

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a dynamic, non-repeating pattern.

Chapter 23

Summary of Significant Residual Impacts

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23. Summary of Significant Residual Impacts

This Chapter summarises the potential significant residual impacts, which may result from the Construction and Operational Phases of the Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). Please refer to Chapter 6 to Chapter 21 of this Environmental Impact Assessment Report (EIAR) for the full impact assessments.

Residual impacts are the final or intended impacts which occur after the proposed mitigation measures have been implemented. They refer to the degree of change that will occur after the proposed mitigation measures have taken effect.

Table 23.1 presents the residual impact significance, following the implementation of mitigation as set out in Chapter 6 to Chapter 21 of the EIAR, and as summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures).

The terminology used in this Chapter to describe the residual impact significance reflects the assessment terminology and guidelines used within Chapter 6 to Chapter 21 of the EIAR. While the terminology in the Environmental Protection Agency's (EPA) Draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2017) is predominantly used, some chapters use discipline specific guidelines, and this terminology is presented within this summary Chapter to maintain consistency with the assessments undertaken in Chapter 6 to Chapter 21.

Table 23.1: Summary of Significant Residual Impacts from the Construction and Operational Phases of the Proposed Scheme

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 6 (Traffic & Transport)	Construction Phase		
	Cycling Access - Restrictions to cyclists along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Bus Access - Restrictions to public transport along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	General Traffic – Restrictions to general traffic along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Operational Phase		
	Pedestrian Infrastructure - Improvements to the quality of the pedestrian infrastructure along the Proposed Scheme	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Cycling Infrastructure - Improvements to the quality of the cycling infrastructure along the Proposed Scheme	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Bus Infrastructure - Improvements to the quality of the bus infrastructure along the Proposed Scheme	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Parking and Loading – Loss of parking / loading spaces along Section 3 of the Proposed Scheme	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	People Movement - Increases to the total number of people travelling through the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
Bus Network Performance Indicators - Improvements to the network performance indicators for bus users along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term	
General Traffic Network Performance Indicators - Reduction in general traffic flows along the Proposed Scheme	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term	
Chapter 7 (Air Quality)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Operational Phase		
	Overall, the residual impacts as a result of the Operational Phase of the Proposed Scheme will be Neutral and Long-Term. There will however be residual Adverse and Moderate impacts (considered significant in the context of the Air Quality assessment) expected at the R101 North Circular Road Junction with R108 Phibsborough Road due to the Opening Year (2028) of the Operational Phase of the Proposed Scheme. However, these are expected to reduce to Adverse and Slight or Negligible by 2043		
Chapter 8 (Climate)	Construction Phase		
	Embodied carbon emissions associated with the Construction Phase	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Operational Phase		
	The maintenance GHG emissions associated with the Operational Phase of the Proposed Scheme.	Negative, Significant and Permanent	Negative, Significant and Permanent
Chapter 9 (Noise & Vibration)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 10 (Population)	Construction Phase		
	Community Assessment – Community Amenity: All community receptors	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Community Assessment – Community Amenity: Ballymun Civic Centre	Negative, Moderate / Significant and Temporary	Negative, Moderate / Significant and Temporary
	Community Assessment – Community Land Take: Home Farm Football Club (St. Mobhi Road)	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Community Assessment – Community Land Take: Area of public open space outside of Phibsboro (Phibsborough) Library	Negative, Significant and Temporary	Negative, Significant and Temporary
	Community Assessment – Community Accessibility (Cyclists): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Negative, Moderate and Temporary	Negative, Moderate and Temporary

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Community Assessment – Community Accessibility (Bus Users): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Community Assessment – Community Accessibility (Private Vehicles): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, Finglas and Finglas West	Negative, Moderate and Temporary	Negative, Moderate and Temporary.
	Economic Assessment – Commercial Amenity: All commercial receptors located directly along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Economic Assessment – Commercial Amenity: Commercial receptors immediately adjacent to the Ballymun Civic Centre	Negative, Moderate / Significant and Temporary	Negative, Moderate / Significant and Temporary
	Economic Assessment – Commercial Accessibility (Cyclists): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Economic Assessment – Commercial Accessibility (Bus Users): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Economic Assessment – Commercial Accessibility (Private Vehicles): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road,	Negative, Moderate and Temporary	Negative, Moderate and Temporary

