

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These shapes include circles, semi-circles, and rounded rectangles, some of which are layered or overlapping. The overall aesthetic is modern and clean.

Appendix A2.1 Planning Report

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Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
BRT	Bus Rapid Transit
BWD	Bathing Water Directive
CAP	Climate Action Plan
CBC	Core Bus Corridor
CEMP	Construction Environmental Management Plan
CDRWMP	Construction and Demolition Resource and Waste Management Plan
DAA	Dublin Airport Authority
DAU	Development Applications Unit
DCC	Dublin City Council
DCCAE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCU	Dublin City University
DCHG	Department of Cultural, Heritage and the Gaeltacht
DoT	Department of Transport
DTTAS	Department of Transport, Tourism and Sport
EC	European Commission
EGD	European Green Deal
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EU	European Union
FCC	Fingal County Council
FDP	Fingal Development Plan
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GDATS	Greater Dublin Area Transport Strategy
GHG	Greenhouse Gas Emissions
GEP	Good Ecological Potential
GES	Good Ecological Status
HSE	Health Service Executive
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEIP	Local Environmental Improvement Plan
LEV's	Low Emission Vehicles
MASP	Metropolitan Area Strategic Plan
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NIFTI	National Investment Framework for Transport in Ireland
NDP	National Development Plan
NIS	Natura Impact Statement
NO ₂	Nitrogen Dioxide
NPF	National Planning Framework

Acronym	Meaning
NPO	National Policy Objective
NPWS	National Parks and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
NTS	Non-Technical Summary
OPW	Office of Public Works
OS	Open Space
PR	Planning Report
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcome
SDG's	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SFILT	Strategic Framework for Investment in Land Transport
TUD	Technological University Dublin
TII	Transport Infrastructure Ireland
µg/m ³	Micrograms per cubic metre
UN	United Nations
WFD	Water Framework Directive
ZAP	Zone of Archaeological Potential

1. Introduction

This Planning Report (PR) has been prepared to set out the planning context for the development of the Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). It identifies and considers the existing policy framework for the Proposed Scheme in the context of relevant legislation, International, European, National, Regional and Local planning strategy, plans and policy documents.

The full extent of the Proposed Scheme is set out in Figure 1A of this Report.

The Proposed Scheme is one of 12 stand-alone Core Bus Corridor (CBC) Schemes to be delivered under the BusConnects Dublin - Core Bus Corridor Infrastructure Works (hereafter called the CBC Infrastructure Works). The CBC Infrastructure Works, once completed, will deliver the radial CBCs identified in the Core Bus Network contained in the National Transport Authority's (NTA's) Transport Strategy for the Greater Dublin Area 2022 – 2042 (hereafter referred to as the GDA Transport Strategy) (NTA 2022).

The BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the Greater Dublin Area (GDA) and the CBC Infrastructure Works is one element of that Programme, itself containing 12 stand-alone CBC Schemes. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities.

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 10km from end to end online with additional offline upgrades and quiet street treatment of approx. 2km and 1.5km respectively. The Proposed Scheme will be comprised of two main alignments, namely from Templeogue to Terenure (3.7km), and from Rathfarnham to the City Centre (6.3km)

The Templeogue to Terenure section will commence on the R137 Tallaght Road, east of the M50 junction 11 interchange. From here, the Proposed Scheme is routed via the R137 along Tallaght Road and Templeogue Road, through Templeogue Village, to Terenure Cross, where it joins the Rathfarnham to City Centre section. The Rathfarnham to City Centre section will commence on the R821 Grange Road at the junction with Nutgrove Avenue, and is routed along the R821 Grange Road, the R115 Rathfarnham Road, the R114 Rathfarnham Road, Terenure Road East, Rathgar Road, Rathmines Road Lower, Richmond Street South, Camden Street Upper and Lower and Wexford Street as far as the junction with the R110 at Kevin Street Lower and Cuffe Street where priority bus lanes end. From Cuffe Street to Dame Street along Redmond's Hill, Aungier Street, and South Great George's Street the route will involve a traffic lane and a cycle track in both directions where it will join the prevailing traffic management regime in the city centre. In addition to the above, an alternative cycle facility will be provided along Harold's Cross Road / Terenure Road North between Terenure Cross and Parkview Avenue, as well as along Bushy Park Road, Wasdale Park, Wasdale Grove, Zion Road and Orwell Road. The route of the Proposed Scheme is shown in Image 1.1 in Chapter 1 (Introduction).

The Proposed Scheme includes an upgrade of the existing bus priority and cycle facilities. The scheme includes a substantial increase in the level of bus priority provided along the corridor, including the provision of additional lengths of bus lane resulting in improved journey time reliability. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers and cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signaling for cyclists provided at junctions.

Moreover, pedestrian facilities will be upgraded, and additional signalised crossings will be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrians experience, an example of this can be seen in Terenure, particularly at Terenure Cross.

A full description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description) in Volume 2 of the EIAR, and the associated scheme drawings are provided in Volume 3 (Figures) of the EIAR. In addition, Chapter 2 (Need for the Proposed Project) and Chapter 3 (Consideration of Reasonable Alternatives) in Volume 2 of the EIAR, outline the need for the Proposed Scheme and the alternatives considered, respectively.

1.2 CBC Infrastructure Works Background

The GDA Transport Strategy 2016 – 2035 (NTA 2016), identified a ‘Core Bus Network’ which highlighted the most important bus routes within the GDA. They were characterised by high passenger volumes, frequent services, and significant trip attractors. The Transport Strategy for the Greater Dublin Area 2022-2042 (NTA 2023) has now replaced the prior transport strategy for the period 2016 to 2035.

That prior transport strategy set out to contribute to the economic, social, and cultural progress of the Greater Dublin Area (GDA) by providing for the efficient, effective, and sustainable movement of people and goods. In other words, it was about making the Dublin region a better place for people who live and work there, and for those who visit.

It did that by providing a framework for the planning and delivery of transport infrastructure and services in the GDA. It has also provided a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water, and power, could align their own investment priorities.

It has been an essential component, along with investment programmes in other sectors, for the development of the GDA which covers the counties of Dublin, Meath, Kildare, and Wicklow.

Major projects provided for in the prior strategy included BusConnects Dublin which the Proposed Scheme is a key component of.

Under the Dublin Transport Authority Act 2008, the National Transport Authority (NTA) must review its transport strategy every 6 years. Arising from the review of the 2016 plan, an updated strategy has been developed which sets out the framework for investment in transport infrastructure and services over the next two decades to 2042.

Since the prior transport strategy was approved by government in 2016, the NTA, along with the Councils, other transport delivery agencies and transport operators, have worked to build and develop that strategy’s projects and proposals.

With respect to BusConnects Dublin, work was commenced, and is ongoing on the largest ever investment programme on the bus network to deliver high levels of bus priority on all the main corridors to not only support and significantly improve the operation of bus services now and into the future but is proofed for resilience to enable the operation for more frequent services as required. The Proposed Scheme is a fundamental element of this ongoing work.

The challenges outlined in the GDA Transport Strategy 2016 - 2035 and identified need for BusConnects Dublin as determined in the preparation of that prior strategy remain, and the evidence from the detailed corridor studies undertaken in the preparation of the prior strategy is still valid and robust.

As design and planning work was progressed by the BusConnects Infrastructure team, it became clear that the level of differentiation between the BRT corridors and the CBCs would, ultimately, be limited, and that all the radial CBCs listed here should be developed to provide a similarly high level of priority service (i.e. to provide a consistency in terms of bus priority and infrastructure to support all bus services).

The CBC Infrastructure Works encompasses a series of integrated actions which, together, would deliver a bus system that will enable more people to travel by bus than ever before. The Proposed Scheme is one of 12 stand-alone CBC schemes to be delivered under the CBC Infrastructure Works.

1.3 Overview of the Need of the Proposed Scheme

Chapter 2 (Need for the Proposed Project) in Volume 2 of the EIAR sets out in detail the need for the Proposed Scheme. The following Section provides an overview.

Sustainable transport infrastructure assists in creating more sustainable communities and healthier places while also stimulating our economic development. It contributes to enhanced health and well-being when delivered effectively.

The key radial traffic routes into and out of Dublin City Centre are characterised by poor bus and cycle infrastructure in places. Effective and reliable bus priority depends on a combination of continuous bus lanes and signal control priority at pinch-points and junctions. Currently bus lanes are available for 30% of Templeogue / Rathfarnham to City Centre, with signal control priority for buses provided over 2% of the Proposed Scheme. Cyclists must typically share space on bus lanes or general traffic lanes with only 15% of the route providing segregated cycle tracks. Furthermore, there are key sections of the current bus lanes that are not operational on a 24-hour basis in addition to being shared with both formal and informal parking facilities and cyclists which compromises the reliability and effectiveness of the bus services in these areas.

Private car dependence has resulted in significant congestion that has impacted on quality of life, the urban environment and road safety. The population of the Greater Dublin Area (GDA) is projected to rise by 25% by 2040 (National Planning Framework, 2018), reaching almost 1.5 million. This growth in population will increase demand for travel necessitating improved sustainable transport options to facilitate this growth.

Without intervention, traffic congestion will lead to longer and less reliable bus journeys throughout the region and will affect the quality of people's lives. The Proposed Scheme is needed in order to enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor through the provision of enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region. The objectives of the Proposed Scheme are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movements over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

The objectives outlined above relating to enhancing capacity of the public transport system and enhancing safe infrastructure for cycling are underpinned by the central concept and design philosophy of 'People Movement'. People Movement is the concept of the optimisation of roadway space and / or the prioritisation of the movement of people over the movement of vehicles along the route and through the junctions along the Proposed Scheme. The aim is to reduce journey times for modes of transport with higher person carrying capacity (bus, walking and cycling), which in turn provides significant efficiencies and benefits to users of the transport network and the environment.

The delivery of the Proposed Scheme is supported by International, European, National, Regional and Local policies, planning strategies and plans. The key policy and planning documents are described in Section 3,

including the manner in which the need for the Proposed Scheme is supported by the relevant policies and objectives.

Investments in high quality public transport infrastructure and systems have been proven to result in significant modal shift. Indeed, in Dublin, the Canal Cordon Report (NTA 2019a) outlined that in 2019 (prior to COVID-19 restrictions) travel by sustainable modes accounted for 72% of all trips into Dublin City, compared to 59% in 2010. This positive improvement in sustainable mode uptake was facilitated by investment in walking, cycling and bus infrastructure, Luas Cross City and the re-opening of the Phoenix Park Tunnel in addition to investments in systems such as Leap Card and Real Time Passenger Information.

The COVID-19 pandemic brought about a short-term change in travel patterns in the GDA which led, for example, to fewer people using public transport and more people working from home. However, travel demand and patterns of travel have started to return to pre-pandemic levels and are anticipated to grow in line with population growth, underlining / demonstrating the need for the Proposed Scheme. The impacts on travel demand and patterns of travel are still dependent on the quality of the transport system, in particular the reliability of a bus service that is not constrained by general traffic congestion.

1.3.1 The Bus Network

To inform the preparation of the GDA Transport Strategy 2016 - 2035, the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes on which there needed to be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area.

The development and implementation of priority infrastructure on the Core Bus Network is to ensure that delays are minimised, reliability is improved through peak and off-peak periods and mode shift from the private car is made more attractive.

The reason for focusing on the Core Bus Network is to maximise the return on future investment in bus infrastructure and to facilitate efficient operation of bus services, thereby improving the attractiveness of public transport for a large proportion of the population of the Dublin Metropolitan Area and beyond.

The Core Bus Network Report focused on the overall existing bus service network and identified locations where the bus network is operating sub-optimally. The network is dominated by a radial network to/from the Dublin City Centre, supplemented by low frequency orbital and local bus routes serving larger destinations outside of the City Centre core.

The following methodology was employed to determine the need for the future core bus infrastructure network:

- 1) The existing bus network and bus infrastructure in the Dublin Metropolitan Area was analysed, including the identification, mapping and categorising of the existing bus infrastructure. This analysis identified all roads that have dedicated road space for bus, and other bus priority infrastructure such as Bus Gates, junction bus priority and bus only through routes;
- 2) Journey time delays of the bus network in the Dublin Metropolitan area were examined;
- 3) The frequency of bus services between stops during the peak period was examined to help identify where the highest volume of bus traffic is on the network;
- 4) A demand analysis, including a broad understanding of trip demand was undertaken; and;
- 5) Using the above analysis, specific corridors where investment is to be prioritised in the network were identified and mapped.

Overall, at the time the Core Bus Network Report was prepared, there were approximately 213km of dedicated bus lanes in the GDA, of which 93km can be categorised as outbound and 120km can be categorised as inbound (City Centre or lower order centre as destination).

Bus lanes vary by quality, level of continuity, quality of treatment at junctions and operational times. Generally, all lanes are currently at least operational for their peak hours (i.e. morning peak for inbound and evening peak for outbound). Many are operational in both directions at both peak periods, some from 7am to 7pm and others on a 24-hour basis. Some corridors benefit from a high degree of continuity whereby bus lanes are present for long sections and are not truncated at junctions. This occurs mostly in locations where a previous full lane of traffic or a pre-existing hard shoulder has been designated as a bus lane.

