclists, Chapter 18 assesses an improvement in LoS from as low as D at Broombridge Road to A, corresponding to a significant positive effect associated with the improved safety, segregated cycle lanes and upgraded facilities through green space. The pedestrian path proposed along the west side of Broombridge Road, together with the cycle lanes on either side, will have a significant positive impact on cyclist journey amenity along an existing line that avoids a crossing of Lagan Road where HGVs could be turning, before continuing across Tolka Valley Park into Finglas. Existing pedestrian access to Broombridge Railway Station will be maintained, but with the addition of a wide pedestrian link at the western end of the platform. In addition, a new cycle storage facility will be provided at Broombridge under the proposed bridge. Vegetation along the Royal Canal will be restored and enhanced to screen the industrial boundary to the north and to moderate the visual impact of the new bridge. The proposed Scheme will have grassed track and so contribute to a regenerated, less industrial and more landscaped streetscape as far as Ballyboggan Road. The existing mini-roundabout at the entrance to the Glen Industrial Estate will be replaced with a T-junction and the priority junction at Lagan Road converted to a signalised junction providing a further positive amenity impact for pedestrian journeys (on the west side) and cycle crossings (on both sides).

The new bridge over the River Tolka at the Ballyboggan Road entrance to the park will provide also for pedestrian and cycle access and be wider and more open than at present. The pedestrian and cycle lanes will continue on the west side of the bridge providing a view of the river towards the integrated constructed wetland. The bridge itself will be designed to have an attractive landscape impact. This overall effect will be positive, significant and long term for journey amenity, encouraging active travel and physical activity.

General Amenity, Community and Social Infrastructure

The extended stabling to the east of Broombridge Railway station will have provision for eight LRVs, but is located at a distance from sensitive receptors such as residential properties and Broombridge Educate Together School on Bannow Road and operational noise impacts are not expected to be significant (see Chapter 15 (Noise & Vibration)). The impact of environmental effects on amenity use of Royal Canal and Greenway will be slight. The magnitude is low in that impacts would be momentary and associated with passing overhead LRVs, while most users of the towpath and greenway will be passing through at this point. There will be a positive long-term effect for amenity, including for businesses, along Broombridge Road due to the enhanced landscaping. The landscaping and ground level activity provided by passing LRVs will soften the industrial appearance of the landscape where currently there are pockets of dereliction. Luas services will also allow for passive surveillance at night.

The section of Tolka Valley Park is well used at the southern boundary location where it will be crossed by the proposed Scheme, although much of the activity here is passing through rather than stationary. The western part of the pitch-and-putt is beside the proposed route, but will not be significantly affected by passing LRV noise. The park is a sensitive facility, as was noted in the assessment for the Construction Phase. The design acknowledges this sensitivity and public use of the park such that any negative operational impacts are judged to be slight. The space between the LRT tracks in the park will be grassed to allow for integration into the green setting. A cycle lane will run parallel to the rail tracks and be separated from the footpath by a green buffer strip. Only one path crosses the proposed Scheme alignment and while the track space will be open, LRVs crossing the park will move relatively slowly and their approach forewarned by a bell system for the benefit of sensitive population subsets including people with hearing or visual impairment. Driver operated, they will be able to stop if necessary. Of other sensitive population subsets witnessed in the park on the days of the Jan Gehl survey, 3.5%-9.3% were young children (accompanied or not). Of the overall total, 3.4%-6.6% of observed users carried a stroller, plus one person who was using a wheelchair. To accommodate these users, tracks will be flush with footpaths so as not to be a barrier to movement.

The same observations as regards tracks and LRVs apply to the green space between Barnamore Grove and the Carrigallen and Gortmore estates. No young children or seniors were observed in the space during

the Jan Gehl survey, and two-thirds of users (65%) were male. It is proposed that this space will be extensively redesigned as “St Helena’s Park” in the future separately from the proposed Scheme. The design of the proposed Scheme has, however, included a design response within the Urban Integration Report that would support multiple uses to create activity and provide an assurance of security. This design includes proposals for new pedestrian links into this green space from St Helena’s Road and Barnamore Grove. At the entrance on Tolka Valley Road, there would be a small public space from where, a solid surface pedestrian path and cycle lane would meander north through the green space alongside the track and be accompanied by new seating. The crossing of the space by Luas LRVs will contribute to an opening up the existing green space to greater general use, noting also the passive surveillance provided by passing LRVs and the proximity of the Luas Stop. The effect of passing LRVs combined with the design proposals represent a potentially very significant positive impact.

New plaza areas will be created to the south and north of this space. At St Helena’s Road, a new space with an informal play area and terraced seating is proposed along with a footpath and gated link to the Resource Centre’s creche play area. To the west of the Stop, a large informal area will be provided to include a pavilion and stage with access from St Helena’s Road. A second open space will be developed as an informal community garden with its future use dependent on the needs of local residents and future development. The combined effect of LRT movements, new pedestrian paths and cycle lanes, new low-level lighting and seating, will be positive for environmental and residential amenity with the significance of this effect depending on the degree of improved natural surveillance arising from the greater activity.

Community Severance

Slight adverse severance currently applies to pedestrians and cyclists crossing Broombridge Road to reach the railway station, places of employment or other destinations. With the new wider cross section, including pedestrian and cycle facilities on the west side, Broombridge Road will be crossable at the railway station, below the overbridge and at the signalised junctions with Lagan Road and Ballyboggan Road. The significance of this impact is at least slight positive noting the influence of the high number or magnitude of crossings. The canal and towpath itself will not be severed and will remain accessible from the road.

New severance will arise within Tolka Valley Park due to the presence of the proposed Scheme, and specifically the tracks, as a linear intrusion into the landscape. The sensitivity is high and magnitude is moderate given the composition and level of use of the park, but the impact will be slight in significance as LRVs will be slow moving at this location and visible within the open space. The track space will be level with the ground and grassed, allowing the tracks to blend with the surroundings. One path will be crossed, but a new crossing provided along with new pedestrian links to Tolka Valley Road. The bell-warning facility noted in the previous section, will ensure that the LRVs movements will not impact adversely on sensitive population subsets. A new signalised junction will be provided at Tolka Valley Road which will include pedestrian facilities. Although traffic is typically light on Tolka Valley Road, the crossing facility will provide relief from physical severance, improving the accessibility of the park from nearby residential estates, particularly for sensitive population subsets. Residential cul-de-sacs to the east of St Helena’s Park will continue to terminate at a brick wall. This presents physical severance, but a neutral impact given that residents have expressed a wish not to see any change in the status-quo in consideration of concerns of anti-social behaviour. If the proposed Scheme does indeed contribute to much improved passive surveillance of the area, this situation could be revisited in the future.

Economic Activity and Employment

The improved accessibility provided by the proposed Scheme will have a significant positive impact on local businesses, particularly for employee commuting and businesses’ capacity to attract workers from a larger catchment area. Operational environmental effects on businesses in the vicinity of the proposed railway station at Broombridge will be imperceptible to slight and outweighed by positive impacts in terms of accessibility. Along Broombridge Road, the degree of land take and changes to premises’ boundaries will not have a significant impact on business performance. However, for some businesses there is potential for impacts on access. Continued vehicle and HGV access to the Colorman premises will be possible under the proposed Scheme bridge, but new access arrangements will be needed to avoid negative impacts on other businesses including WestRock, which has access from Lagan Road, and Fashionflo which currently

has access from Broombridge Road, but for which a new access is proposed from Lagan Road. These arrangements will be developed with a view to outline proposals for more mixed-use development in connection with the Ballyboggan LAP, which is currently at a pre-draft stage.