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Dominick Street, Halston Street, Rivermount, Finglas and Finglas West		
	Operational Phase		
	Community Assessment – Community Land Take: St. Vincent’s Secondary School	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Community Assessment – Community Accessibility (Pedestrians): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Community Assessment – Community Accessibility (Cyclists): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Not Moderate to Very Significant and Long-Term
	Community Assessment – Community Accessibility (Bus Users): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Community Assessment – Community Accessibility (Private Vehicles): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Community Assessment – Community Accessibility (Private Vehicles): Finglas West	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Economic Assessment – Commercial Land Take: Phibsborough Shopping Centre (and car park)	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Economic Assessment – Commercial Land Take: The Bernard Shaw (public house)	Negative, Significant and Long-Term -	Negative, Significant and Long-Term
	Economic Assessment – Commercial Accessibility (Pedestrians): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term -
	Economic Assessment – Commercial Accessibility (Cyclists): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Economic Assessment – Commercial Accessibility (Bus Users): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Economic Assessment – Commercial Accessibility (Private Vehicles): Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Economic Assessment – Commercial Accessibility (Private Vehicles): Finglas West	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 11 (Human Health)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	Increased physical activity from improvements to walking and cycling conditions	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts on access to health services, including emergency healthcare	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts of Health Inequalities: Disability and deprivation	Positive, Significant and Medium-Term	Positive, Significant and Medium-Term
	Impacts of Health Inequalities: Pedestrians and cyclists	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
Chapter 12 (Biodiversity)	Construction Phase		
	The Royal Canal proposed Natural Heritage Area (pNHA) – Habitat loss and fragmentation	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Habitat degradation (hydrology, hydrological regime, groundwater, non-native invasive plant species, air quality)	Likely significant effect at the national geographic scale	Likely significant effect at the local geographic scale
	Operational Phase		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
Chapter 13 (Water)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
Chapter 14 (Land, Soils, Geology & Hydrogeology)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 15 (Archaeological & Cultural Heritage)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
Chapter 16 (Architectural Heritage)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
Chapter 17 (Landscape (Townscape) & Visual)	Construction Phase		
	Townscape and Streetscape Character of Ballymun Road from the south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue.	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Townscape and Streetscape Character of St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Townscape and Streetscape Character of Prospect Road, Phibsborough Road from Hart's Corner to Western Way	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Townscape and Streetscape Character of Constitution Hill and Church Street to Arran Quay	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Phibsborough Centre ACA	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Botanic Gardens and River Tolka Valley Conservation Area	Neutral, Moderate and Temporary / Short-Term	Neutral, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Royal Canal Conservation Area	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Residential Conservation Areas at Finglas Road (Bengal Terrace,	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	11-47 Finglas Road (odd nos. only, west side)		
	Streetscape characteristics and visual impacts on Former Player's Factory Protected Structure	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: St. Mobhi Road / Na Fianna / Home Farm Football Club	Negative, Moderate / Significant and Temporary / Short-Term	Negative, Moderate / Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: Royal Canal	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: Former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: Constitution Hill Flats on Constitution Hill	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: Mellows Park	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on amenity designations: Open Space at Finglas Place	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on part of residential property in temporary acquisition <ul style="list-style-type: none"> Nos. 34, 36 and 38 Bengal Terrace; and Daneswell Place (under construction). 	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on non-residential private properties included in temporary acquisition (e.g. commercial lands, school lands, service stations, etc.)	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<ul style="list-style-type: none"> • Scoil Chaitríona, St. Mobhi Road; • CLG Na Fianna Sports Ground, St. Mobhi Road; • Home Farm Football Club pitch, St. Mobhi Road • Whitehall College of Further Education, St. Mobhi Road; • 163 to 169 St. Mobhi Road (footpath areas in front of businesses); • Botanic Business Centre (former Cahill Printers), Botanic Road; • 21 / 22 Prospect Road; • Forecourt area at The Bernard Shaw Public House, Prospect Road; • Phibsborough Shopping Centre Car Park; • Green Area at former service station at Slaney Road and Finglas Road Junction; and • St Vincent's School, Finglas Road. 		