The GDA Transport Strategy 2016 – 2035 concluded that this high-quality Core Bus Network would form an integral part of the improved public transport infrastructure measures for the Dublin Metropolitan Area. The final resulting Core Bus Network presented in the prior GDA Transport Strategy represents the most important bus routes within the Dublin Metropolitan Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes.

The GDA Transport Strategy 2016 – 2035 recognised that these corridors are generally characterised by discontinuity, whereby the corridors currently have dedicated bus lanes along less than one third of their lengths on average which means that for most of the journey, buses and cyclists are sharing space with general traffic and are negatively affected by the increasing levels of congestion. This results in delayed buses and unreliable journey times for passengers.

That prior GDA Transport Strategy stated that it is therefore intended to provide continuous bus priority, as far as is practicable, along the core bus routes, with the objective of supporting a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport. The new GDA Transport Strategy 2022 -2042 similarly states that subject to obtaining statutory planning approvals, the NTA will proceed to implement the 12 Core Bus Corridors as set out in the Dublin Bus Connects programme. They will facilitate faster and more reliable bus journeys on the busiest bus corridors in the Dublin region, making the overall bus system more convenient and useful for more people.

The Templeogue/Rathfarnham to City Centre corridor currently has a high portion of inbound and outbound bus infrastructure. Currently there is bus infrastructure provision along 45% and 19% of the corridor (inbound and outbound respectively). There are shared cycle/bus lanes along parts of the route where no dedicated cycling infrastructure is available. There are three main bus corridors in the south central Dublin area with varying degrees of bus priority linking outer suburbs to the City Centre. These are the Rathfarnham-Terenure-Rathgar-Rathmines (The Proposed Scheme) on the eastern side, the Kimmage corridor in the middle and the Tallaght-Greenhills-Walkinstown-Crumlin corridor on the western side.

The Core Bus Network study included a recommended route from Terenure/Rathfarnham to the City Centre on the basis of the need to serve significant demand along this entire corridor, and the need to address service deficiencies (lack of bus priority and associated journey time reliability) for a high level of scheduled bus services already operating along this corridor.

1.3.2 The Cycle Network

The GDA Cycle Network Plan 2013 (hereafter referred to as the GDACNP 2013) (NTA 2013), was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan formed the strategy for the implementation of a high quality, integrated cycle network as set out in the previous GDA Transport Strategy 2016 - 2035. The revised GDACNP 2022 (refer to Section 3.6.6), forms part of the GDA Transport Strategy (as adopted in January 2023) and is a component of the transport strategy.

The predominant provision for cycling in the Dublin City Council (DCC) area, including the areas associated with the Proposed Scheme, is by means of either non-segregated on-street cycle lanes (both advisory and mandatory) or bus lanes. These facilities are generally of a low Quality of Service (QoS) in the city area mainly due to the lack of width for cyclists, lack of segregation, and the consequent discomfort caused by large volumes of vehicular traffic sharing the road space. The GDACNP 2013 found that typically the cycle lanes achieve a QoS score of C or D in the DCC area (QoS scores are assigned on a five-point scale from A+ to D). More information on the QoS cycling assessment criteria can be found in Chapter 6 (Traffic & Transport). It is however noted that, since the

production of the GDACNP 2013, several interventions have taken place, both permanent and temporary. In the case of the existing environment however only 15% of the route is currently providing segregated cycle tracks.

The GDACNP 2013 proposed a network of cycle links throughout the GDA, categorised as follows:

- **Primary Routes:** Main cycle arteries that cross the urban area and carry most cycle traffic;
- **Secondary Routes:** Link between principal cycle routes and local zones;
- **Feeder Routes:** Cycle routes within local zones and/or connections from zones to the network levels above;
- **Inter Urban Routes:** Links the towns and city across rural areas and includes the elements of the National Cycle Network within the GDA; and
- **Green Route Network:** Cycle routes developed predominately for tourist, recreational and leisure purposes but may also carry elements of the utility cycle route network above. Many National Cycle Routes will be of this type.

Extracts from the GDA Cycle Network Plan 2013 are shown in Chapter 2, in Volume 2 of the EIAR, which highlights the Proposed Scheme in the context of the planned cycle network. In the GDACNP 2013, there were two primary cycle routes (Cycle Route 9A and Cycle Route 10) and a number of secondary cycle routes (including Routes 9B, S04 and 10) identified along the Proposed Scheme. The Proposed Scheme also intersects with three other primary cycle routes, namely the SO1/N10, Route 8 and Route 7 as well as the Dodder Greenway. During the course of the analysis carried out to identify the Proposed Scheme, the provision of these cycle routes was considered at all stages.

1.3.3 Infrastructure Works

1.3.3.1 The Core Bus Network Development

Section 5.5.4 of the GDA Transport Strategy (NTA 2016) it states that '*[a] number of the Core Radial Bus Corridors are proposed to be developed as Bus Rapid Transit routes, where the passenger numbers forecast on the routes are approaching the limits of conventional bus route capacity.*'

As design and planning work was progressed by the BusConnects Infrastructure team, it became clear that the level of differentiation between the Bus Rapid Transport (BRT) corridors and the Core Bus Corridors (CBC) would, ultimately, be limited, and that all of the radial CBCs should be developed to provide a similarly high level of priority service provision (i.e. to provide a consistency in terms of bus priority and infrastructure to support all bus services).

The Proposed Scheme connecting Templeogue / Rathfarnham to City Centre serves a significant public transport demand between these locations.

The Dublin Area Bus Network Redesign Revised Proposal (October 2019) (NTA 2019) presented information on '*patterns of demand*'. Image 2.3 in Chapter 2 of the EIAR (Need for the Proposed Scheme) is an extract of the Combined Activity Density map for areas local to the Proposed Scheme, which combines residential, employment, and student enrolment densities to approximate the total effect of all densities in representing potential demand for public transport.

1.3.3.2 The Local Transport Need

The local transport need supporting the Proposed Scheme is summarised in this Section, with the existing baseline transport environment presented in further detail in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.

There are sections along the route of the Proposed Scheme with poor bus priority resulting in poor journey time reliability particularly at peak times. Automatic Vehicle Locator (AVL) data from existing bus services operating along the Proposed Scheme corridor has been used to examine the current standard deviation for bus services along the corridor, as shown in Table 1.1

Table 1.1: Current Bus Journey Time Standard Deviation (Minutes)

Section	AM peak inbound	PM peak inbound	AM peak outbound	PM peak outbound
Templeogue to Terenure	11.02	8.76	10.42	9.85
Rathfarnham to City Centre	11.49	8.23	13.71	10.11

The AVL data indicates that current bus journey times have a standard deviation of approximately 14 minutes along the route of the Proposed Scheme and with any further increase in traffic levels these issues are expected to be exacerbated. In addition to impacting on bus passengers, longer and less reliable bus services also require operators to use additional buses to maintain headways to fill gaps in the timetable. Aligned to this, remaining sections of un-prioritised network can lead to clustering of buses which, in turn, means stops can become overcrowded, creating delays in boarding and alighting and the imbalanced use of bus capacity.

Within the extents of the Proposed Scheme route, bus priority infrastructure is currently provided along approximately 19% (outbound) and 45% (citybound), cumulatively equating to 32% of the length of the route. The Proposed Scheme will facilitate almost 100% bus priority and will complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability and provide resilience to congestion.

One of the key objectives of the CBC Infrastructure Works and Proposed Scheme, where applicable, is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The CBC Infrastructure Works, including the Proposed Scheme was therefore developed to provide improved existing or new interchange opportunities with other transport services, including:

- DART stations;
- Existing Dublin Bus and other bus services;
- The Greater Dublin Area (GDA) Cycle Network Plan;
- Future public transport proposals such as the DART + Programme and MetroLink; and
- Supporting the ongoing roll out of Dublin Bus Network Re-design as part of BusConnects.

The Proposed Scheme has an overall length of 10 km from end to end online with additional offline upgrades and quiet street treatment of approx. 2km and 1.5km respectively. The Proposed Scheme will be comprised of two main alignments in terms of the route it will follow, namely from Templeogue to Terenure and from Rathfarnham to the City Centre.

Along the route of the Proposed Scheme there are a number of amenities, village and urban centres which experience high pedestrian usage including Terenure Village, Rathmines Village and the Camden Street area. In order to improve accessibility to jobs, education and other social and economic opportunities through the provision of an integrated sustainable transport system, there needs to be a high-quality pedestrian environment. The Proposed Scheme includes significant improvements to the pedestrian environment along the route in terms of footpath improvements and through upgrading facilities for pedestrians at junctions and crossings, thereby addressing existing level of service deficiencies in the pedestrian environment.

In terms of the need to improve facilities for cyclists along the route of the Proposed Scheme, the design intent is that segregated cycling facilities should be provided where practicable to do so. As referenced in Section 3.6.5, of the GDA Cycle Network Plan there are two primary cycle routes (Cycle Route 9A and Cycle Route 10) running along the majority of the Proposed Scheme, as well as Secondary Cycle Routes on Templeogue Road, Camden Street, Aungier Street and South Great George's Street.

Within the extents of the Proposed Scheme there are mandatory cycle lanes provided on only 26% and 7% of the route outbound and inbound respectively, while advisory cycle lanes provided on only approximately 26% and 24% of the route outbound and inbound respectively, while segregated cycle lanes are provided on only approximately 18% and 13% of the route outbound and inbound respectively. The remaining extents have no dedicated cycle provision or cyclists must cycle within the bus lanes provided.

There are a number of high frequency public bus services along the routes to be improved by the Proposed Scheme (including the 9, 14, 15, 15b, 16 and 140 bus routes). In addition to this there are multiple other bus

services which run along this corridor intermittently, providing interchange opportunities with other bus services. Many of these services suffer from journey time unreliability, particularly in peak times, due to the lack of bus priority provision.

- Route 9 – From Charlestown Shopping Centre to Greenhills;
- Route 15a – From Merrion Square to Limekiln Avenue;
- Route 17 – From Rialto to Blackrock;
- Route 17D – From Rialto to Dundrum Luas;
- Route 18 – From Palmerston to Sandymount;
- Route 49 – From Pearse St Towards Tallaght
- Route 54a – From Pearse St. Towards Ellensborough / Kiltipper way;
- Route 65 – From Poolbeg Street to Blessington;
- Route 65b – From Poolbeg St. Towards City West;
- Route 68 – From Hawkins St. Towards Newcastle;
- Route 68A - From Hawkins St. to Inchicore;
- Route 75 – From Tallaght to Dún Laoghaire;
- Route 83 – From Harristown to Kimmage;
- Route 83A - From Harristown to Kimmage; and
- Route 122 – From Crumlin to Ashington Gardens.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the A Spine bus services. Image 2.7 and Image 2.8 in Chapter 2 (need for the Proposed Scheme) in Volume 2 of the EIAR are extracts from the New Dublin Area Bus Network Map (NTA 2020) and show the A-Spine interface with the Proposed Scheme between Templeogue Road and Rathfarnham Road (A1, A3, A2 and A4), and from Terenure Road, the City Centre (A1, A3, A2 and A4). Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and to facilitate the revised bus network (A-Spine) by providing journey time savings and reliability for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

1.4 Overview of the Benefits of the Proposed Scheme

The Proposed Scheme has been designed to facilitate improved efficiency of the transport network through the improvement of the infrastructure for active (walking and cycling) and public transport modes making them attractive alternatives to car-based journeys. Central to the design is the optimisation of roadway space with a focus on the movement of people rather than vehicles along the route and through the junctions. A typical double-deck bus takes up the same road space as three standard cars but typically carries 50-100 times the number of passengers per vehicle. On average, a typical double-deck bus carries approximately 60-70 passengers making the bus typically 20 times more efficient in providing people movement capacity within the equivalent spatial area of three cars. These efficiency gains can provide a significant reduction in road network congestion where the equivalent car capacity would require 50 or more vehicles based on average occupancy levels. Consequently, by prioritising the movement of bus over cars, significantly more people can be transported along the limited road space available. Similarly, cyclists and pedestrians require significantly less roadway space than general traffic users to move safely and efficiently along the route. Making space for improved pedestrian and cycle infrastructure can significantly benefit these sustainable modes and encourage greater use of these modes.

The Proposed Scheme design involves the prioritisation of people movement, focusing on maximising the throughput of sustainable modes (i.e. walking, cycling and bus modes). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak-hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 123% in the number of people

travelling by bus, an increase of 79% in people walking or cycling, and a reduction of 30% in the number of people travelling by car along the route of the Proposed Scheme.

The transport modelling also presents demand outputs for people movement by bus in terms of passenger loadings along the corridor. The results indicate that the improvements in bus priority infrastructure with the Proposed Scheme in place show a substantial increase in bus patronage during the peak hours.