St Helena’s Stop to Finglas Village Stop

The Finglas Village Stop will service shops and services in the nearby Finglas Village including numerous community facilities, most directly the Finglas Sports and Fitness Centre and Intreo Centre (Department of Social Protection). The surrounding area is largely residential including the estates of Casement Park, Mellows Park and Cappagh Road. East-west connectivity is provided through Dublin Bus service 40 along Mellows Road linking to Rathath Drive and Cardiffsbridge Road to the west and south and Glasnevin to the east. Under BusConnects, an orbital east-west public transport connection is proposed between Blanchardstown, Finglas and Killester to include Ballycoolin Road, Cappagh Road, Mellows Road and Griffith Avenue. The main existing south-north corridor is served by Dublin Bus service 40 and service 140 which follows the nearby R135 Finglas Road to Charlestown, Poppintree and Finglas IKEA.

The proposed Scheme will have positive effect on south-north accessibility. There are effects in relation to amenity and severance due to LRT services passing through areas of neighbourhood green space and the crossing of local roads. There are also some general amenity impacts from LRVs passing close to residential properties. The section addresses severance impacts at locations such as Ravens Court, but also identifies positive effects from relief from severance and improved journey characteristics and amenity, including those due to new cycle infrastructure.

Journey Characteristics and Transport Integration

St Helena’s Stop will provide access to community facilities that include St Helena’s Resource Centre, St Malachy’s National School, St Oliver’s Plunkett’s National School and St Oliver Plunkett’s Church. The existing access exit road serving the Resource Centre and St Malachy’s School will be upgraded to a single entrance 2-way access to replace the current entrance to the west which will be directly impacted by the footprint of the proposed Scheme. New school drop-off facilities will be needed as the access is busy at these times and parking is currently haphazard. Most of these aforementioned community facilities serve a local population but are much accessed by private car or public bus using roads which are crossed by vulnerable population subsets. The proposed Scheme will itself provide for new public transport access from the south and north, including to Rivermount Boys’ FC and Erin’s Isle GAA. There will a particular positive impact for facilities which are used by people from outside of the immediate area, namely the Clearwater Shopping Centre, the football club and GAA. There will be integration with local bus services using St Helena’s Road where stops are currently located outside the Resource Centre and opposite an entrance to St Malachy’s NS. A secondary cycle route is proposed by the NTA GDA to follow Mellows Road.

The proposed Scheme and the Stop at St Helena’s will therefore provide a moderate to significant positive effect for public transport and pedestrian accessibility to these community facilities, especially from the south and north and will increase the appeal of active travel as an alternative to private vehicle use. There will be a comparable profound positive impact for the wider community from the new pedestrian and cycle connection that the proposed Scheme will provide in this section as for other sections. No car parking is proposed for the Stop. It is likely that some passengers will be tempted to park along nearby residential streets and this will need to be appropriately managed to minimise travel and environmental impacts on local residents and their own parking needs. Parking may require management at community facilities to ensure that their own users’ needs are met, including at the Clearwater Shopping Centre. The proposed Scheme will provide additional accessibility to the shopping centre, although the nature of the retailers here means that many shoppers are likely to continue to travel by car, due to the need to carry shopping.

Journey Amenity and Physical Activity

Chapter 18 (Material Assets: Traffic and Transport) assesses the Do Something scenario as providing for an improvement in Level of Service (LoS) for pedestrians between St Helena’s Road and Mellows Road from a rating as low as D to as high as A, corresponding to a significant positive effect. For cyclists, an improvement in LoS from D to at least C is predicted, and to level A in the case of junctions at Wellmount

Road / Cappagh Road / Patrickswell Place corresponding to a significant positive effect associated with the proposed 2m cycle lanes and upgraded facilities through green space.

The one-way system for vehicles which is currently in place around St Helena's Family Resources Centre will be replaced by a single two-way entrance for St Malachy's National School. The entrance is opposite the junction with Farnham Drive and will be busy at times and on road signage will be needed to facilitate entry. An existing bus stop is located just outside the Resource Centre. A second bus stop is located on St Helena's Road from another pedestrian entrance to the school and beside the entrance to Rivermount Boys FC. Signage is currently limited to on-road signage of a school entrance and to two shallow speed bumps. The mix of accesses, crossings and bus stops would benefit from consolidation to improve safety.

LRVs passing across St Helena's Road will only have a momentary impact on traffic movement and therefore on drivers' journey times and amenity, although this can be expected to be greater during rush hour periods, especially in the morning given the proximity of schools when traffic volumes are higher. Pedestrian and cycle journey amenity will be impacted positively by the provision of new crossing facilities and cycle lanes, for example at St Helena's Road and Farnham Drive. The availability of the proposed Scheme, together with the improved environment for pedestrians and cyclists, will have a positive impact on physical activity for local people.

General Amenity, Community and Social Infrastructure

There will be no direct impact on community facilities aside from green space.

From the St Helena's stop, the proposed Scheme will run alongside Farnham Drive and not impact further on use of the proposed playing fields following the reconfiguration of the pitch during the Construction Phase. LRVs will be moving relatively slowly at this point. The two proposed reconfigured playing fields at Farnham Park, along with the proposed spectator shelter, will have a positive long-term effect on amenity and physical activity. There will be no physical impact on Erin's Isle GAA Club to the east, although it will have access to a larger catchment.

From Casement Road, the proposed Scheme enters small but narrow pockets of green space. The direct environmental impact of LRVs passing through these areas will be slight, but the presence of the LRVs will be transformative in terms of their presence, although falling short of physical severance. The change will be a balance of both negative (social or psychological severance) and positive effects (activity and passive surveillance). In response to comments during the consultation, the proposed Scheme has been moved further from residential properties, although this means that LRVs will run closer to the middle of the green space here and at Cardiff Castle Road.

After crossing Wellmount Road, the proposed Scheme runs along Patrickswell Place. This brings it within proximity of St Michael's Secondary School, Finglas Parochial National School, and Coláiste Íde College of Further Education on Cardiffstown Road, and St Feargal's Boys National School and Coláiste Eoin on Cappagh Road. These community facilities are located between the Stops at St Helena's and Finglas Village and so the proposed Scheme is likely to improve access for a minority of students, mainly those attending the college or secondary school who arrive from a larger catchment. No significant environmental impacts are predicted for these facilities during the Operational Phase. Focus Ireland's Aylward Green sheltered housing project backs onto the proposed Scheme, but only slight noise impacts are projected (see Chapter 15 (Noise & Vibration)). The realignment of the existing road slightly to the west of its current alignment will bring it closer to one house on Wellmount Parade and Assumption Convent and the Jehovah's Witness hall.

There will be a positive effect from the new pedestrian and cycle connection in the proposed Scheme between Cardiff Castle Road and the proposed Stop on Mellowes Road. However, the proposed Scheme will have a non-significant but negative noise impact on the environment of Ravens Court. This represents a long-term impact, especially when combined with the proposed Scheme's severance impact on the estate access. Steps will be taken to minimise the impact of the LRT and other noise on the amenity use of private gardens and green space and a 2m high solid masonry boundary wall included in the design. Although a small area of the public green space and of two private gardens will be impacted by the land take (see

section 8.4.2), mitigation will be provided in terms of landscaping. One of the private properties will no longer be overshadowed as a result of the demolition of one of the Garda station buildings to the west.

Community Severance

LRT crossings of St Helena's Road will have a slight, but temporary impact on traffic flow. See Chapter 18 (Material Assets: Traffic and Transport), but it will be combined with a pedestrian and cycle crossing which will provide relief from severance across St Helena's Road and Farnham Drive. Traffic speeds are already reduced here by the presence of speed bumps.