	Streetscape characteristics and visual impacts on properties located along, fronting and viewing the Proposed Scheme	Negative, Moderate / Significant and Temporary / Short-Term	Negative, Moderate / Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on trees and vegetation	Negative, Moderate / Significant and Temporary / Short-Term	Negative, Moderate / Significant and Temporary / Short-Term
Operational Phase			
	Townscape and Streetscape character on Ballymun Road from St. Margaret's Road to south of Ballymun District Centre (Gateway Avenue)	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Townscape and Streetscape character on St Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Townscape and Streetscape character on Prospect Road, Phibsborough Road from Hart's Corner to Western Way	Positive, Moderate / Significant and Long-Term (Neutral, Significant and Long-Term at Phibsboro (Phibsborough) Library)	Positive, Moderate / Significant and Long-Term (Neutral, Significant and Long-Term at Phibsboro (Phibsborough) Library)
	Townscape and Streetscape character on Constitution Hill and Church Street to Arran Quay	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Townscape and Streetscape character on Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of the Proposed Scheme)	Neutral, Moderate and Long-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on Phibsborough Centre ACA	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Streetscape characteristics and visual impacts on Royal Canal Conservation Area	Neutral, Moderate and Long-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on Former Player's Factory protected structure	Neutral, Slight / Moderate and Long-Term	Neutral, Slight / Moderate and Long-Term
	Streetscape characteristics and visual impacts on amenity designations: St Mobhi Road / Na Fianna / Home Farm Football Club	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term
	Streetscape characteristics and visual impacts on amenity designations: Royal Canal	Neutral, Moderate and Long-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on amenity designations: Former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library	Neutral, Significant and Long-Term	Neutral, Significant and Long-Term
	Streetscape characteristics and visual impacts on amenity designations: Constitution Hill Flats at Constitution Hill	Neutral, Moderate and Long-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on part of residential property in permanent acquisition:	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<ul style="list-style-type: none"> • Nos. 34, 36 and 38 Bengal Terrace; and • Daneswell Place (under construction). <p>Streetscape characteristics and visual impacts on non-residential properties included in permanent acquisition (e.g. commercial lands, school lands, service stations, etc.):</p> <ul style="list-style-type: none"> • Scoil Chaitríona, St. Mobhi Road; • CLG Na Fianna Sports Ground, St. Mobhi Road; • Home Farm Football Club pitch, St. Mobhi Road • Whitehall College of Further Education, St. Mobhi Road; • 163 to 169 St. Mobhi Road (footpath areas in front of businesses); • Botanic Business Centre (former Cahill Printers), Botanic Road; • 21 / 22 Prospect Road; • Forecourt area at The Bernard Shaw Public House, Prospect Road; • Phibsborough Shopping Centre Car Park; • Green Area at former service station at Slaney Road and Finglas Road Junction; and • St Vincent's School, Finglas Road. 	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
Chapter 18 (Waste & Resources)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
Chapter 19 (Material Assets)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Operational Phase		
Chapter 20 (Risk of Major Accidents and / or Disasters)	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
Chapter 21 (Cumulative Impacts & Environmental Interactions)	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
	Construction Phase		
	For the landscape (townscape) and visual assessment, if construction periods overlap / are successive, there remains potential for localised Moderate and Temporary / Short-Term cumulative effects during construction in the townscape / streetscape with other projects. However, it is likely that the extent of any such impacts will be localised and contained.		
	The combined impact on climate of the Proposed Scheme with other schemes under construction concurrently is considered to result in a cumulative Negative, Significant and Short-Term impact. In general, the carbon emissions associated with embodied carbon and energy to construct schemes on a national basis is accounted for cumulatively as part of the Emissions Trading Scheme. Impacts on climate associated with the Proposed Scheme cumulatively with the construction of all other Core Bus Corridor schemes are predicted to be Negative, Significant and Short-Term.		
	Operational Phase		
	The traffic and transport impact assessment predicts a Positive, Profound and Long-Term cumulative effect on People Movement by sustainable modes, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		
	The climate impact assessment predicts a Negative, Significant and Permanent cumulative impact on climate during the maintenance phase, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		
	The climate impact assessment predicts a Significant and Positive cumulative impact on climate in 2028, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		
	The human health assessment predicts a Positive, Very Significant and Long-Term cumulative impact on human health due to the encouragement of active travel and increased use of public transport through offering a choice of routes from the proposals for the cycle network, the other 11 Core Bus Corridor schemes and the Proposed Scheme.		