A key objective of the Proposed Scheme is to enhance the potential for cycling along the route. Without the provision of cycling infrastructure, intended as part of the Proposed Scheme, the Quality of Service along the route would be insufficient to attract new cyclists. Currently within the existing extents of the Proposed Scheme there are segregated cycle tracks on approximately 18% and 13% of the route outbound and inbound respectively. The provision of cycling infrastructure will increase to 100% overall along the Proposed Scheme, with the majority being fully segregated. The Proposed Scheme is implementing safe, segregated infrastructure throughout and as such is greatly enhancing the potential for cycling along the route in line with the objectives set out in Section 3.6.5.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and wider footpaths and crossings. The number of pedestrian signal crossings will increase by approximately 39% as a result of the Proposed Scheme. The scheme design has been developed in accordance with the relevant accessibility guidance. It is anticipated that the overall quality of pedestrian infrastructure will improve as a result of the Proposed Scheme. This aligns with the overarching aim to provide enhanced walking infrastructure on the corridor. The improved walking and cycling measures that the Proposed Scheme will provide will enhance the potential to grow these modes into the future.

The Proposed Scheme will address sustainable mode transport infrastructure constraints while contributing to an overall integrated sustainable transport system as proposed in the GDA Strategy 2022 - 2042. It will increase the effectiveness and attractiveness of bus services operating along the corridor and will result in more people benefiting from faster journey times and improved journey time reliability.

This in turn will facilitate the increase in the bus network capacity of services operating along the corridor and thereby further increase the attractiveness of public transport. In addition, the significant segregation and safety improvements to walking and cycling infrastructure that are a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor and will therefore cater for higher levels of future sustainable population and employment growth. In the absence of the delivery of the Proposed Scheme, growth along this key corridor would continue to contribute to increased traffic congestion and operational issues on the road network. The Proposed Scheme delivers a reliable alternative to car-based travel that can support future sustainable growth and contribute positively towards reducing carbon emissions.

In the absence of the Proposed Scheme bus services will operate in a more congested environment, leading to higher journey times for buses and lower reliability which will lead to reduced levels of public transport use, making the bus system far less attractive and less resilient to higher levels of growth. The absence of walking and cycling measures that the Proposed Scheme will provide would significantly limit the potential to grow those modes into the future. In addition to the public transport benefits, the Proposed Scheme will also improve the existing streetscape / urban realm setting along the corridor. This will include the introduction of new and improved landscaping provisions along the corridor, and a complimentary planting regime and streetscape improvements at key locations will also enhance the character of the surrounding built environment along the corridor.

The Proposed Scheme and its objectives fit within the current planning frameworks that are described further below. The Proposed Scheme will help deliver many of the objectives on an international, national, regional and local level.

Overall, the Proposed Scheme will make a significant contribution to the overall aims and objectives of BusConnects, the GDA Transport Strategy 2022 - 2042 and allow the city to grow sustainably into the future, which would not be possible in the absence of the Proposed Scheme.

2. Detailed Description of the Proposed Scheme

2.1 Tallaght Road to Rathfarnham Road

The Proposed Scheme will commence on the R137 Tallaght Road adjacent to D'Arcy McGee's, east of the M50 interchange. It is proposed to retain the existing bus and traffic lane configuration on the R137. Between the M50 interchange and the Wellington Lane junction it is proposed to relocate the existing two-way cycle track to the carriageway side of the footpath to better tie in with proposals at the Wellington Lane junction. It is proposed to convert the Wellington Lane Roundabout to a signalised junction with kerb protection for cyclists.

Between the Wellington Lane Roundabout and Cypress Grove Road junction, it is proposed to retain the existing bus and traffic lane configuration on the R137. The existing cycle track on the northern side of the carriageway will be relocated to the carriageway side of the footpath, and a new cycle track provided on the southern side of the carriageway between Cheeverstown and the Wellington Lane junction. At the Cypress Grove Road junction, general through traffic may divert to Old Bridge Road for access to the City Centre via the R114. Significantly enhanced cycle facilities will also be provided at this junction with the introduction of kerb protection.

Within this section the existing free standing stone arch adjacent to the R137 Templeogue Road will be cleared of the overgrown vegetation which currently covers it and conserved in its existing location. The existing fencing around the arch will be removed and the arch opened up to the public realm. It is proposed to install high quality stone paving, decorative lighting and soft landscaping elements around the arch as well as to construct a new footpath running behind the arch.

The existing service/access road serving 252 to 256 Templeogue Road will be converted to provide a shared surface for vehicles and pedestrians. This will facilitate the provision of an outbound bus lane to the stop line at the Cypress Grove Road junction, while minimising land acquisition from properties to the north of Templeogue Road.

Between the Cypress Grove Road junction and the Ashfield Place development it is proposed to provide bus lanes and traffic lanes in each direction. A limited amount of land take will be required from a number of residential properties on the northern side of the carriageway to achieve this cross section. Dedicated cycle facilities are provided on the approach to the Cypress Grove Road junction, however these will terminate approximately 100m from the junction where cyclists will share the bus lane in an inbound direction and the general traffic lane in an outbound direction. To improve safety for cyclists, it is proposed to introduce a 30kph speed limit between Cypress Grove Road and Templeogue Village. Outside the Ashfield Place Development, there is insufficient space for a bus lane and a general traffic lane in each direction. Therefore, it is proposed to stop the outbound bus lane for a distance of approximately 170m and use Signal-controlled priority along this section.

Between Ashfield Place and the Templeogue Tennis Club, it is proposed to provide a bus lane and a general traffic lane in each direction. It is proposed to utilise a limited amount of land-take within this section to achieve the desired cross-section.

Within Templeogue Village, between Templeogue Tennis Club and the Templeville Road junction, it is proposed to manage bus priority through the use of Signal-controlled priority and tie into South Dublin County Council's Templeogue Village Initiative Scheme.

North of Templeogue Village, a cross section consisting of a general traffic lane, and bus lane and a cycle track in each direction is resumed. Between the village and the Springfield Avenue junction, the width of the proposed cycle tracks is reduced locally to minimise the impact on existing mature trees in this section.

At the junction with Templeville Road, general inbound through traffic may divert to the R112 and further to the R114 through the reintroduction of the right turn onto Springfield Avenue. It is proposed to introduce kerb protection at this junction which will improve cycle facilities and cyclist safety.

Between the Templeville Road junction and Fortfield Road it is proposed to provide one bus lane, one general traffic lane and cycle tracks in each direction. The proposed cycle tracks have been narrowed to 1.5m along this section to minimise impacts on mature trees on the eastern side of the road. It is proposed to upgrade the Fortfield Road junction to provide a direct, protected cycle crossing for inbound cyclists to a proposed two-way cycle facility on the eastern side of Templeogue Road north of the junction.

Between Fortfield Road and Terenure Road West, the Templeogue Road width is heavily constrained. Within this section of the Proposed Scheme, it is proposed to maintain one outbound bus lane, one outbound general traffic lane and one inbound general traffic lane. A segregated two-way cycle track and footpath is proposed on the southern side of the carriageway within Bushy Park along the alignment of the existing shared path.

This cycle track will link to a quiet street treatment on Rathdown Drive. The existing dirt path through the green space adjacent to Rathdown Drive will be formalised as a footpath, through shallow dig construction methods to minimise impacts on the existing trees within this area.

It is proposed to provide an inbound a Bus Gate at the junction of Olney Grove, which will restrict northbound general traffic on Templeogue Road from accessing Terenure Road West or Terenure Place during the hours of operation of the Bus Gate (06:00 – 20:00 - 7 days a week). A right turn ban is proposed from Fergus Road to Templeogue Road, and a left turn ban from Olney Grove to Templeogue Road.

Right turn bans are also proposed from Templeogue Road to Rathdown Park and to Rathdown Avenue and from Fortfield Road to Greenlea Road and to Lavarna Grove in order to prevent through traffic diverting inappropriately. A quiet street treatment to Rathdown Crescent is intended to tie into the proposed quiet street treatment on Rathdown Park described in Section 2 of the Proposed Scheme section.

2.2 Nutgrove Avenue to Terenure Road North – Grange Road, Rathfarnham Road

Section 2 of the Proposed Scheme will commence at the junction of Grange Road and Nutgrove Avenue, where it will tie into the Grange Road Cycle scheme. It is proposed to upgrade this junction through the provision of kerb protection for cyclists. This will require a limited amount of land take from the entrance to the Rathfarnham Wood development. It is also proposed to reconfigure the existing car park adjacent to this junction to facilitate the revised road arrangement and to install a new island bus stop layout in this location.

Between this junction and the Castleside Drive junction it is proposed to provide a single bus lane alongside general traffic lanes and cycle tracks in both directions. To accommodate the road layout, it is proposed to utilise limited land-take from adjacent properties, including setting back the existing boundary wall to Rathfarnham Castle Park. The existing boundary wall of Rathfarnham castle will be set back and reconstructed with a round capping roughcast render.

It is proposed to upgrade the junction of Rathfarnham Road and Willbrook Road through the provision of kerb protection for cyclists. It is also proposed to upgrade the junction of Rathfarnham Road and Butterfield Avenue through the provision of kerb protection for cyclists. This will require the removal of general traffic lanes on the Butterfield Avenue arm of this junction.

On the section of Rathfarnham Road between Castleside Drive and Dodder Park Road, it is proposed to provide an inbound bus lane, two general traffic lanes and a 1.5m wide outbound cycle track, with outbound bus priority provided through signal-controlled priority. Due to construction related constraints, the inbound cycle track will be curtailed over approximately 270m, with cyclists utilising the bus lane over this short section. A section of inbound cycle track will be provided at either end of this section, on approach to junctions. It is proposed to introduce a 30 kph speed limit on Rathfarnham Road at this point due to the fact that inbound cyclists will be sharing the bus lane through this section. This 30 kph speed limit will continue from here to the City Centre, due to the presence of multiple urban villages along the route, as well as other sections where cyclists share the bus lane. This consistent speed limit is proposed to ensure legibility for road users along the route and to avoid frequent increases and decreases in speed limits.

To accommodate the new configuration on Rathfarnham Road between Castleside Drive and Dodder Park Road, it is proposed to utilise land-take from adjacent properties on the western side of the road, south of Brookvale Road.

To maintain bus priority through the Dodder Park Road and Rathfarnham Road junction, it is intended to provide signal-controlled priority on the southern and northern approaches to the junction. It is proposed to upgrade this

junction through the provision of kerb protection for cyclists, which will tie into the proposed Dodder Greenway on Dodder View Road and Dodder Road Lower.

Between Dodder Park Road and Rathdown Park, it is proposed to provide bus priority through a combination of signal-controlled priority and partial bus lanes, with 1.5m wide cycle tracks provided. To accommodate the new configuration within this section it is proposed to utilise land-take from adjacent properties on the western side of the road.

Between Rathdown Park and Bushy Park Road, no bus lanes are proposed. It is proposed to maintain bus priority by providing signal-controlled priority in both directions and managing traffic queues in this area.

From Bushy Park Road to Terenure Road North it is proposed to provide 1.5m wide cycle tracks, bus lanes and traffic lanes in both directions. To accommodate these new bus lanes on this section of Rathfarnham Road, it is proposed to acquire land from adjacent properties on the eastern side of Rathfarnham Road.

At the Terenure Road North junction it is intended to extend the existing bus lane and proposed cycle track as far as the junction stop line. Bus movements through this junction will be managed with signal-controlled priority. A number of existing parking spaces on the approach to Terenure Village will be removed to facilitate the proposed cross section.

2.3 Terenure Road North to Charleville Road – Terenure Road East, Rathgar Road

On Terenure Road East, between the Terenure Road North junction and St. Joseph's Church, due to the proximity of existing built form to the carriageway, it is proposed to provide a single general traffic lane in each direction. Bus priority will be provided through this section by signal-controlled priority. It is also proposed to widen the footpaths within this section and to provide high-quality urban realm within Terenure Village.

Between St. Joseph's Church and the Rathgar Avenue junction it is intended to provide a bus lane and general traffic lane in both directions. To accommodate the proposed cross section, it is proposed to acquire land from adjacent properties on both sides of Terenure Road East.

It is also proposed to provide an alternative cycle facility consisting of cycle tracks in each direction along Terenure Road North and Harold's Cross Road, connecting to the Kimmage to City Centre Core Bus Corridor Scheme at Harold's Cross. An additional alternative cycle facility is proposed along Bushy Park Road, Wasdale Park, Wasdale Grove, Victoria Road, Zion Road and Orwell Road to provide a secondary east-west route for cyclists travelling between Rathfarnham Road and Rathgar Road.

At Rathgar Avenue, it is proposed to maintain bus priority through the junction with signal-controlled priority.

Along Rathgar Road it is proposed to provide bus lanes and 1.5m wide cycle tracks in each direction and a one-way inbound general traffic lane only. Local access for residents on Rathgar Road and adjoining streets will be maintained through the surrounding road network via Rathgar Avenue or Rathmines Road Upper including Frankfort Avenue, Leicester Avenue, Garville Avenue, Garville Road and Highfield Road.