The proposed Scheme will continue north through green space between the residential areas off Casement Road and Farnham Crescent. There is no existing severance between these two roads and the proposed Scheme will introduce a slight level of new severance, possibly social, but physically focused on existing surfaced paths between Casement Road and Farnham Drive, and between Casement Road and Wellmount Road. The proposed signalised crossing for LRVs at Wellmount Road will permit pedestrian and cyclist crossings here. The same will be true for the proposed crossing point at Cappagh Road. Only very slight new severance will be introduced for pedestrian and cyclists using the lane between Patrickswell Court and Cappagh Road.

From Cappagh Road, the proposed Scheme continues through green space beside Cardiff Castle Road. A significant new severance impact will be introduced where the scheme crosses the entrance to Ravens Court. Although the periods of physical severance due to passing LRVs will be momentary, the tracks here introduce a degree of social severance given the single entrance. This effect could have a psychological dimension in that the small collection of residences would find themselves on the opposite side of the tracks to residences on Cardiff Castle Road. The entrance is proposed to be an uncontrolled intersection for which good visibility will be essential. By contrast, a positive impact arises from the provision of new access directly linking the Cardiff Castle Road to community facilities on Mellowes Road where a pedestrian crossing is proposed. This allows for relief from severance and new connectivity in that only indirect access is possible at present from west of the Garda Station. The straightness of the access provides for good visibility and its positioning beside the Garda station will provide a sense of security. The reconfiguration of the Garda parking into two sections will allow respective vehicle access to Mellowes Road and Finglaswood Road. This dual access potentially has a positive effect for operations, although access to the former will require Gardai to first cross the alignment by foot, and this could involve a momentary delay in responding to emergency calls when LRVs are passing. Measures will be needed to ensure that the LRT does not significantly impede on Garda movements access to vehicles in time of emergency.

Economic Activity and Employment

There will be a moderate positive impact for the Clearwater Shopping Centre and its customers in that the proposed Scheme will provide new accessibility for people who would otherwise need to rely on buses or do not have access to a car. At present, there are two crossing islands on either side of the road entrance to the centre. However, access to the centre will require a walk of around 400m and, as many people will be carrying shopping, the proposed Scheme will only partially replace demand for private vehicle journeys.

Finglas Village Stop to St Margaret's Road Stop

From Mellowes Road, the proposed Scheme will pass through Mellowes Park parallel to the R135 Finglas Road, crossing to St Margaret's Road. St Margaret's Road Stop will serve a residential area to the south along North Road and to the west around Casement Road and Plunkett Avenue including also schools and sports grounds. Two supermarkets are located close to the proposed Stop which will also provide a transport connection for employees working in the many business and industrial parks to the north and east, including the large Jamestown Business Park. The P&R facility is also proposed for this location. The existing transportation network is dominated by the roads and is not appealing for either cyclists or pedestrians with significant community severance presented by the R135 Finglas Bypass. East-west connectivity is currently limited to Dublin Bus service 40 which follows St Margaret's Road but does not connect directly with Plunkett Avenue. South-north connectivity is represented by the same service 40 along St Margaret's Road linking with McKee Avenue and Finglas Village and by service 140 along Finglas Road to Charlestown, Poppintree and Finglas IKEA.

There are positive effects due to improved south-north connectivity and accessibility particularly to community facilities at Mellows Road. Issues relating to general amenity are addressed for Mellows Park. A significant change will occur at Finglas Road/North Road due to the surface crossing providing for positive effects for the journey amenity of pedestrians and cyclists in particular.

Journey Characteristics and Transport Integration

The Finglas Village Stop will provide access to a large number of community facilities on Mellows Road, including the Childcare Development Centre, Youth Resource Centre, Finglas Sports and Fitness and Intreo, as well as to Finglas Village 500m east of the overbridge across Finglas Bypass. Community facilities in Finglas Village include shops/supermarkets and services, pubs and restaurants, and also clinics, childcare, four primary schools and St Canice’s Church. These destinations represent local employers too. Schools and colleges are located to the east and to the south / southwest as observed in the previous section. The Odin’s Wood Day Care Centre on Kildonan Road, which provides a service for older people and people with disabilities, will also experience a positive impact from improved access.

The proposed Scheme will provide alternative, and potentially more convenient, accessibility than current bus services and private car. The prospective number of journeys provides for a high magnitude of impact which will be positive and very significant compared with the level of existing connectivity to these community facilities.

There will be good integration with existing transport modes including Dublin Bus. Cycle lanes are proposed to follow Mellows Road and will increase opportunities for active travel and strengthen the connection with Finglas Village such that Luas passengers will have the option of continuing their journey by bicycle after leaving the Stop. Cycling will be supported by the ESB e-charge shared-bike station located outside the Sports and Leisure facility. The platform of the Finglas Village Stop itself will back onto a new plaza in front of the Finglas Sports Centre, providing an attractive and car-free environment in which to access the community facilities here. Car parking and vehicle e-charging is available outside of the leisure centre, although some parking will be lost due to the footprint of the proposed Scheme. Without alternative arrangements, this would impact on staff and particularly users of the childcare facility. The proposed Scheme will also provide people with improved access to Finglas Sports and Leisure facilities from a wider area, especially the north and south.

Along with the existing entrance in the south of Mellows Park, a new pedestrian and cyclist entrance will be created just south of the existing footbridge over the R135 Finglas Road. This path will cross the proposed Scheme and arrive at a signalised pedestrian crossing on the road. A proposed at-grade signalised crossing will replace the existing footbridge and be integrated into the light sequencing accommodating LRT crossing to and from Mellows Park and the R104 / St Margaret’s Road. The new integrated signalised junction and LRT crossing will be a more spacious environment in which vehicle traffic speeds would be reduced and which will be easier to mentally map and navigate. The new arrangement will provide improved connectivity with community facilities on St Margaret’s Road, particularly for sensitive population subsets such as older people and people who are mobility impaired. Combined with the high magnitude of use, the effect will be positive and very significant. Access to the new P&R facility will be segregated from Lidl traffic and be provided from the R135 following a left turn from the N2. A new signalised junction will permit departing traffic to return via a right turn to the N2.

Journey Amenity and Physical Activity

Chapter 18 (Material Assets: Traffic and Transport) assesses the Do Something scenario as providing for an improvement in Level of Service (LoS) for pedestrians at Mellows Road / Finglas Garda Station from a rating as low as E to A, corresponding to a profound positive effect. For cyclists, an improvement in LoS from D to A is predicted at Finglas Village Stop corresponding to a very significant positive effect. In this area, the proposed Scheme will provide new accessibility to a wide range of retail and community facilities on Mellows Road and in Finglas Village. Physical activity will be encouraged by connections to the proposed GDA cycle lane along Mellows Road and by footpath connections to Finglas Village which represents a major destination. The replacement of the roundabout junction on the Finglas Road will slightly extend vehicle journey times on the R135 but provide for more orderly movement with journey amenity gains

due to safer vehicle access from Casement Road and St Margaret's Road. The ground-level crossing will prove a positive journey amenity effect for sensitive population subsets as noted under journey characteristics.

General Amenity, Community and Social Infrastructure

A realigned path into Mellows Park will run alongside the proposed scheme from the southern entrance and be separated from the tracks by a landscaped buffer. There will be no impact on the weekly park run as runners will not need to cross the tracks. There are no direct impacts on general amenity due to the proposed Scheme, but for the minor impact on the soccer pitch. The Scheme's location on the eastern boundary of the park means that its presence will be a background one.

Community Severance

A pedestrian crossing facility will be located beside the proposed Scheme where it crosses Mellows Road. Although an existing crossing is located in front of the Youth Resource Centre and Mellows Court, there will be a slight positive impact in terms of relief from severance. The proposed signalised pedestrian crossing will provide a superior alternative to the existing pedestrian island at the roundabout with Finglaswood Road and provides relief from severance at this location, noting also the sensitivity of some population subsets, which access community facilities here. Provisions will also be necessary for the Garda Station and Dublin Fire Brigade to allow emergency fire and Garda services to cross the Luas line to destinations to the west at times when there is queued traffic.

To the north, the proposed Scheme will follow the eastern boundary of Mellows Park with only a very slight severance impact where the line will cross the park entrance from Mellows Road and that proposed the junction with Finglas Bypass. However, the light rail tracks will again be flush with the surrounding surface with the space between being under grass and a bell available to alert people to approaching LRVs.

There is a mixture of positive and negative impacts from the proposed demolition of the existing footbridge between North Road and Casement Road as discussed below. The proposed at-grade pedestrian crossing at this location will provide alternative entrance into the pleasant environment of the park. The existing overbridge does have the effect of separating pedestrians from traffic and carrying them above a trafficked and noisy environment. The proposed signalised junction between Finglas Bypass and St Margaret's Road will bring cyclists and pedestrians at-grade with vehicle traffic, but provide pedestrians with a spacious crossing environment, with a particular net positive long-term effect as noted above for sensitive population subsets who can find it challenging to deal with the incline required by the footbridge. There will also be a positive long-term effect for cyclists from the new arrangement as journeys are currently severely discouraged by the hazard involved in crossing the busy roundabout. The existing footbridge also deposits eastbound pedestrians and cyclists on the opposite side of St Margaret's Road from major destination such as the two supermarkets. Overall, a new significant positive effect is anticipated in terms of relief from severance, taking into account both the gains to sensitive subsets and the magnitude of journeys.

Economic Activity and Employment

The proposed Scheme has the potential to expand the catchment for the community facilities on Mellows Road and to attract more people to use Finglas Sports and Leisure. In addition, passengers, especially people from south and north, will have easier access to community facilities, including shops and services in Finglas Village, providing a significant positive impact in this respect.

St Margaret's Road Stop to Charlestown Stop

The Charlestown stop will serve the Charlestown Park residential estate to the north-east, the large Charlestown Shopping Centre and commercial estates to the east along Melville Road. The current transportation network is dominated by roads in this location, in part due to the proximity of the M50 to the north. The width of the road and volume of traffic are not currently conducive to active travel. Pedestrian journey amenity is poor and not aided by illegal pavement car parking. There are only three signalised crossings and just a short and ineffective length of cycle lane just before Charlestown Place.

Public transport is represented by Dublin Bus service 40 along St Margaret’s Road, by service 140 to Poppintree and Finglas IKEA, service 83 connecting Jamestown Road to the east and Collinstown Lane north of the M50, and service 9 connecting with Ballymun, Phibsboro and the City Centre.

The environment of St Margaret’s Road will be significantly changed on the operation of the proposed Scheme with positive effects for south-north accessibility, general amenity and relief from severance, but with impacts for journey characteristic as a result of major changes in business access arrangements.

Journey Characteristics and Connectivity

The proposed Scheme will provide a very significant positive improvement in accessibility in this area of St Margaret’s Road reinforced by the high magnitude of the impact given the number of local journeys and the concentration of community facilities and places of employment. This positive long-term effect will apply particularly to people without access to a private car and for sensitive subsets including people with disabilities.

From the St Margaret’s Road Stop, the proposed Scheme will provide improved pedestrian access to residential areas to the south and to commercial and employment destinations off St Margaret’s Road and the R135 North Road. It will also serve residential areas and commercial estates along the R135 to the south, McKee Avenue and residential estates off McKelvey Avenue to the north-east. Access to the new 350-space multi-storey P&R will be from the R135 North Road to minimise impacts on local traffic.

A pedestrian sequence will be included in the signalised junction where St Margaret’s Road meets Finglas Road / North Road. After St Margaret’s Road Stop, the proposed Scheme will cross McKee Avenue where a second signalised junction will replace the existing mini-roundabout (although this upgrade had initially been planned before the proposed Scheme). A signalised crossing facility is proposed between the entrance to the Jamestown Business Park, McKelvey Road and the west side of St Margaret’s Road. These new junctions will have a significant positive effect in making it easier and safer for all journeys, including those by pedestrians and cyclists, but also residential traffic, wishing to cross St Margaret’s Road. The proposed Scheme design also integrates as far as is possible at this time with proposed new residential and commercial zoning within the area now occupied by the Jamestown Business Park as set out in the Jamestown Masterplan.

New access arrangements are proposed for McKelvey Estate as the southern access from McKelvey Road will be terminated for vehicles at a hammerhead turning area, although access will remain for pedestrians and cyclists. McKelvey Avenue to the north will then represent the single access with St Margaret’s Road. There will therefore be a slight negative permanent effect on accessibility for residents at the end of McKelvey Road given the need to use the McKelvey Avenue entrance. However, journey amenity will be improved given the current entrance’s proximity to that for Jamestown Business Park.

The impact on property boundaries due to the widening needed to accommodate pedestrian footpaths, cycle paths, vehicle traffic and the proposed Scheme, requires that new rear access be provided for businesses located on the east side of the road. This will have a positive long-term effect for journey characteristics in relation to the current situation where northbound traffic must cross southbound lanes to enter the numerous premises along the road. Rear access will be provided to Murdock Builders Merchants and Manhattan Peanuts within the scope of the proposed Scheme, while for businesses to the north will be connected to the access road for the Jamestown Business Park. The current business park entrance will be signalised with the addition of a new turning lane.

Journey Amenity and Physical Activity

Segregated and protected cycle lanes will be provided at the junction between Finglas Road / North Road and St Margaret’s Road to permit cyclists to make safe right-hand turns into St Margaret’s Road. Cycle lanes will be provided along both sides of St Margaret’s Road, but with the southbound cycle lane being separated from both the vehicle lane and LRT tracks and in sections landscaped with an avenue of trees. There will be an opportunity for a future connection with a cycle lane along McKee Avenue connecting with Finglas Village as part of the proposed GDA cycle network. At the Charlestown terminus, the junction

between St Margaret's Road and Melville Road will be reconfigured with a reduced number of traffic lanes. Altogether, the cycle lanes, landscaping and proposed pedestrian and cyclist signalised junctions at the start of St Margaret's Road and at McKee Road, and the reconfigured Charlestown junction, will provide for a major improvement in pedestrian and cycle accessibility and journey amenity. They represent a significant positive long-term impact given the vulnerability of these two groups, especially when compared with the current context and should encourage more active travel in the vicinity adding to the significance of the impact. The new access from McKelvey Avenue to St Margaret's Road will have a positive effect on pedestrian and driver safety at this location. In particular, there will be a significant positive effect for more sensitive pedestrian groups due to the proposed new signalised crossing.

Vehicle driver safety will also be enhanced by the new junction arrangement. Direct access from St Margaret's Road to St Margaret's Court will be closed to vehicles and replaced with new access from the rear. This will be a positive impact in that access to the houses will be easier and safer than vehicle crossings from the northbound carriageway of St Margaret's Road, especially for the four residences facing the road, and vice versa in the opposite direction.

Chapter 18 (Material Assets: Traffic and Transport) identifies a significant to very significant effect due to an improvement in pedestrian LoS from D to B in the case of junctions at North Road / Casement Road / St Margaret's Road, and from D to A at St Margaret's Road / McKelvey Avenue / St Margaret's Court. This is assessed to be due to factors such as additional crossing points, improved accessibility, traffic calming, and wider footpaths and crossings. For cyclists an improvement from D to A is assessed for the entire section corresponding to a profound positive effect associated with segregated cycle lanes and greater priority at junctions.