It is proposed to upgrade the junction of Rathgar Road and Grosvenor Road through the provision of kerb protection for cyclists.

It is proposed to remove the current right turn ban from Rathmines Road Upper to Highfield Road as well as the right turn ban from Highfield Road onto Rathgar Road to facilitate outbound general traffic movements.

2.4 Charleville Road to Dame Street

On Rathgar Road and Rathmines Road Lower between Charleville Road and Castlewood Avenue it is proposed to provide an inbound bus lane, an inbound and outbound traffic lane and cycle tracks in each direction. Outbound bus priority will be provided through signal controlled priority. It is proposed to upgrade the junction of Rathmines

Road Upper with Rathmines Road Lower/Rathgar Road through the provision of kerb protection for cyclists. An upgraded public realm will be provided at this junction through the reallocation of road space.

Between Castlewood Avenue and Grove Road, a general traffic lane and a cycle track in each direction are proposed, with the provision of a Bus Gate between Richmond Hill and Lissenfield which will restrict general traffic movements during the hours of operation of the Bus Gate (06:00 - 20:00 - 7 days a week). This proposal also allows for some increase to footpath widths through Rathmines and the provision of 2m wide cycle tracks in each direction through the village.

It is proposed to reverse the existing one-way traffic regime on Williams Park to facilitate traffic to turn off of the main CBC route at Military Road in advance of the Bus Gate and return via Williams Park. It is proposed to provide a mini-roundabout outside of St Mary's College to facilitate school drop off.

It is proposed to restrict movements on Mountpleasant Street Lower, north of the junction with Richmond Hill to pedestrians and cyclists only through the introduction of planted build-outs. It is also proposed to reintroduce the right turn from Richmond Hill to Mountpleasant Avenue Upper, to facilitate general traffic to turn off of the main CBC route at Richmond Hill in advance of the Bus Gate and return via Mountpleasant Avenue Upper. Due to the restricted road width at this location, a traffic light shuttle system is proposed to safely manage these traffic movements.

At La Touche bridge it is proposed to provide an inbound bus lane and an outbound general traffic lane along with a high quality segregated cycling facility, to facilitate connectivity with the Grand Canal cycleway. Inbound general traffic will be required to turn left onto Grove Road at this point. Outbound bus priority across the bridge will be provided through signal controlled priority from a proposed traffic signal on Richmond Street South approximately 70m north of the bridge.

On Richmond Street South, it is proposed to maintain the outbound traffic lane with a bus lane and cycle tracks in both directions. Immediately south of the junction of Harrington Street/Harcourt Road/Richmond Street South, the outbound bus lane will be curtailed due to space constraints.

It is proposed to restrict movements into and out of Lennox Street to pedestrians and cyclists only through the introduction of planted build-outs. It is also proposed to upgrade the junction of Richmond Street South and Harrington Street through the provision of kerb protection for cyclists.

On Camden Street Upper between Harcourt Road and Charlotte Way, one bus lane in each direction and one inbound general traffic lane is proposed, with a cycle track provided in each direction.

Between Charlotte Way and Cuffe Street it is proposed to provide bus lanes in each direction and a single outbound general traffic lane on Camden Street/Wexford Street. The outbound bus lane will not commence until just south of Montague Street due to the proximity of existing built form to the carriageway. Bus priority will be achieved by signal controlled priority over this section. Under this proposal, inbound traffic will reroute to Harcourt Street to access Cuffe Street and beyond. 1.5m wide cycle tracks are proposed in this section in order to provide sufficient footpath space in this area of significant pedestrian activity.

Between Cuffe Street and Dame Street it is proposed to provide one general traffic lane and one cycle track in each direction. No bus lanes will be provided on this section of the route. Where practicable, on-street parking bays and loading bays will be retained. The Proposed Scheme ties into the existing road network on Dame Street.

Turning restrictions are proposed at a number of locations off the immediate CBC route to prevent through traffic diverting inappropriately. These locations are summarised below:

- Proposed right turn ban from Grand Parade onto Dartmouth Place;
- Proposed right turn ban from Cullenswood Road onto Ranelagh Road;
- Proposed right turn ban from Ashfield Road onto Ranelagh Road;
- Proposed left turn bans from Chelmsford Lane and Sallymount Avenue onto Ranelagh Road; and

- Proposed right turn ban from Merton Drive onto Sandford Road.

3. Legislative, Planning and Development Context

3.1 Introduction

This Section sets out the prevailing legislation, strategic planning and transport policy context relating to the Proposed Scheme addressing the following tiers:

- Legislative Context;
- International Policy;
- European Union Law and Policy Context;
- National Policy Context;
- Regional Plans / Policy Context; and
- Local Plans / Policy Context.

3.2 Legislative Context

3.2.1 The Roads Act

The Proposed Scheme is a 'proposed road development' as defined in Number 14 of 1993 - Roads Act, 1993 (as amended) (hereafter referred to as the Roads Act).

The application for approval of the Proposed Scheme is being made under Section 51 of the Roads Act.

3.2.2 Requirement for the Environmental Impact Assessment under the Roads Acts

The Roads Act defines 'proposed road development' as:

'any proposed road development which is subject to an environmental impact assessment under Section 50...'

Section 50 of the Roads Act is concerned with Environmental Impact Assessment (EIA) for 'road development'. Section 50(1)(a) provides as follows:

'(1)(a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.'

Under Article 8 of S.I. No. 119/1994 - Roads Regulations, 1994 (as amended) (hereafter referred to as the Roads Regulations), the prescribed types of road development for the purposes of section 50(1)(a)(iv) of the Roads Act are:

'(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.'

The Proposed Scheme meets the threshold as set out in Article 8 of the Roads Regulations as it includes the realignment and / or widening of an existing road so as to provide four or more lanes, where such realigned and / or widened road is more than 500 metres in length and is in an urban area. Therefore, an EIAR is mandatory in respect of the Proposed Scheme. Table 5.1 includes a summary of the EIAR assessment for the Proposed Scheme.

3.3 International Policy

3.3.1 United Nations 2030 Agenda

In September 2015, Transforming Our World, the 2030 Agenda for Sustainable Development (the 2030 Agenda) was adopted by all 193 Member States of the United Nations (UN 2015). The 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future which are shown in Image 3.1.



Image 3.1: The 17 SDGs (UN 2015)

The SDGs are integrated, and they recognise that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. SDG 9 and SDG 11 are relevant to the Proposed Scheme and are outlined in Table 3.1.

Table 3.1: SDGs Relevant to the Proposed Scheme

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.
Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

3.3.1.1 Proposed Scheme Response

The Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe and integrated sustainable transport movement along this corridor.

In Ireland, the SDGs are being implemented through the Sustainable Development Goals National Implementation Plan 2018 - 2020 (Government of Ireland 2018c), which is in direct response to the 2030 Agenda for sustainable development. It provides a whole-of-government approach to implement the 17 SDGs (see brief description later in the National Policy Section (Section 3.5)).

3.4 European Union Law and Policy

3.4.1 Sustainable and Smart Mobility Strategy 2020

The Sustainable and Smart Mobility Strategy (European Commission 2020) sets out a number of goals as to how people will move within and between cities in the future. It has identified 82 initiatives which have been categorised into 10 'flagships.'

The flagship relevant to the Proposed Scheme is 'Flagship 3 – Making interurban and urban mobility more sustainable and healthy'. It states that:

'increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.'

A target of the strategy relevant to the Proposed Scheme is to double cycling infrastructure in cities within the European Union (EU) to 5,000km in the next decade.

3.4.1.1 Proposed Scheme Response

The Proposed Scheme supports the objectives of the EU's Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

3.4.2 European Green Deal 2019

The European Green Deal (EGD) (European Commission 2019) sets out ambitious policies aimed at cutting emissions and preserving the natural environment. Pursuant to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021, establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999, the binding EU 2030 climate target shall be a domestic reduction of net greenhouse gas emissions (emissions after deduction of removals) by at least 55% by 2030, compared to 1990 levels. In addition to binding legislation and other initiatives adopted at EU level, all sectors of the economy – including transport – must play a role in contributing to the achievement of climate neutrality within the European Union by 2050.

As indicated in the European Green Deal, on 9 December 2020, the European Commission adopted a communication entitled 'Sustainable and Smart Mobility Strategy – Putting European Transport on Track for the Future'. The strategy sets out a roadmap for a sustainable and smart future for European transport, with an action plan towards an objective to deliver a 90% reduction in emissions from the transport sector by 2050.

This Strategy has the objective of 'accelerating the shift to sustainable and smart mobility' and requires that, '[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is concentrated the most in

cities and that a combination of measures is needed which includes ‘improving public transport and promoting active modes of transport such as walking and cycling.’

3.4.2.1 Proposed Scheme Response

The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the European Green Deal, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage.

3.5 National Policy

The following Section includes those National plans, policies, and strategies relevant to the Proposed Scheme.

3.5.1 Project Ireland 2040 - National Planning Framework (NPF)

Project Ireland 2040 National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b) is the Government’s strategic framework to guide development and investment. The NPF’s ambition is to create a single vision and a shared set of goals for each community to shape the growth and development of Ireland by providing a framework up to the year 2040. These goals are expressed as National Strategic Outcomes (NSOs), shared benefits which the NPF will deliver if implemented according to the objectives of the NPF. The NPF NSOs relevant to the Proposed Scheme are set out in Table 3.2 with a corresponding statement on how the Proposed Scheme meets each respective NSO objective.

Table 3.2: National Strategic Outcomes (NSO) of the NPF

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO1 Compact Growth <i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>The Proposed Scheme will facilitate the sustainable growth of Dublin through delivering transport infrastructure necessary to provide a bus network that works for a growing city. The Proposed Scheme is designed to provide a better, more reliable and more efficient bus service for everyone.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p> <p>The Proposed Scheme will support enhancing the capacity of a sustainable transport network, and as a consequence will help to achieve greater land use densities that will encourage compact growth in compliance with the objectives of NSO1.</p>
<p>NSO2 Enhanced Regional Accessibility <i>‘A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.’</i></p>	<p>NSO2 recognises the importance of accessibility to Dublin for all regions and urban areas in Ireland. Dublin is clearly a vital artery in Ireland’s transport network and the Proposed Scheme, in enhancing links to regional bus, rail and roads infrastructure, meets the objectives of NSO2.</p>
<p>NSO4 Sustainable Mobility <i>‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.’</i></p>	<p>The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage.</p> <p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</p> <p><i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness [sic] and enterprise growth.'</i></p>	<p>The Proposed Scheme is a high-quality development that will provide the infrastructure required to facilitate sustainable transport options which will service the transport needs of Dublin.</p> <p>Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access to housing, employment opportunities, education and social / amenity services for the communities along the route of the Proposed Scheme through supporting improved transport services.</p>
<p>NSO6 High-Quality International Connectivity</p> <p><i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>The Proposed Scheme will provide the infrastructure required to facilitate enhanced sustainable transport into Dublin City Centre allowing greater accessibility to onward access to key international points of entry to Ireland in compliance with the objectives of NSO6.</p>
<p>NSO7 Enhanced Amenity and Heritage</p> <p><i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>The overall landscape and urban realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public (urban) realm and landscape design where possible. Furthermore, built and natural heritage have been key considerations in the design of the Proposed Scheme in compliance with the objectives of NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society</p> <p><i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements, is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.</p> <p>The Proposed Scheme will provide the advantage of segregated cycling facilities, where possible. These high-quality cycle tracks will be typically 2m in width, where practical, offering a high level of service and help to reduce dependency on private car use for short journeys in compliance with the objectives of NSO8.</p> <p>Furthermore, all drainage structures for newly paved areas are designed with a minimum return period of no flooding in 1:30 years with a 20% climate change allowance.</p>
<p>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>The Proposed Scheme has been designed to minimise the amount and extent of major construction works required, and therefore minimise the quantities of construction materials required. The Proposed Scheme has taken into consideration the objectives of a circular economy and aims to re-use materials, where possible.</p> <p>Consideration has been given to the sustainability of material being sourced for the construction of the Proposed Scheme. Insofar as is reasonably practicable, materials required for the construction of the Proposed Scheme will be sourced locally in order to reduce the amount of travelling required to transfer the material to the site.</p> <p>Construction materials will be managed on-site in such a way as to prevent over-ordering and waste.</p> <p>A Construction and Demolition Resource and Waste Management Plan (CDRWMP) has been developed and will be implemented (and updated as necessary) by the appointed contractor.</p> <p>In regard to water during the construction phase, the EIAR includes details on guidance documents and control measures for site clearance, construction compound, silty water runoff, storage of materials, working in-stream or in close proximity to watercourses, fuel storage, use of concrete and monitoring. Mitigation for the operational phase has been built into the design of the Proposed Scheme.</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
	The Proposed Scheme is compliant with the objectives of NSO9.
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>‘Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.’</i></p>	<p>The Proposed Scheme provides infrastructure to support the delivery of sustainable transport that will benefit the entire community in terms of greater accessibility, capacity and speed of service improvements. The infrastructure improvements are along key arterial routes which include many of Dublin’s childcare, educational and health care services in compliance with the objectives of NSO10. These include: TU Dublin Aungier Street, St. Mary’s College, Terenure College and Cheeverstown.</p>

Specifically, in regard to the Dublin City and Metropolitan Area, the NPF states that:

‘Dublin needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice, transport mobility and quality of life.’ It further outlines that *‘Dublin’s continued performance is critical to Ireland’s competitiveness. Improving the strategic infrastructure required to sustain growth will be a key priority as part of the Metropolitan Area Strategic Plan (MASP), and will include enhanced airport and port access and capacity, expansion and improvement of the bus, DART and Luas/Metro networks...’*

Under the heading ‘Key future growth enablers for Dublin include’ it highlights:

‘The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks’ and *‘Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors.’*

3.5.1.1 Proposed Scheme Response

The Proposed Scheme supports the goals of the NPF by delivering infrastructure that will facilitate high-quality sustainable active travel and public transport networks. In doing so, the Proposed Scheme will facilitate an accelerated shift and the urgent transition needed to deliver a low carbon and climate resilient society. The Proposed Scheme also includes localised urban realm improvements that will ensure a more attractive, liveable urban place for the local community living adjacent to the Proposed Scheme.

The Proposed Scheme supports the outcome of the NPF related to Compact Growth. The NPF describes how the careful management and sustained growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. A key NPF priority involves achieving effective density and consolidation, rather than more sprawl of urban development. One of the overall objectives of BusConnects is to enhance compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generation through the provision of safe and efficient sustainable transport networks. The Proposed Scheme supports this objective.

3.5.2 Project Ireland 2040 – National Development Plan 2021 – 2030

Project Ireland 2040 is the government’s long-term overarching strategy to make Ireland a better country for all its people. The National Development Plan (hereafter referred to as the revised NDP) (Government of Ireland 2021a) and the NPF (Government of Ireland 2018b) combine to form Project Ireland 2040. The NDP (Government of Ireland 2018a) and the NPF (Government of Ireland 2018b) were adopted in May 2018. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an ‘Infrastructure-led recovery’ and ‘green recovery’ in the wake of Covid-19. The revised NDP 2021-2030 was adopted in October 2021.

The NDP is the National capital investment strategy plan. It sets out the framework of expenditure commitments to secure the Strategic Investment Priorities to the year 2030 and support the delivery of the 10 National Strategic Outcomes (NSO’s) identified in the NPF and described in Section 3.5.1 as applicable to the Proposed Scheme.

The NDP under Section 4.1 (National Strategic Outcomes) sets out *'This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030.'*

Under the heading 'Major Investments' the NDP sets out that *'This NDP will be the largest and greenest ever delivered in Ireland, with a particular focus on supporting the largest public housing programme in the history of the state. While many of the investments in this NDP are already well known and have been progressing through planning for some time (e.g. BusConnects), there are a range of investments which are new or enhanced in the NDP. A selection of these are listed below.'* This includes under NSO 4 'Sustainable Mobility' *'BusConnects for Ireland's Cities'*.

In Section 3.9 'Catalysing the shift towards accessibility-based mobility systems' it comments that *'The greenhouse gas emissions associated with public transport will be addressed by replacing diesel buses with lower emitting alternatives under the BusConnects programme.'*

Figure 5.4 'Selection of Major Regional Investments Planned in the National Development Plan' includes in the section entitled 'Selection of investments for the Eastern and Midland Region'. Inter alia: BusConnects.

The NDP sets out a programme of investment that includes indicative Exchequer allocations. BusConnects is specifically identified as one of the five 'Strategic Investment Priorities' that aligns with NSO4 (Sustainable Mobility) of the NPF. The NDP outlines under the heading 'Sustainable Mobility' that; *'The National Planning Framework (NPF) recognises the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'*

It continues:

'Improved and expanded sustainable mobility services and infrastructure can also act as an enabler of the NPF's commitment toward the compact growth of the cities, towns and villages within their existing urban footprint.'

It further states:

'... transport led development will become an increasingly important area of investment focus for the sustainable mobility programme over the period of the NDP.'

It also highlights that:

'The NDP provides for significant investment in active travel, bus and rail infrastructure over the next ten years in terms of expanding sustainable mobility options in our cities, towns and villages.' It continues *'In the previous NDP, the Transport sector had an allocation of approximately €21 billion for the period 2018-2027. The revised NDP sets out further ambitious plans to enhance public transport, active travel options and the connectivity of communities throughout Ireland. Transport projects by their nature are delivered over a multi-year horizon. The scale of the Transport-related requirements under the revised NDP amounts to c. €35 billion in total over 2021-2030.'*

Under the heading 'Sectoral Strategies' it makes reference to the Climate Action Plan (CAP) and recognises *'that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House Gas emissions by 2030 and ultimately net zero by 2050.'*

In regard to 'Active Travel', the NDP comments:

'This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, town and villages across the country, including Greenways.' It continues *'The investment proposed for the major urban centres over the next 5 years will target over 700km of improved walking and cycling infrastructure delivered across the five cities.'*

Specifically in regard to BusConnects, the NDP outlines the following:

‘Transformed active travel and bus infrastructure and services in all five of Ireland’s major cities is fundamental to achieving the overarching target of 500,000 additional active travel and public transport journeys by 2030.’

It also sets out that:

‘BusConnects will overhaul the current bus system in all five cities by implementing a network of ‘next generation’ bus corridors (including segregated cycling facilities) on the busiest routes to make journeys faster, predictable and reliable. BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of ticketing known as Next Generation Ticketing and cashless payments. Increasing the attractiveness of the bus systems in the cities will encourage modal shift away from private car use, leading to a reduction in congestion and associated costs in the major urban areas. Over the lifetime of this NDP, there will be significant progress made on delivering BusConnects with the construction of Core Bus Corridors expected to be substantially complete in all five cities by 2030.’

3.5.2.1 Revised National Development Plan

It is noted that the explanatory text under each NSO within the NPF (Government of Ireland 2018b) has not been fully replicated within the revised NDP (Government of Ireland 2021a). Table 3.3 sets out some changes in the explanatory wording of each applicable NSO between the NPF and the revised NDP.

Table 3.3: NSO Objective Differences NPF and Revised NDP

NPF - NSO	Revised NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>NSO1 Compact Growth <i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>NSO1 Compact Growth <i>‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of being developed to provide housing, jobs, amenities and community services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’</i></p>	<p>The explanatory text in the revised NDP mostly mirrors that within the NPF. The only change is the insertion of the word ‘community’ when it refers to services that have the potential to be developed within urban settlement ‘potential development areas’.</p>
<p>NSO2 Enhanced Regional Accessibility <i>‘A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other. Not every route has to look east and so accessibility and connectivity between places like Cork and Limerick, to give one example, and through the Atlantic Economic Corridor to Galway as well as access to the North-West is essential.’</i></p>	<p>NSO2 Enhanced Regional Accessibility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: <i>‘This National Strategic Outcome seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves.’</i></p>	<p>The revised NDP maintains the objectives of NPF NSO2 and emphasises improving transport links as a means to enhancing intra-regional accessibility.</p>
<p>NSO4 Sustainable Mobility <i>‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away</i></p>	<p>NSO4: Sustainable Mobility The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter</p>	<p>The revised NDP maintains the objectives of NPF NSO4 and includes added emphasis on active travel and public transport as a means to support Ireland’s transition to a</p>

NPF - NSO	Revised NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p>from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'</p>	<p>alia), as follows: 'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport) networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness.'</p>	<p>'low-carbon society and enhance our economic competitiveness.'</p>
<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills <i>'This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness and enterprise growth.'</i></p>	<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: 'A competitive, innovative and resilient enterprise base is essential to provide high-quality jobs and employment opportunities for people to live and prosper in all regions. The next decade will see profound changes in our economy and society. While the impacts of Brexit and the Covid-19 pandemic will continue to challenge businesses in the first part of the decade, the digitization of entire sectors and the transition to a low-carbon economy will be even more transformative.'</p>	<p>The revised NDP maintains the objectives of NPF NSO5 and places added emphasis on providing high quality jobs and employment opportunities. In addition, it acknowledges the impacts of Brexit, COVID-19, digitisation and the transition to a 'low carbon economy'.</p>
<p>NSO6 High-Quality International Connectivity <i>'This is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.'</i></p>	<p>NSO6 High-Quality International Connectivity The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: 'As an island, continued investment in our port and airport connections to the UK, the EU and the rest of the world, is integral to underpinning international competitiveness. It is also central to responding to the challenges as well as the opportunities arising from Brexit.' It also comments 'Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.'</p>	<p>The revised NDP maintains the objectives of NPF NSO6 and includes in the explanatory text not only aims to improve international connections via airports and ports but also the need to enhance the 'surface connectivity' to same.</p>
<p>NSO7 Enhanced Amenity and Heritage <i>'This will ensure that our cities, towns and villages are attractive and can offer a good quality of life. It will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.'</i></p>	<p>NSO7 Enhanced Amenity and Heritage The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows: 'Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites. Keeping this national tourism product intact, enhanced, developed and promoted will help secure the long-term viability of sustainable tourism incomes and will need to be a priority going forward.'</p>	<p>The revised NDP maintains the objectives of NPF NSO7.</p>
<p>NSO8 Transition to a Low Carbon and Climate Resilient Society <i>'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and</i></p>	<p>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p>	<p>The revised NDP has changed the NPF wording for NSO8 and replaces 'low carbon' with 'climate neutral'. Climate neutral implies removing all greenhouse gases to zero which appears to be a</p>

NPF - NSO	Revised NDP - NSO Explanatory Text	Consideration of Explanatory Text Changes Between NPF and Revised NDP
<p><i>environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'</i></p>	<p><i>'The next 10 years are critical if we are to address the climate crisis and ensure a safe and bright future for the planet, and all of us on it. In Ireland we have significantly stepped up our climate ambition. The Climate Action and Low Carbon Development (Amendment) Act 2021 commits us to a 51% reduction in our overall greenhouse gas emissions by 2030, and to achieving net zero emissions no later than by 2050.'</i></p> <p><i>'The investment priorities included in this chapter must be delivered to meet the targets set out in the current and future Climate Action Plans, and to achieve our climate objectives. The investment priorities represent a decisive shift towards the achievement of a decarbonized society, demonstrating the Government's unequivocal commitment to securing a carbon neutral future.'</i></p>	<p>greater government commitment than to aspire to a 'low carbon' society. The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within 2021 Climate Act. This new legislation places a greater sense of urgency and importance on addressing climate change.</p>
<p>NSO9 Sustainable Management of Water, Waste and other Environmental Resources</p> <p><i>'Ireland has abundant natural and environmental resources such as our water sources that are critical to our environmental and economic wellbeing into the future. Conserving and enhancing the quality of these resources will also become more important in a crowded and competitive world as well as our capacity to create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>NSO9 Sustainable Management of Water and Other Environmental Resources</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'In a Circular Economy, the inherent value of products, materials and our natural resources is maintained for as long as possible. Additionally, the NPF highlights the centrality of our sustainable water resources to the implementation of the NPF to underpin our environmental and economic well-being into the future which is against the backdrop of the significant deficits in water services capacity and quality reflecting historic underinvestment.'</i></p>	<p>The revised NDP omits the word 'waste' from NSO9 but otherwise maintains the objectives of NPF NSO9. The need for a circular economy is re-emphasised within the revised NDP.</p>
<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p><i>'Good access to a range of quality education and health services, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places. Compact, smart growth in urban areas and strong and stable rural communities will enable the enhanced and effective provision of a range of accessible services.'</i></p>	<p>NSO10 Access to Quality Childcare, Education and Health Services</p> <p>The revised NDP does not fully replicate the explanatory text as set out under the NPF. However, it does comment (inter alia), as follows:</p> <p><i>'Access to quality primary education, health services and childcare, relative to the scale of a region, city, town, neighbourhood or community is a defining characteristic of attractive, successful and competitive places.'</i></p>	<p>The revised NDP maintains the objectives of NPF NSO10.</p>

In summary, it is considered that the revised NDP brings up to date the explanatory text associated with the NSOs under the NPF. The enactment of the Climate Action and Low Carbon Development (Amendment) Act 2021 has placed greater emphasis on tackling climate change and utilising government policy as a means to bring about a climate neutral society and economy. The Proposed Scheme will provide the infrastructure required to deliver sustainable public transport that will assist in the drive towards a carbon / climate neutral future for Ireland.

3.5.2.2 Proposed Scheme Response

The Proposed Scheme forming part of the CBC Infrastructure Works within the overall BusConnects Programme is therefore identified as a component of a 'Strategic Investment Priority', with an associated investment commitment, which has been determined as central to the delivery of the NPF vision. The Proposed Scheme is an integral part of Ireland's policy to reduce emissions by providing the infrastructure necessary to deliver a sustainable transport network. The Proposed Scheme will facilitate continued planned and forecasted population

growth in the GDA and along the route of the Proposed Scheme by meeting existing and future travel demand through investment in a sustainable transport network and services. As required in the NDP, the Proposed Scheme will provide the infrastructure needed to help facilitate a modal shift from private car to public transport, cycling and walking. It will also bring to fruition a 'Strategic Investment Priority' of the NDP to help deliver the full 'BusConnects programme'.