General Amenity, Community and Social Infrastructure

The landscaping, pedestrian space and cycle lanes included in the design of the proposed Scheme will provide for a more attractive environment along St Margaret's Road, a location that is currently highly trafficked with limited facilities for pedestrians or cyclists. This represents a significant positive long-term impact overall. Locally, though, there are some negative impacts. At St Margaret's Court, the proposed Scheme will pass in front of four residences with a loss of private driveway parking and a negative impact on residential amenity due to proximity. While significant, the impact is moderated by the fact that traffic on St Margaret's Road already passes in front of these properties, albeit separated by the length of the driveways, and the projected change in noise is slight (see Chapter 15: Noise and Vibration). While being closer to the properties, the tracks will provide a degree of separation from road traffic and be on a grassed surface along this section of St Margaret's Road. To partly compensate for the loss of parking in front of the properties, new landscaping and residents' parking area are proposed to the rear of this development. A small area of green space will be converted to the car parking, but this will be offset by the inclusion of green space that was previously outside the boundary to the Jamestown Industrial Estate. Residents travelling by car or bicycle will need to access the estate via new access from the public road entering Jamestown Business Park. While this road is used by HGVs, access from St Margaret's Road will be rendered safer overall by the proposed signalised junction such that the impact is neutral overall. In time, the Jamestown Masterplan foresees the replacement of a proportion of industrial units by more residential development.

On the west side of the road, in front of eight properties on the edge of McKelvey Estate, the width of the roadside pavement will be reduced, and some layby parking spaces will be lost. Some of these properties have driveways, but for others new dedicated residents' parking will be provided in the estate providing for a neutral effect overall.

To the north, the Charlestown Stop will replace a narrow length of amenity green space beside St Margaret's Road with an open plaza area, representing a slight positive change. The space is too small and trafficked for passive or active use, but engagement with the local community will be needed given their previous input to the appearance and landscaping of the location.

Community Severance

Pedestrian crossings of the start of St Margaret’s Road will be facilitated by the lights sequence. Noting the high level of use, this will provide significant positive relief from severance when compared with the existing situation which consists of two exposed crossing islands. The replacement of the mini-roundabout at McKee Avenue with a signal-controlled junction, will also make pedestrian crossings easier, and is a significant positive long-term effect in view of the residential area to the south and retail facilities and the proposed P&R facility on the north side of the road. There will a particular positive effect for sensitive groups, including children, older people and those with disabilities. In addition, the new signalised junction for Jamestown Industrial Estate will provide for relief from severance for pedestrians and cyclists.

Economic Activity and Employment

Several of the businesses on St Margaret’s Road and others in adjacent commercial and industrial estates, will experience a positive long-term effect due to the improved accessibility provided by the proposed Scheme for customers using public transport from the south, including also prospective employees from a larger catchment to the south. There is an interaction in this respect with the very significant positive effect identified for Journey Characteristics generally.

Access to the proposed P&R facility will be provided from the R139 North Road to avoid congestion from induced traffic in the local area. Access to the Lidl supermarket will be maintained from St Margaret’s Road, but via the proposed new signalised junction with McKee Road. Although there will be some boundary impacts, access to retail and other businesses on the west wide of the road will be maintained. The presence of the 350-space P&R facility will have a significant positive long-term effect in attracting new prospective customers for local retail businesses.

The need for new rear vehicle access for businesses on the eastern side of St Margaret’s Road arises from the desire to minimise crossings of the LRT, from proposals to consolidate business access on St Margaret’s Road, and to provide for new traffic movement as set out in the Jamestown Masterplan. This change in access will have a negative short-term effect on some of the businesses between McKee Avenue and the entrance to the Jamestown Business Park. The more significant impact will be realised by those businesses which are more sensitive to change, namely those for whom the public account for a large proportion of their custom and who arrive by private vehicle. This negative effect will moderate over time as customers and suppliers become familiar with new access arrangements to the rear and if the area is gradually redeveloped in line with the objectives of the Jamestown Masterplan. For some businesses, there will also be more restricted internal circulation for HGVs vehicles, meaning that an additional negative impact will arise from the need for longer commercial vehicles to execute three-point turns or to back out of premises.

Discussions were undertaken with businesses and DCC to help guide the design and alignment of the rear access. Part of the new rear access to businesses on St Margaret’s Road will be provided from McKee Avenue. This new access is proposed to connect with Murdock Builders Merchants and Manhattan Peanuts. New rear access will also be provided to the Polonez food store, Finglas Auto Parts, Square Fit and three businesses in the Jamestown Little Industrial Estate (which currently has a very narrow entrance and inadequate parking). In this case, the new access would be provided from the current principal entrance to the Jamestown Business Park via the proposed new signalised junction. If fully implemented, the Jamestown Masterplan will create its own new more vibrant surroundings. In the short term, a significant negative impact can be expected for several of these businesses which depend on the public as customers until such time as they become familiar with the new vehicle access as noted above. In all cases, a short detour of varying length, depending on the direction vehicles are arriving, will be needed compared with current access. Some businesses whose current public retail entrance faces St Margaret’s Road may choose to reconfigure their floorspace. Pedestrian access and the visibility of businesses from St Margaret’s Road will not be affected. For other businesses further north on the east side of St Margaret’s Road, access will be unchanged with the exception of a facilitated crossing of the proposed Scheme alignment at the ESB premises. There will, though, be a loss of parking spaces for some businesses such as Goltfood as noted earlier.

Table 8-11 summarises the potential impacts on community facilities during the Operational Phase.

Table 8-11: Summary of Potential Impacts on Community Facilities during the Operational Phase

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Effect	Observation
31	Royal Canal	Greenway	Medium	Low	Journey characteristics: significant, long-term, positive Journey amenity: neutral General amenity: neutral Severance: n/a	Access provided to greenway to and from station
31	Tolka Valley Park	Park	High	Medium	Journey characteristics: n/a Journey amenity: imperceptible General amenity: slight negative, long-term Severance: slight negative, long-term	Park is large enough for amenity effect to be slight. Slight severance due to proposed Scheme alignment
32	St. Helena's Park	Open space	High	High	Journey characteristics: significant, long-term, positive Journey amenity: moderate, long-term, positive General amenity: very significant, long-term, positive Severance: slight, long-term, negative.	Proposed Scheme supports improvements to park and access, including north-south journeys. Slight severance, but also passive surveillance
32	St. Helena's Resource Centre	Family services	High	Medium	Journey characteristics: moderate long-term positive Journey amenity: n/a General amenity: not significant Severance: n/a	No significant effect on functions. Access now available to larger catchment
32	St. Malachy's NS	National school	High	Low	Journey characteristics: slight, long-term, positive Journey amenity: slight, long-term, positive General amenity: not significant Severance: imperceptible	Changes to car parking. Improved public transport access. Slight severance as some children may cross proposed Scheme alignment unaccompanied
32	Clearwater SC	Retail users	Low	Low	Journey characteristics: long-term, positive Journey amenity: n/a General amenity: n/a Severance: n/a	Access to public transport and larger catchment