3.5.3 National Investment Framework for Transport in Ireland

The Department of Transport (DoT) has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021a) to ensure alignment with the policies of the NPF. NIFTI sets out the DoT's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. The NPF and its projections around population and settlement patterns are central to the development of NIFTI. The purpose of NIFTI is to enable the delivery of Project Ireland 2040 and the ten National Strategic Objectives (NSOs) by guiding the appropriate investment in Ireland's roads, active travel and public transport infrastructure.

To invest sustainably, NIFTI establishes hierarchies which prioritise environmentally sustainable and proportional solutions to a given transport need or opportunity. In combination, it is intended that these hierarchies will ensure that we tackle the right problems with the right solutions.

NIFTI sets out the types of positive outcomes transport investment can deliver, including:

- Delivering clean, low carbon and environmentally sustainable mobility;
- Supporting successful places and vibrant communities;
- Facilitating safe, accessible, reliable and efficient travel on the network; and
- Promoting a strong and balanced economy.

NIFTI was published by the DoT on 21 December 2021 and includes investment hierarchies that ensure strategic alignment of future transport investment and to support the NPF. The investment priorities are based on two hierarchies, Modal and Intervention which are set out below:

Modal Hierarchy

The NIFTI Modal Hierarchy is:

1. Active Travel;
2. Public Transport; and
3. Private Vehicles.

NIFTI states that future transport planning will prioritise sustainable modes and

'.....sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car.'

Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.'

Intervention Hierarchy

The NIFTI Intervention Hierarchy is:

1. Maintain;
2. Optimise;

3. Improve; and
4. New.

NIFTI states that:

'To support the delivery of the NPF, and to make best use of our existing assets, a hierarchy of these intervention types will be applied. Maintaining the existing transport network will be given first priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.'

Decarbonising the transport sector is a key priority for reaching Ireland's climate change targets. NIFTI supports sustainable mobility and encourages active travel and public transport. It supports projects that will reduce urban congestion, particularly those that include new sustainable mobility infrastructure and optimises the existing infrastructure to prioritise sustainable transport modes.

3.5.3.1 Proposed Scheme Response

The Proposed Scheme is compliant with NIFTI (DoT 2021a) as it will facilitate accessible and reliable public transport. It supports sustainable transport modes including active travel modes. NIFTI recognises that active travel is the most sustainable mode of travel and acknowledges that the attractiveness of this mode is dependent on infrastructure, for example, dedicated footpaths, segregated cycle tracks and the quality and priority of road crossing points all impact upon the number of people engaging in active travel. The Proposed Scheme will provide improved infrastructure for active travel modes.

3.5.4 Department of Transport: Statement of Strategy 2021 – 2023

The Department of Transport (DoT) Statement of Strategy 2021 – 2023 (hereafter referred to as the Statement of Strategy) (DoT 2021b) sets out goals and a strategic approach which are designed to support continuing economic recovery, fiscal consolidation, job creation and social development. It notes that:

'Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road, public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'

The Statement of Strategy includes a commitment to *'support any necessary adaptation of our critical transport infrastructure and services in response to Ireland's changing climate.'*

The Statement of Strategy mission is to *'deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses'*.

In regard to connectivity, the Strategy sets out that:

'Aligned with the National Planning Framework and the National Economic Plan we will maintain and develop high quality sustainable road, public transport and active travel networks to enable economic activity, essential services and social connections between and within our cities, regions and communities.'

3.5.4.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to support a high quality and sustainable road, public transport and active travel network along the route. The Proposed Scheme will contribute towards economic recovery through enhanced connectivity by improving both bus and cycle infrastructure allowing for greater modal choices.

3.5.5 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (DoT 2022) sets a framework for active travel and public transport to support the 51% reduction in greenhouse gas emissions by 2030. The vision for the policy is:

'To connect people and places with sustainable mobility that is safe, green, accessible and efficient.'

The National Sustainable Mobility Policy includes three key principles, as follows:

1. Safe and Green Mobility;
2. People Focused Mobility; and
3. Better Integrated Mobility.

The principles are supported by 10 'high level goals' and those considered relevant to the Proposed Scheme are set out further below.

The foreword of the policy document comments, as follows:

'Increased funding under the National Development Plan will allow us to improve and expand walking, cycling and public transport options across the country to enable access to education, health care, work, cultural and public life by sustainable modes of travel. This will include commencing delivery of BusConnects programmes in our five cities, DART+ and Metrolink in Dublin along with increased investment in the inter-urban and regional rail network.'

In regard to walking and cycling infrastructure, the 'Introduction' section states:

'The design of walking and cycling infrastructure, as well as areas in the vicinity of public transport services, are important safety factors. Well-designed, well-maintained, appropriately-lit, continuous and better integrated infrastructure can help people feel safe and encourage them to choose these options over the private car.....Expanding walking and cycling options to promote greater use of active travel can support our climate targets to reduce emissions as well as improving fitness levels and public health and reducing congestion and private car use. Diverting short car trips to active modes will have a particular benefit in reducing air pollution'

It further comments:

'There is a need to rebalance transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport. This will require a greater allocation of available road/street space to be given to sustainable mobility. In addition, a rebalancing of traffic light signaling at junctions to better facilitate walking, cycling and public transport is required. The overarching objective in urban centres should be to focus more on the movement of people rather than the movement of the private car.'

Under the heading 'Implementation, monitoring and review', it sets out that:

'The Leadership Group will report to the Minister for Transport on a quarterly basis and progress on implementation of the Policy will be overseen In order to measure progress'. It further outlines that part of the reporting will include (inter alia):

- *'Kilometres of active travel infrastructure developed annually; and*
- *Kilometres of bus lanes/bus priority developed annually.'*

The National Sustainable Mobility Policy supports 'Safe and Green Mobility' by (inter alia):

'Expanding bus capacity and services through the BusConnects Programmes in the five cities of Cork, Dublin, Galway, Limerick and Waterford; improved town bus services; and the Connecting Ireland programme in rural areas'.

Under the heading ‘Expand availability of sustainable mobility’, it comments, as follows:

‘Improving active travel infrastructure in both urban and rural areas together with improved and expanded public transport services across the country is needed to reduce car dependency. Increased investment in walking and cycling infrastructure will provide a safe and connected network to those who wish to travel by active means. Implementation of public transport projects such as (inter alia): BusConnects.’

Projects such as BusConnects are identified as key priorities to deliver an improved and expanded bus service. It sets out under Goal 3 ‘Expand availability of sustainable mobility in metropolitan areas’ the following:

‘BusConnects programmes comprise a number of different elements including the network redesign of bus services and the development of core bus corridors infrastructure, including segregated cycling facilities, on the busiest routes to make journeys’.

It also outlines that:

‘Our bus system carries by far the greatest number of passengers across the public transport system and improvements to it are vital in the context of improving people’s accessibility and increasing modal shift. Improved and expanded bus services and infrastructure are a key priority, and in the five metropolitan areas, these improvements and expansions will be delivered through BusConnects programmes in each.’

It also comments that:

‘BusConnects will enhance the capacity and potential of the public transport system by increasing and replacing the bus fleets with low emission vehicles and introducing a new system of Next Generation Ticketing and cashless payments.’

Table 3.4 sets out how the Proposed Scheme meets the Principles and Goals of the National Sustainable Mobility Policy.

Table 3.4: National Sustainable Mobility Policy Principles and Goals

Principle	Goal	Goal	Proposed Scheme Response
Safe and Green Mobility	<i>‘Improve mobility safety.’</i>	<i>‘Goal 1 aims to improve the safety of all mobility options including active travel, road and rail to prioritise the safety and security of those working on / travelling by sustainable mobility.’</i>	The Proposed Scheme will, where possible, include segregated cycling and enhanced at grade junctions improving overall safety along the corridor. Signage and road markings will be provided along the extents of the Proposed Scheme to clearly communicate information, regulatory and safety messages to the road users.
	<i>‘Decarbonise public Transport.’</i>	<i>‘Goal 2 aims to reduce emissions by transitioning the bus, rail and small public service vehicle (SPSV) fleet across the country to low/zero emission vehicles in line with available technology. The actions under this goal are aligned with the actions in the Climate Action Plan 2021 to reduce emissions in the sustainable mobility sector.’</i>	The Proposed Scheme aligns with the goal as it will make public transport and active travel a key component to the solution. The Proposed Scheme will comprise transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.
	<i>‘Expand availability of sustainable mobility in metropolitan areas.’</i>	<i>‘Goal 3 aims to expand the capacity and availability of sustainable mobility in our five cities (Cork, Dublin, Galway, Limerick and Waterford). This will be done through improved walking, cycling, bus and rail infrastructure, improved transport interchange and expanded public transport</i>	The Proposed Scheme aligns with the goal as CBC Infrastructure Works is the NTA’s programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part. The Proposed Scheme will provide the advantage

Principle	Goal	Goal	Proposed Scheme Response
		<i>services. Transformed active travel and bus infrastructure and services in all five cities is fundamental to achieving the targets of 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.'</i>	of segregated cycling facilities along the Proposed Scheme in both directions, where possible. These high-quality cycle lanes will help to reduce dependency on private car use for short journeys. The design of each junction has given priority to pedestrian, cycle and bus movements, where possible. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction. Along the Proposed Scheme route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
	<i>'Expand availability of sustainable mobility in regional and rural areas.'</i>	<i>'Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.'</i>	The Proposed Scheme aligns with the goal as it will expand the capacity of the public transport network within Dublin. The Proposed Scheme will also enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
	<i>'Encourage people to choose sustainable mobility over the private car.'</i>	<i>'Goal 5 aims to encourage modal shift to more sustainable options across all ages through behavioural change and demand management measures.'</i>	The Proposed Scheme will promote a modal shift from private car use to more sustainable forms of transport. It will enhance active travel networks and thus will encourage the use of these modes, reducing reliance on the private car.
People Focused Mobility	<i>'Take a whole of journey approach to mobility, promoting inclusive access for all.'</i>	<i>'Goal 6 aims to support a whole of journey approach from planning a journey to arriving at the final destination and make sustainable mobility accessible and affordable to everyone. A whole of journey approach is also supported under Goals 7 and 10 through implementing a universal design approach to the design of new and retrofitted infrastructure; adherence to the Design Manual for Urban Roads and Streets; and promoting integrated mobility through innovative technologies.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (DoT, formerly known as Department of Transport, Tourism and Sport (DTTAS 2013)) and the National Cycle Manual (NTA 2011). In addition, a disability audit has been undertaken for the Proposed Scheme and has informed the design thereby promoting access for all.
	<i>'Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.'</i>	<i>'Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.'</i>	The Proposed Scheme aligns with the goal as Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR has considered the Permeability Best Practice Guide (NTA 2015b) as part of the Proposed Scheme.
	<i>'Promote sustainable mobility through research and citizen engagement.'</i>	<i>'Goal 8 aims to improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy.'</i>	A consultation exercise has been undertaken and has helped to inform the design and layout of the Proposed Scheme. The NTA is also working in partnership with various government departments and third parties to deliver a high quality

Principle	Goal	Goal	Proposed Scheme Response
			sustainable transport scheme for Dublin.
Better Integrated Mobility	<i>'Better integrate land use and transport planning at all levels.'</i>	<i>'Goal 9 aims to support compact growth and transport – oriented development through better integrated land use and transport planning.'</i>	The Proposed Scheme will enhance the capacity of sustainable transport infrastructure as well as the efficiency of Dublin's road network. The enhanced sustainable transport provision along the scheme corridor can help to achieve greater land use densities that will promote compact sustainable growth.
	<i>'Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.'</i>	<i>'Goal 10 aims to make the use of sustainable mobility and the interchange between different modes easier through investment in smart digital solutions. Alongside better integrated land use and transport planning, technological advances in transport can enable people to move seamlessly from one mode to another and support a whole of journey approach.'</i>	The Proposed Scheme aligns with the goal as it will enhance interchanges between the various modes of public transport operating in Dublin City and its wider metropolitan area, both now and in the future.

3.5.5.1 Proposed Scheme Response

The Proposed Scheme is supported by the National Sustainable Mobility Policy. The Proposed Scheme as part of the BusConnects Programme is identified as a key project to help deliver Ireland's climate commitments and reduction of greenhouse gas emissions from the transport sector. The implementation of the Proposed Scheme will contribute to modal shift towards sustainable transport options, it will expand, enhance and connect to pedestrian and cycle networks.

3.5.6 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020

The Department of Transport, Tourism and Sport (DTTAS) Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (DTTAS 2009a) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) were carried out as part of Smarter Travel.

Smarter Travel sets out a series of actions and measures covering infrastructural and policy elements to promote and encourage the vision of a sustainable travel and transport system for the period 2009 to 2020. The Smarter Travel policy also provides funding over its lifetime to provide information and improve facilities for cyclists, walkers, and public transport users.