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Effect	Observation
32	Rivermount Boys FC and Erin's Isle GAA	Sports	High	Medium	Journey characteristics: significant, long-term, positive Journey amenity: n/a General amenity: imperceptible Severance: imperceptible	Access to public transport, cycle track and larger catchment
32	Farnham Crescent Park	Park	Medium	Medium	Journey characteristics: imperceptible Journey amenity: long-term, positive General amenity: long term, positive Severance: slight, long-term, negative	Cycle track provided, slight severance due to LRVs
32	Wellmount Road / Casement Road / Farnham Crescent	Open space / residential	Medium	Medium	Journey characteristics and journey amenity: imperceptible General amenity: slight, long-term, negative Severance: slight, long-term, negative	Proximity of passing LRVs on residential amenity, but a balance too between activity / passive surveillance and visual intrusion.
32	Patrickswell Place	Open space / residential	Medium	Low	Journey characteristics and amenity: n/a General amenity: imperceptible Severance: moderate, positive	Relief from severance due to crossing facility
32	Focus accommodation	Social housing	High	Medium	Journey characteristics and amenity: n/a General amenity: slight, long-term, negative Severance: n/a	Proximity to proposed Scheme alignment and noise from passing LRVs
32	Cardiff Castle Road	Open space	Medium	Low	Journey characteristics: n/a Journey amenity: imperceptible General amenity: slight, long-term, negative Severance: moderate positive	Residential properties facing works and noise from passing LRVs. Proximity to Stop. More direct access to Mellowes Road
32	Ravens Court	Residential	High	Medium	Journey characteristics: n/a Journey amenity: n/a General amenity: non-significant but negative Severance: significant, long-term, negative, but with improved access to Mellowes Road	Proximity to tracks, but with screening from noise from passing LRVs. Some severance to estate, but more direct access to Mellowes Road and proximity of Stop.

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Effect	Observation
32	Garda Station	Policing	Low	Medium	Journey characteristics: slight, long-term, positive Journey amenity: n/a General amenity: n/a Severance: slight, long-term, negative	No lasting impact from building demolition. Choice of exits on either side of tracks. Slight severance, but allowance for emergency vehicles to pass any queuing traffic.
32	Mellow Spring Childcare	Childcare	High	High	Journey characteristics: significant, long-term, positive Journey amenity: positive General amenity: not significant Severance: n/a	Access to public transport and larger catchment. Some permanent loss of car parking
32	Finglas Sports & Fitness	Leisure centre	Low	High	Journey characteristics: significant, long-term, positive Journey amenity: n/a General amenity: not significant Severance: slight, long-term, positive	Access to public transport, cycle trail and larger catchment. Some permanent loss of car parking. Crossing facilities.
33	Finglas Youth Resource Centre	Youth facilities	High	High	Journey characteristics: significant positive Journey amenity: positive General amenity: not significant Severance: slight, long-term, positive	Access to public transport, cycle trail and larger catchment. Some permanent loss of car parking. Crossing facilities.
33	Finglas village	Numerous	Low	High	Journey characteristics: significant, positive Journey amenity: significant, positive General amenity: not significant Severance: n/a	Access to public transport, cycle trail and larger catchment. Some permanent loss of car parking. Crossing facilities.
33	Mellowes Park	Park	Medium	High	Journey characteristics: long-term, positive Journey amenity: significant, long-term, positive General amenity: imperceptible Severance: slight, long-term, negative	Access to public transport, cycle trail and larger catchment. Need for some visitors to cross tracks

Area	Community Facility / Receptor	Community Function	Sensitivity	Magnitude	Nature and Significance of Effect	Observation
33	St Margaret's Road	Retail access for users	Low	High	Journey characteristics: Some short-term, moderate, negative impacts, but net very significant effect in the long-term Journey amenity: significant, long-term, positive General amenity: significant, long-term, positive Severance: significant, long-term, positive	Access to public transport, cycle trail and larger catchment. Less trafficked environment. More crossings, P&R.
33	St Margaret's Road	Residential	Medium	High	Journey characteristics: long-term, positive Journey amenity: significant, long-term, positive General amenity: significant, long-term, positive Severance: slight, positive	Access to public transport and cycle trail. Less trafficked environment. More crossings, but also physical presence of proposed Scheme alignment
33	St Margaret's Court	Residential	High	High	Journey characteristics: significant, long-term, positive Journey amenity: significant, positive General amenity: significant, negative for properties beside tracks Severance: neutral	Proximity to properties. Access to public transport and cycle lanes. Adjacent signalised pedestrian crossing, but also physical presence of LRT.
33	McKelvey Celtic AFC	Sports	Medium	Low	Journey characteristics: long-term, positive Journey amenity: significant, positive General amenity: imperceptible Severance: neutral	Access to public transport, cycle trail and larger catchment.

8.4.4 Wider Economic Impacts

The proposed Scheme will provide people living and working in Finglas with an alternative to dependence on private vehicles for journeys into the City Centre and offers journey times of less than 30 minutes, which represent reductions on the duration of typical trips by other modes such as car or bus. The reduced journey times, improved journey time reliability and greater capacity will reduce constraints on journeys to existing and prospective places of employment as well as journeys for education, shopping or leisure. It will also be able to provide a frequent, reliable and efficient public transport option for a population which is expected to grow by 10,500 to 56,500 by 2035, nearly three-quarters of whom will be living within 10 minutes walking distance. Constraints will be further reduced by the inclusion of P&R facilities able to offer 350 new vehicle spaces, extending the prospective catchment of the proposed Scheme. The Business Case for the Scheme reports that around 600 additional public transport interchanges will occur at peak hours and are predicted by the Opening Year of 2035 compared with a Do-Nothing Scenario. The reduction in transport constraints due to journey time and convenience will provide for additional wider positive economic effect by allowing workers to move to more productive jobs that are more aligned with their preferences and needs. It will also provide employers with a larger catchment from which to recruit employees and encourage greater labour force participation, for example, for people with time and family commitments. It will also provide for a positive agglomeration effect by increasing accessibility between businesses. By providing a new public transport alternative the proposed Scheme will induce a transference of a proportion of trips made by private vehicle, reducing GHG emissions. The proposed Scheme therefore contributes to the Climate Action Plan 2024 which aims for a 20% reduction in vehicle kilometres by 2030 and proposed that this be achieved partly through improved access to public transport and active travel. As light rail is powered by electricity, it can be sourced from renewables. The CAP targets 80% of the nation's electricity to be sourced from renewables by 2030.

Economic activity in Finglas as a whole will benefit as new business activity is drawn in the reverse direction, particularly due to a reduction in the high journey time costs of accessing the suburb from the centre. The suburb has high levels of disadvantage and is poorly served by transport infrastructure at present. In this respect, the proposed Scheme can contribute to an increase in local incomes and a reduction in disadvantage as people will have a wider choice of employment made possible by reduced journey times, improved access to the City Centre and to north and south Dublin combined with good integration with the wider transport network. There are consequently positive economic effects for people and businesses in the local area. These will be underpinned also by the proposed associated infrastructure for walking and cycling. This will provide for improved access to local destinations and amenities, including for people without access to a car such as young people and disadvantaged population subsets. There are significant positive effects too for safety due to additional and improved road crossings, and separation of pedestrians and cyclists from vehicle traffic, as well as for providing for physical activity and health.

8.5 Mitigation and Monitoring Measures

8.5.1 Introduction

Mitigation measures are proposed for both the Construction and Operational Phases in addition to measures already provided in the design. In the Construction Phase, these are intended to avoid barriers to access, minimise impacts on shared green space and to minimise environmental impacts arising from noise, vibration or visual intrusion on local residents and community facilities. More detail on the proposed mitigation of environmental impacts can be found in the respective chapters. Mitigation during the Operational Phase is also proposed to facilitate access to Luas Stops and other destinations, for integration with other public transport options and to avoid potential negative effects on residential amenity.