The vision presented in Smarter Travel is summarised by five key goals:

- *'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport';*
- *'Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks';*
- *'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions';*
- *'Reduce overall travel demand and commuting distances travelled by the private car';* and
- *'Improve security of energy supply by reducing dependency on imported fossil fuels'.*

In regard to public transport it sets out that:

'We estimate that by 2020 we will need to provide public transport to meet the needs of an additional 90,000 commuters on top of the 140,000 likely to be catered for by Transport 21. The bus will be at the heart of moving these additional people.'

It further comments that:

'Bus use is particularly important for those without access to a car, the young, older people and people with mobility issues. If we are to encourage the use of public transport in Ireland, the availability of a safe, accessible, integrated and reliable service for 18+ hours of the day is essential in any attempts to increase patronage and gain more users.'

Table 3.5 sets out how the Proposed Scheme meets the key goals of Smarter Travel.

Table 3.5: Key Goals - Smarter Travel

Key Goals	How the Proposed Scheme Meets the Key Goals of Smarter Travel
<i>'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport'</i>	More bus shelters, seating, accessible footways and bus infrastructure will be provided to make the bus transit experience more accessible for users of all abilities and ages. Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.
<i>'Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks'</i>	Accessibility to jobs and education that underpin the economy is of fundamental importance. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
<i>'Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions'</i>	The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The EIAR has been carried out according to best practice and guidelines relating to climate and greenhouse gas emissions, and in the context of similar large-scale transport infrastructural projects. The embodied carbon emissions associated with the Construction Phase of the Proposed Scheme will be short-term and temporary in nature. The operational traffic greenhouse gas emissions associated with the Operational Phase of the Proposed Scheme are predicted to be neutral and permanent. In addition, the Proposed Scheme will provide connectivity and integration with other public transport services leading to more people availing of public transport, helping to further reduce GHG emissions. The CBC Infrastructure Works will also support the delivery of government strategies outlined in the Climate Action Plan and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system, aligning with the aims to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region. This will subsequently enable and deliver integrated sustainable transport movement along these corridors (including the Proposed Scheme). The CBC Infrastructure Works will provide connectivity and integration with other public transport services leading to more people availing of public transport.
<i>'Reduce overall travel demand and commuting distances travelled by the private car'</i>	The Proposed Scheme aligns with the goal as it will promote modal shift from private car to more sustainable forms of transport. It will enhance active travel networks, and thus, will encourage the use of these modes, reducing reliance on the private car.
<i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i>	The Proposed Scheme aligns with the goal as it will provide the infrastructure necessary to facilitate sustainable transport.

3.5.6.1 Proposed Scheme Response

The Proposed Scheme is supported by what Smarter Travel (DTTAS 2009a) states in relation to public transport in that it is recognised that a safe, accessible service is essential to increase patronage. The Proposed Scheme

will maximise the efficiency of the transport network through the integration of cycling and public transport modes and support the provision of sustainable transport alternatives to reliance on car-based journeys.

3.5.7 The National Cycle Policy Framework (NCPF) 2009 - 2020

The National Cycle Policy Framework (2009 - 2020) (hereafter referred to as the NCPF) (DTTAS 2009b) is Ireland’s cycling policy framework. The vision is to create a strong cycling culture in Ireland, stating that ‘*Cycling will be a normal way to get about, especially for short trips*’. The NCPF outlines 19 specific objectives, so that by the year 2020, 10% of all journeys made were intended to be by bike. This policy framework outlines a number of interventions to make cycling easier and safer.

The interventions specific to the Proposed Scheme are set out below in Table 3.6.

Table 3.6: NCPF Intervention and Objectives

Interventions and Objectives	How the Proposed Scheme meets the Interventions and Objectives
<p><i>‘We will pay special attention to integrating cycling and public transport (PT). As commuting distances are lengthening, the importance of combining the bicycle with the bus, tram or train grows. We will provide state-of-the-art cycling parking at all appropriate PT interchanges and stops.</i></p>	<p>The Proposed Scheme aligns with the objective as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Bus infrastructure as well as cycle and pedestrian infrastructure will largely run in parallel proximate to each other which improves the potential for interchange between the modes. Furthermore, bus stops will include bike parking where possible to encourage integration between modes.</p>
<p><i>Objective 2: ‘Ensure that the urban road infrastructure is designed/retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly’</i></p>	<p>The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel (e.g. walking, cycling and public transport) by prioritising the space and time allocated to these modes within the operation of a junction.</p>
<p><i>Objective 8: ‘Ensure proper integration between cycling and public transport’ will assist in increasing the uptake in cycling across the region.’</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide improved travel times, and combined with increased services, which will promote an efficient, reliable and frequent public transport service as well as providing the advantage of segregated cycling facilities along the Proposed Scheme in both directions. Also, as set out above, bus stops will include bike parking where possible to encourage / facilitate interchange between modes.</p>

The NTA’s Canal Cordon Count measures the number of trips into Dublin City Centre on a typical morning in November of each year. Data is collected for all common modes of transport including walking and cycling. Transport Trends 2020 (DoT 2021c) states that data for 2019 shows an increase in the number of cyclists recorded entering the city to 13,131, up from 12,227 in 2018. It should be noted that the 2019 data represents the last Canal Cordon Count dataset prior to the effects of the COVID-19 pandemic on travel patterns and volumes entering Dublin City Centre.

3.5.7.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a ‘*safer mode*’ of travel. The Proposed Scheme will contribute to improved road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure along the route. The Proposed Scheme provides for significant additional segregation between active travel users and the public road to help enhance safety.

3.5.8 Road Safety Strategy 2021 - 2030

The Road Safety Strategy 2021 - 2030 (hereafter referred to as the Road Safety Strategy) (Road Safety Authority (RSA 2021)), works towards achieving ‘Vision Zero’ which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The Road Safety Strategy ‘*involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks of death and serious injury in the event of a collision are higher than for protected in-vehicle road users.*’

The Road Safety Strategy acknowledges that:

'The promotion and increased uptake of public transport can greatly contribute to fatality and serious injury reductions over the course of the 2021-2023 strategy'. It continues 'The substantial societal benefits of increased active travel (i.e. walking or cycling) must also be acknowledged in light of Ireland's climate objectives, including reduced emissions, traffic congestion and noise pollution, and increased physical activity and its related health benefits.'

A key action of Phase 1 of the Road Safety Strategy during the 2021 to 2025 period is to 'construct 1,000km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages'.

3.5.8.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a 'safer mode' of travel. The Proposed Scheme will contribute to improved road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure along the route. The Proposed Scheme will provide for significant additional segregation between active travel users and the public road to help enhance safety.

3.5.9 Climate Action and Low Carbon Development (Amendment) Act 2021

The Climate Action and Low Carbon Development (Amendment) Act 2021 sets out the central objective relating to emission reductions. It legally binds Ireland to have net-zero emissions no later than 2050 and to a 51% reduction in emissions by the end of the decade (2030), against a base of 2018 emissions. The Act sets out the following:

'The first two carbon budgets proposed by the Advisory Council shall provide for a reduction in greenhouse gas emissions such that the total amount of annual greenhouse gas emissions in the year ending on 31 December 2030 is 51 per cent less than the annual greenhouse gas emissions reported for the year ending on 31 December 2018, as set out in the national greenhouse gas emissions inventory prepared by the Agency.'

3.5.9.1 Proposed Scheme Response

The implementation of the Proposed Scheme will deliver transport infrastructure required to support a significant shift towards sustainable transport options that will in turn support the targets set out in the Climate Action and Low Carbon Development (Amendment) Act 2021.

3.5.10 Climate Action Plan 2021

The Climate Action Plan 2021 (Government of Ireland 2021b) sets out at a National level how Ireland is to halve its emissions by 2030 (51% reduction) and reach net zero no later than 2050. The Climate Action Plan is a road map to delivering Ireland's climate ambition. There are 475 actions identified that extend to all sectors of the economy aiming to transform Ireland into a low carbon nation over the next three decades.

In regard to modal shift the Climate Action Plan 2021 sets out that:

*'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a **modal shift** to transport modes with lower energy consumption (e.g. public and active transport)'. (emphasis added).*

Promoting more sustainable travel modes is seen as critical for climate policy. It offers an opportunity to 'improve our health, boost the quality of our lives, meet the need of our growing urban centres and connects our rural, urban and suburban communities'.

The key targets to meet the emissions reduction include:

- *'Provide for an additional 500,000 daily public transport and active travel journeys';*
- *'Develop the required infrastructural, regulatory, engagement, planning, innovation and financial supports for improved system, travel, vehicle and demand efficiencies'; and*
- *'Reduce ICE¹ kilometres by c. 10% compared to present day levels'.*

ICE reduction measures include:

- *'Reallocating road space from the private car to prioritise walking, cycling and public transport';*
- *'Enhancing permeability for active travel'; and*
- *'Delivering safer walking and cycling routes to encourage greater uptake of active transport.'*

BusConnects is referenced as a major transport project that will help to deliver the 500,000 additional sustainable journeys. A key goal of the plan is to provide citizens with reliable and realistic sustainable transport options. The Climate Action Plan further states:

'The new approach to public transport will be based on a vision of an integrated public transport network, enabling short, medium and long distance trips for people in every part of Ireland. This will mean increasing the frequency of existing rail and bus services and expanding the road network through the Connecting Ireland approach.'

Table 3.7 describes the Actions and how the Proposed Scheme meets the specific action.

Table 3.7: Climate Action Plan 2021 - Transport Actions

Action Number	Action	How the Proposed Scheme Meets the Action
225	<i>'Continue the improvement and expansion of the Active Travel and Greenway Network'</i>	The Proposed Scheme will promote active travel through the provision of enhanced cycle and pedestrian infrastructure.
227	<i>'Construct an additional 1,000km of cycling and walking infrastructure'</i>	The Proposed Scheme aligns with the action as it will provide, where possible, segregated cycling facilities along the Proposed Scheme in both directions.
228	<i>'Encourage an increased level of modal shift towards Active travel (walking and cycling) and away from private car use'</i>	The Proposed Scheme will provide the infrastructure required to promote modal shift from private car to more sustainable forms of transport and increased bus priority which are key actions in the Climate Action Plan 2021.
233	<i>'Commence delivery of BusConnects Network Redesign Dublin'</i>	The BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.
235	<i>'Commence delivery of BusConnects Core Bus Corridor Infrastructure Works'</i>	The BusConnects Dublin Programme is the NTA's programme to greatly improve bus services in the GDA, of which the Proposed Scheme is part.
256	<i>'Deliver sustainable bus priority measures on the National Road Network'</i>	The Proposed Scheme will provide the infrastructure required to increase bus priority which is a key action of the Climate Action Plan 2021. The Proposed Scheme will include the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

3.5.10.1 Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to provide sustainable transport options that will support the key actions set out in the Climate Action Plan 2021. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of modal shift.

BusConnects will support the delivery of an efficient low carbon and climate resilient public transport service, contributing to emission reduction target achievement. BusConnects will contribute to Ireland's journey to a low carbon / carbon neutral, energy efficient and reliable transport system which aligns with Government net zero policy commitments and enable customers to make sustainable choices.

¹ Internal Combustion Engine

Acknowledging that various policy initiatives are required to deliver national targets that are aligned to the Paris Agreement, BusConnects can facilitate services that are beneficial to communities. While mandated reductions are not required at an individual scheme level, carbon must be invested wisely. Chapter 8 (Climate) in Volume 2 of the EIAR contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

3.5.11 Climate Action Plan 2023

The Climate Action Plan (CAP) 2023 (Government of Ireland 2023) is the second update to Ireland's CAP 2019 and was launched on the 21st December 2022. The 2023 CAP sets out the sectoral emissions ceilings and the implementation of carbon budgets. The CAP is a roadmap to deliver a halving of Ireland's emissions by 2030.

The transport sector has an aim of a 50% reduction in emissions by 2030. The 'Avoid' (reduce or avoid the need for travel – land use planning), 'Shift' (Shift to more environmentally friendly modes – public transport, active travel), 'Improve' (Improve the energy efficiency of vehicle technology- vehicle efficiency, clean fuels) approach has been adopted to help achieve these targets. CAP 2021 targets have been updated to include 'a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share'

Section 15.2.2 'Recalibration of the Decarbonisation Pathway for Transport' states that the NTA Modelling team revalidated and recalibrated the decarbonisation pathway for CAP21. It goes on to say that this exercise 'identified additional measures to delivering 50% emissions abatement by 2030.' It further outlines that: 'The range of measures modelled includes known public transport schemes as set out in the National Development Plan (NDP); (inter alia) further acceleration of road space reallocation towards public and active travel modes; car-free urban centres'.

Section 15.3.3 'Avoid and Shift' sets out the following:

'Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element for the new DMS. This already forms a crucial element of the BusConnects programme in each of our five cities. It is also a key recommendation from the OECD's Redesigning Ireland's Transport for Net Zero report.'