8.5.2 Construction Phase Measures

- Secure hoarding will be needed during construction across Tolka Valley Park along with barriers to where the tracks enter or leave the park from Ballyboggan Road or Tolka Valley Road to prevent entry for vehicles or motorbike incursions into the park. There will need to be breaks in the hoarding, at least during daytime hours, to permit access across the works and avoid severance of the park. Signage

should indicate to park users the reason for the works and the partial severance and the expected duration they will be in place;

- The accessibility needs and safety of people with disabilities will need to be addressed, along with those of people with wheelchairs or buggies, at points where they will need to cross works. Access signage will be needed (of appropriate height and size to meet all users' communication needs), smooth hard surfacing and lightly angled ramps where necessary;
- If any temporary closure of the canal is required, this should be timed to occur between October and mid-March when the canal is habitually closed for boating;
- Advance warning will be given of the time and duration of the temporary closure of the towpath and greenway;
- Provide clear and advance signage for new access arrangements for St Helena's Resource Centre and St Malachy's National School with managed space for school drop-offs that does not conflict with the access needs for both community facilities;
- Local sports clubs will be supported in their search for alternative facilities during the realignment of the pitch at Farnham Crescent. Alternatively, works will be undertaken outside of the football season;
- Provide for visible and safe access across works at Wellmount Road / Patrickswell Place, noting morning and afternoon use of the route by school children;
- Minimise the duration of works wherever possible in neighbourhoods in the vicinity of St Helena's especially, but also those this location and Mellows Road, acknowledging issues of localised sensitivity and higher than average deprivation. Works in close proximity to residential properties or at points where roads need to be crossed to access community facilities will be completed within as short a timeframe as possible and, along with barriers such as hoarding, must not be allowed to persist longer than is necessary. In practice, noting the stated progression of works across the study area, completion of works in these specific areas must be completed with more urgency than at other locations;
- Works at the entrance to Ravens Court will be undertaken as quickly as possible to avoid inconvenience for residents. If necessary, an alternative temporary entrance will be provided. The boundary of the estate will be rebuilt with a comparable or enhanced façade compared with that at present;
- Works at the Garda station will be undertaken as quickly as possible to avoid impacts on the amenity of people working in the building, security issues and any inconvenience for Gardaí in accessing premises or vehicles. The same considerations apply to the Luas crossing of Mellows Road given the roads use in times of emergency, by either the Gardaí or the nearby fire service;
- Provide arrangements for emergency services to quickly bypass works and traffic queues on Mellows Road;
- Provide temporary alternative, nearby and convenient temporary parking and appropriately timed parking for people with disabilities and parents delivering children to Finglas Childcare / Mellow Spring Childcare Centre to compensate for existing spaces lost during construction. Consideration should be given to the car parking needs of employees of the Finglas Resource Centre to avoid competition for remaining places;
- Ensure maximum safety of accessibility to community facilities on Mellows Road during construction given their use by vulnerable population subsets;
- Provide hard surfaced temporary paths for diversions in Tolka Valley Park, Mellows Park and other green spaces where there are existing paths which cross the line of the proposed Scheme. Maintain access between two halves of Tolka Valley Park. Maintain access from Mellows Road, unless very temporary restrictions are needed;
- Allow for continuity and safety of the weekly park runs in both Tolka Valley Park and Mellows Park;
- Construction of crossing facilities at the R135 Finglas Road will be ready for use prior to the demolition of the pedestrian overbridge;
- Pedestrian and cyclist crossings at the new crossing at Finglas Road are to be safe and well-signposted given that works, traffic volumes and changes to existing crossing habits could raise some confusion among pedestrians and cyclists, and particularly for people with disabilities;
- Provide temporary crossing facilities at St Margaret's Road in the vicinity of the proposed stop to permit access to bus stop and nearby supermarkets or places of employment;
- Facilitate new vehicle parking or reconfiguration of parking for businesses where spaces have been lost on the east side of St Margaret's Road;

- Ensure new uninterrupted access arrangements are in place for businesses and for residents of St Margaret’s Court where existing access will be directed impacted by construction of the proposed Scheme. Provide highly visible signage to direct customers and suppliers to this new access;
- Ensure continuity of electricity supply for businesses on the east side of St Margaret’s Road or otherwise minimum interruptions flagged in advance;
- Ensure continuity of access for businesses on the east side of St Margaret’s Road;
- Provide alternative car parking during construction and operation, or compensation for same, for residents of McKelvey estate located beside St Margaret’s Road; and
- Agree times of any temporary disruption to access with businesses on west side of St Margaret’s Road and McKelvey AFC due to works on footpath and cycle lane.

8.5.3 Operational Phase Measures

- Provide drop-off space or limited timed car parking at Luas Stops where space allows, combined with parking restrictions on roads in nearby residential estates;
- Extend integration of the scheme with the bus network by facilitating access from Luas Stops to nearby bus stops with associated signalised crossing facilities or good lines of sight for road crossings;
- Provide sufficient drop-off and collection space for parents at St Malachy’s School to reduce the risk that access to the St Helena’s Resource Centre will be blocked;
- Provide disabled parking, timed and permitted parking spaces at St Helena’s Stop to provide assurance and safety for vulnerable passengers;
- Ensure that all stops, and nearby access routes to Stops, are open, brightly lit and monitored by CCTV, that emergency assistance buttons are provided at all Stops, and that details on how to promptly contact control centres are included on all LRVs;
- Ensure new access arrangements are in place for businesses on St Margaret’s Road, and for residents of St Margaret’s Court, consistent with the Jamestown Masterplan, where existing access will be directed impacted by the proposed Scheme. Provide highly visible signage to direct customers and suppliers to this new access; and
- Include pedestrian and cycle sequence in new signalised crossings.

8.6 Residual Impacts

8.6.1 Introduction

Residual impacts are those negative impacts which will remain after mitigation, or which are assessed as being positive. Impacts during the Construction Phase are numerous, but will be finite in duration and, in many cases, temporary or short-term. Mitigation is proposed above to minimise these impacts. In the Operational Phase, the proposed Scheme will deliver sustainable north-south connectivity and integration with other public transport services and the wider cycle network. There will be some negative residual impacts due to the nature of land use in the study area and the distribution of residential areas and community facilities.

8.6.2 Construction Phase

Net negative environmental impacts are inevitable during the Construction Phase. There are, for example, noise and vibration impacts which impact on general or residential amenity as assessed in this chapter, for example, at the Royal Canal / greenway, but mitigation measures to address these are to be found in Chapter 15 (Noise & Vibration).

There will be negative environmental and severance impacts within parks and green spaces, although mitigation is proposed above in section 8.5 to minimise noise impacts and to allow for continued access for all user types such that the residual impacts will be slight to moderate. The proximity of works to people’s homes and to some sensitive community facilities such as St Helena’s Resource Centre means that impacts on general and residential amenity from noise or visual intrusion are again inevitable, although again mitigation proposals are to be found in the respective chapters.

This chapter identifies rather where the sensitivity of community facilities or the socio-economic characteristics of neighbourhoods are such as to direct mitigation measures listed in the respective chapters to ensure that impacts are brought below relevant thresholds while maintaining access and minimising severance to community facilities. This can be achieved, as indicated in section 8.5, by ensuring that safe access is provided for while track and ancillary works are ongoing, and that the duration of these works is minimised.

However, works at the proposed Luas Stops are likely to be more prolonged. Mitigation measures are again proposed here and in other specialist chapters to ensure that environmental impacts do not exceed thresholds at these locations as community facilities are concentrated at locations such as St Helena's and Finglas Village. The works at Finglas Village will involve some loss of car parking space, but to ensure that residual impacts on sensitive user groups are not significant, the mitigation proposes measures to ensure clear and safe pedestrian access and to maintain sufficient car parking spaces to meet users' needs even if this parking is time limited or dedicated to parents, people with disabilities or employees. The mitigation measures proposed at the crossing provided at Finglas Road / North Road will ensure that short-term impacts are slight. Mitigation measures proposed along St Margaret's Road will minimise residual amenity and severance impacts on local residents and on businesses whose custom to access will be impacted by the construction works.

8.6.3 Operational Phase

The proposed scheme itself will provide the people of Finglas with a new and reliable north-south public transport connection to the centre of Dublin and to the Irish Rail Dublin-Maynooth-Sligo line, connecting also with the existing east-west public transport network provided by Dublin Bus and the planned GDA Cycle Network. This will provide people with enhanced access to community facilities and workplaces elsewhere in Dublin, and a greater practical choice of destinations for employment, shopping and amenity activity. This, in turn, will enhance social inclusion and present opportunities to reduce social disadvantage in the community.

The net effect is therefore positive, long-term and profound. The proposed Scheme will, however, be a new intrusion into the landscape of Finglas. LRVs operate rather quietly, but the service's proximity to residential properties will have a negative impact for residents living in those houses closest to the tracks even after mitigation, for example, at Ravens Court and for some properties at St Margaret's Court. For the most part, the proposed Scheme therefore makes use of open spaces to minimise any impact on residences, but this brings its own issues in that the insertion of a linear structure will impact on amenity at some locations and present social severance at others. However, the flush design including grassed areas between tracks at parks and other locations means that this intrusion will have a slight impact for the most part on both amenity and severance. Elsewhere, the presence of LRVs, the associated activity and also landscaping acts as a stimulus to bring about transformational change in the local environment such as at Broombridge Road where the current environment is industrial in appearance, at Finglas Road / North Road which currently presents severe community severance, at St Margaret's Road which is heavily trafficked and dominated by retail and commercial businesses, and at St Helena's Park where the open space currently has the appearance of a wasteland attracting anti-social behaviour, anxiety among local residents and acting as a barrier between communities.

8.6.3.1 Property Value Impact

It is considered that existing and planned future residential properties within the study area will benefit from being in close proximity to a new permanent public transport system. Experience of the effects of the Luas Red and Green Lines on property prices along these lines indicate that residential property values and land values in the study area should increase due to a positive "Luas effect".

A study into the impact of urban rail on property prices and rents report was undertaken by Mayor et al. (2012) who found price increases of 12% for properties within 1km of the Luas Red Line, but that properties within 500m of the Green Line experienced at least this same increase. The study was more detailed than some preceding reviews in that it isolated the separate effect of other factors such as parks. At this time, prices were only beginning to recover from the impact of the 2008-11 recession. However, further evidence

of a price effect was reported by Daft.ie in 2016, which found that, for individual homes, there was clear evidence that being close to stations and Stops on the DART and Luas lines was reflected in prices and rents. The impact was up to 10% for properties located close to Stops, although not for properties in very close proximity which might be subject to negative environmental impacts. The effect differed by area, with a premium for homes near Luas Green Stops, but with a discount near Stops on the more central urban Luas Red Line. Major et al. shows that the effect the Luas Green Line had on property prices at various distances. The effect of Stops was typically larger on prices than on rents which are more subject to tenancy agreements and controls in the short term.

Property prices in general have increased further since 2016. A property market analysis carried out by the estate agent Douglas Newman Good in 2018, showed that North Dublin recorded the highest rate of property price inflation (7.6%) over the course of 2018, due in part to the Luas Green Line effect and the associated increase in demand for accommodation in this area. This rate of growth was almost double the rate seen in any other part of the capital and highlights the effect that improved public transport links can have on property values. The same report indicated a Luas effect on house prices in the Tallaght area, and stated that *'an analysis of property price increases along the two Luas Lines to Tallaght and Sandyford confirms that those properties within a five-minute walk of a Luas stop have seen higher increases in value than other comparable properties with no immediate access to the LRT system'*.

A more recent article *'The Residential Property Impact of Luas Investment'* by Connor (2023)², outlines that there has been an average positive price impact of 12.6% (across suburban and central areas) from the recent opening of Stops on all lines, compared with properties which are outside of a 25-minute walking time. A 9.8% price increase was found to have occurred for properties following the opening of the Cross-City line.

Therefore, the impact on residential property values in proximity to the proposed Scheme is likely to be positive, although the magnitude of this added value has been variable. Although not explicitly identified as a residual impact, the operation of the proposed Scheme is therefore likely, in most cases, to have a positive impact on property by increasing the attractiveness of areas and strengthening the overall property values in the vicinity of the proposed Scheme.

Higher property prices and rents do, of course, attract prospective developers and benefit landlords and owners. Tenants, who would include potentially local workers for businesses in the study area, would benefit from increased supply and choice, but not from the outlay on higher rents.

8.7 Cumulative Impacts

The cumulative assessment of relevant plans and projects has been undertaken separately in Chapter 24 of this EIAR.

8.8 Difficulties Encountered in Compiling Information

Full use was made of the proposed Scheme Consultation Report in preparing this report. Attempts were made to contact additional community and sports clubs who had not provided submissions at the time of this consultation. Invitations were sent out to schools, sports and other community facilities in the study area with a follow-up by telephone. However, representation of these community facilities was still less comprehensive than had been hoped as a proportion failed to respond after three attempts at contact. Nevertheless, the primary issues which could affect or impact on community facilities have been addressed.

² Under public review as of December 2023.

8.9 References

- Connor, B., 2023. *The residential property price impact of Luas investments*, Ireland: Qeios.
- CSO, 2016. *Census (Small Area Population Statistics)*, Ireland: Central Statistics Office.
- CSO, 2022. *Census*, Ireland: Central Statistics Office.
- Daft.ie, 2016. *Rail Report: The value of the train - The impact of urban rail on property prices and rents*, Ireland: Daft.ie.
- DCC, 2016. *Dublin City Development Plan*, Dublin: Dublin City Council.
- DCC, 2019. *Dublin City Parks Strategy 2019-2022*, Ireland: Dublin City Council.
- DCC, 2021. *Finglas Strategy: Baseline Analysis Report*, Dublin: Planning and Property Development Department, Dublin City Council.
- DCC, 2022. *Dublin City Development Plan*, Dublin: Dublin City Council.
- Department of the Environment, Climate and Communications, 2023. *Climate Action Plan*, Ireland: Dept_ECC.
- Department of the Environment, Climate and Communications, 2024. *Climate Action Plan*, Ireland: Dept_ECC.
- DNG, 2018. *Residential Market Review Q4 2018 and Outlook 2019*, Ireland: DNG.
- Eastern & Midland Regional Assembly, 2019. *Regional Spatial and Economic Strategy for the Eastern and Midland Region*, Ireland: Eastern & Midland Regional Assembly.
- EPA, 2022. *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*, Ireland: Environmental Protection Agency.
- Gol, 2018. *Project Ireland 2040 - National Planning Framework*, Ireland: Government of Ireland.
- Gol, 2021. *Strategic Investment Framework for Land Transport (SIFLT)*, Ireland: Government of Ireland.
- Mayor, K., Lyons S., Duffy D., D. & Tol, R.S.J., 2012. *A hedonic analysis of the value of rail transport in the Greater Dublin Area*, Ireland: Journal of Transport Economics and Policy.
- NTA, 2015. *Finglas / North Dublin Transport Study*, Dublin: National Transport Authority.
- NTA, 2021. *BusConnects: Sustainable Transport for a Better City*, Dublin: National Transport Authority.
- NTA, 2022. *GDA Cycle Network Plan*, Ireland: National Transport Authority.
- NTA, 2022. *Greater Dublin Area Transport Strategy 2022 - 2042*, Ireland: National Transport Authority.
- Pobal, 2023. *Pobal HP Deprivation Index*, Ireland: Government of Ireland.
- TII, 2016. *Project Appraisal Guidelines for National Roads Unit 13.0 Pedestrian and Cyclist Facilities PE-PAG-02036*, Ireland: Transport Infrastructure Ireland.