Section 15.3.3 'Shift' outlines the following in regard to 'Major Public Transport Infrastructure Programme':

'Key milestones have already been achieved on major infrastructural projects, including BusConnects in each of our 5 cities and the Greater Dublin Area's DART+ Programme and Metrolink, which will continue to be progressed through public consultations and the planning systems.'

Table 15.7 'Key Actions to Deliver Abatement in Transport for the Period 2023-2025' includes under the measure 'Major Public Transport Infrastructure Programme' and the heading 'Shift' (inter alia) 'Advance BusConnects programme in 5 cities' under the actions for 2023, 2024 and 2025.

Table 3.8 below sets out relevant Actions and how the Proposed Scheme is in line with same.

Table 3.8: Climate Action Plan 2023 Transport Actions

Action Number	Action	How the Proposed Scheme Meets the Action
TR/23/27	<i>Pedestrian enhancement plans developed for five metropolitan areas</i>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible.
TR/23/29	<i>Advance roll-out of 1,000 km walking/cycling infrastructure</i>	The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

Action Number	Action	How the Proposed Scheme Meets the Action
		The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.
TR/23/35	<i>Advance BusConnects programme in 5 cities</i>	BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part.

3.5.11.1 Proposed Scheme Response

The delivery of the Proposed Scheme will provide the transport infrastructure required to deliver sustainable transport options that will support the key actions set out in the Climate Action Plan 2023. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating modal shift. It is clear that the targets set out within CAP 2023 are closely linked to the delivery of key transport infrastructure projects, such as the BusConnects Programme and therefore the Proposed Scheme.

3.5.12 Programme for Government – Our Shared Future 2020

The Programme for Government – Our Shared Future 2020 (hereafter referred to as the Programme for Government) (Government of Ireland 2020) sets out the Government's plan for the next five years. It sets out to, '*Develop and implement existing strategies for our cities such as 'the greater Dublin Area Transport Strategy'*'. The key objectives of the programme include:

- '*Address pinch points for buses and expand priority signaling for buses and real time information; and*
- '*Give greater priority to bus services by expanding quality bus corridors and consider the introduction of Bus Rapid Transport services.'*

Specifically, in regard to BusConnects, the Programme for Government states it will also '*prioritise plans for the delivery of...BusConnects in Dublin*'.

3.5.12.1 Proposed Scheme Response

The BusConnects Programme, with the Proposed Scheme forming an important part, continues to be identified as a key project to help deliver Ireland's long-term growth aspirations and climate commitments. The Proposed Scheme is to be delivered as part of the Programme for Government (Government of Ireland 2020) and fully complies with the key objectives of the same.

3.5.13 Building on Recovery: Infrastructure and Capital Investment 2016 – 2021

The Building on Recovery: Infrastructure and Capital Investment Plan (Department of Public Expenditure and Reform 2015) (hereafter referred to as the Capital Plan) was published by the Department of Public Expenditure and Reform in September 2015. It presented the findings of a Government-wide review of infrastructure and capital investment policy and outlined the Government's commitment to ensuring that the country's stock of infrastructure is capable of facilitating economic growth.

This Capital Plan identifies the need to improve public transport facilities noting:

'It is therefore essential that road, rail and public transport networks are developed and maintained to the standard required to ensure the safe and efficient movement of people and freight. In addition, getting people out of cars and onto public transport has a key role to play in reducing Ireland's carbon emissions, by providing a viable, less polluting alternative to car and road transport for many journeys.'

The transport capital allocation in this Capital Plan is largely framed by the recommendations and priorities set out in the 2015 DTTAS Strategic Investment Framework for Land Transport (DTTAS 2015), which centres on:

- Maintaining and renewing the strategically important elements of the existing land transport system;
- Addressing urban congestion; and
- Maximising the contribution of land transport networks to our national development.

The Capital Plan incorporates the following key objectives relevant to this Proposed Scheme:

- €3.6 billion of Public Transport Investment including further upgrading of Quality Bus Corridors.

3.5.13.1 Proposed Scheme Response

The Proposed Scheme is supported by these recommendations, priorities and objectives as set out in the Strategic Investment Framework for Land Transport (DTTAS 2015), and the Capital Plan. The Proposed Scheme is a significant investment in the improvement of public transport facilities including bus, cycle and pedestrian network enhancements and extensions.

3.5.14 The Sustainable Development Goals National Implementation Plan 2022 – 2024

The UN's 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world. The Sustainable Development Goals National Implementation Plan 2022 - 2024 (DCCAE 2022) is in direct response to the 2030 Agenda for Sustainable Development and provides a whole-of-government approach to implement the 17 Sustainable Development Goals (SDGs).

Ireland's Second National SDG National Implementation Plan also sets out 5 strategic objectives to further develop SDG implementation over the duration of the second SDG National Implementation Plan. Goals 9 and 11 are particularly relevant to the Proposed Scheme. These are set out in Table 3.9.

Table 3.9: SDGs and Targets aligned with the Proposed Scheme

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
Target 9.1	Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.
Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable	
Target 11.2	By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

3.5.14.1 Proposed Scheme Response

The Proposed Scheme supports the goals and targets set out in Ireland's Second National Sustainable Development Goals National Implementation Plan as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes.

3.5.15 Investing in Our Transport Future – Strategic Framework for Investment in Land Transport 2015

Investing in Our Transport Future – Strategic Investment Framework for Land Transport (DTTAS 2015) (hereafter referred to as SFILT) sets out the priorities to guide the allocation of future investment to develop and manage Ireland's transport network. It establishes:

- *'High level priorities for future investment in land transport; and*
- *Key principles, reflective of those priorities, to which transport investment proposals will be required to adhere'.*

Addressing urban congestion and maximising the contribution of land transport networks to our national development are key priorities of the SFILT Measures, including:

- *'Improved and expanded public transport capacity';*

- *'Improved and expanded walking and cycling infrastructure'*; and
- *'Support identified national and regional spatial planning priorities'*.

The key principles for land transport investment proposals are:

- *'The foremost priority for land transport funding should be the maintenance and renewal of identified strategically important elements of the existing land transport system, so as to protect earlier investment and maintain essential functioning'*;
- *'The second key priority for future investment involves measures to address current and future urban congestion including, in particular, improved public transport and additional transport capacity, better and additional walking and cycling infrastructure, improving efficiency and increased use of Intelligent Transport Systems'*; and
- *'To receive funding, transport projects must be implemented in conjunction with the implementation of supportive national and regional spatial planning policies, along with other demand management measures where appropriate'*.

The SFILT states *'the overall outcomes of transport investment, as governed by these principles, should maintain and improve the quality of life of citizens and be consistent with environmental, climate and biodiversity objectives, imperatives and obligations, including those arising from the EU Habitats Directive'*.

3.5.15.1 Proposed Scheme Response

The Proposed Scheme is supported by the 'priorities' set out by the SFILT (DTTAS 2015) as the infrastructure will support the improvement and expansion of public transport capacity and provide significantly improved facilities for active travel. The Proposed Scheme will improve the efficiency of public transport and encourage mode shift through delivering journey time savings and reliability on the corridor.

3.6 Regional Policy

3.6.1 Transport Strategy for the Greater Dublin Area 2016 – 2035

The GDA Transport Strategy (NTA 2016) was prepared in accordance with Section 12 of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended) and was approved in April 2016 by the then Minister for Transport, Tourism and Sport. The GDA Transport Strategy (NTA 2016) has recently (January 2023) been superseded by the Greater Dublin Area Transport Strategy 2022 -2042 however, it has been kept within this report to provide context and due to the fact that numerous other 'live' Plans and Strategies reference this Strategy.

The GDA Transport Strategy is an essential component for the orderly development of the GDA over the next 20 years. The purpose and primary objective of the GDA Transport Strategy is *'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'*.

The GDA Transport Strategy sets out the necessary transport provision, for the period up to 2035, to achieve the above objective for the region.

As part of the GDA Transport Strategy, the Core Bus Network is to be developed to achieve a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan Area. This is to be achieved through enhanced bus lane provision, the removal of delays along the routes and to enable the bus to provide a faster mode of transport than the private car along these routes.

The GDA Transport Strategy highlights Core Radial Bus Networks under the heading 'Bus Infrastructure' and sets out that:

'In order to ensure an efficient, reliable, and effective bus system, it is intended, as part of the Strategy, to develop the Core Bus Network to achieve, as far as practicable, continuous priority for bus movement on the portions of the Core Bus Network within the Metropolitan Area. This will mean enhanced bus

lane provision on these corridors, removing current delays on the bus network in the relevant locations and enabling the bus to provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative for road users. It will also make the overall bus system more efficient, as faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.'

Section 5.6 of the GDA Transport Strategy sets out cycle policy in the region. The routes identified in the GDA Transport Strategy are those established in the GDACNP (NTA 2013).

The provisions of the GDA Transport Strategy (including bus-based transport modes), were evaluated for potential significant effects, and measures were integrated into the GDA Transport Strategy on foot of SEA recommendations in order to ensure that potential adverse effects were mitigated.

The GDA Transport Strategy 2022- 2042 (NTA 2022) has now been adopted and this is reviewed in Section 3.6.3 below.

3.6.1.1 Proposed Scheme Response

The need for the Proposed Scheme is supported by the GDA Transport Strategy 2016 - 2035 (NTA 2016) as it will provide infrastructure required to facilitate 'a continuous priority for bus movement on sections of the Core Bus Network within the Metropolitan area.' The Proposed Scheme will realise the objectives of that GDA Transport Strategy by providing the enhanced bus lanes, removing 'bottlenecks' and making the bus a faster option to commuters than car-based transport.

3.6.2 Greater Dublin Area Transport Strategy Integrated Implementation Plan 2019 – 2024

The NTA is required to prepare a series of 'Integrated Implementation Plans' (for the GDA Transport Strategy (NTA 2016)) under Section 13(1) of Number 15 of 2008 - Dublin Transport Authority Act 2008 (as amended). These plans set out the transport planning investment priorities over a six-year period. The most recent Integrated Implementation Plan 2019 – 2024 (hereafter referred to as the 2019 Implementation Plan) (NTA 2019) was published in December 2019. A SEA and Appropriate Assessment (AA) were carried out as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise among other things:

- '*An infrastructure investment programme, identifying the key objectives and outputs to be pursued by the Authority over the period of the Plan*'; and
- '*The actions to be taken by the Authority to ensure the effective integration of public transport infrastructure over the period of the Plan*'.

The 2019 Implementation Plan was prepared to be aligned with the Government's review on capital spending. As such, the 2019 Implementation Plan identifies the key objectives and outputs to be followed by the NTA within the corresponding period of the NDP (Government of Ireland 2018a) and the actions to be taken to ensure effective integration of public transport infrastructure. The key objectives of the 2019 Implementation Plan include to:

- '*Provide a well-designed and effective bus network that optimises routes and services to meet passenger demand*';
- '*Ensure the efficient use of available resources in delivering bus services*';
- '*Seek to reduce overall journey times and improve the reliability of bus services*';
- '*Improve service patterns by enhancing services in off-peak periods, in the evenings, and at weekends. 24-hour bus services will be introduced on key cross-city corridors in Dublin*';
- '*Develop greater interchange with other transport modes*';
- '*Provide an attractive, comfortable, clean, accessible and modern bus fleet*';
- '*Improve the environmental performance of the bus fleet*'; and

- *'Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable.'*

The 2019 Implementation Plan also sets out under the heading 'Strategic Framework for Investment in Land Transport' that:

'it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes in the city. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated as far as practicable from other traffic. The cycling infrastructure delivered under this programme will form the core of the regions cycling network and deliver a radical step change in cycling facilities.'

The background to the 2019 Implementation Plan was Ireland's emergence from the severe economic recession experienced for a period from 2008 onwards. The 2019 Implementation Plan acknowledged the strong growth in the economy in the years leading up to 2019, with more people at work and the number of visitors to the country at record levels. However, alongside the recovery, there were growing challenges identified, with traffic and transport among the key issues facing the Dublin region.

Congestion was identified in the 2019 Implementation Plan as being one of the most significant challenges facing the State, and therefore to plan for significant population growth, and associated economic, social, cultural and recreational activity, it is necessary to provide a transport system that not only addresses this challenge but supports and fosters further sustainable development.

The 2019 Implementation Plan recognised the significance of the need for action to reduce the use of fossil fuels and diminish the generation of greenhouse gases. Transport, as a major producer of greenhouse gases, requires transformation to contribute to the achievement of these objectives.

The NTA therefore seeks to ensure primacy for transport options which provide for unit reductions in carbon emissions. This can most effectively be done by improving public transport, walking and cycling infrastructure that can lead to reduced car use dependence in circumstances where alternative options are available.

The overall findings of the SEA of the 2019 Implementation Plan, included that the 2019 Implementation Plan will facilitate a mode shift away from the private car to public transport, walking and cycling and associated positive effects.

It is an objective of the 2019 Implementation Plan to build on the work already achieved in the GDA with respect to catering for greater bus movement. The intention set out in the 2019 Implementation Plan is to progress the development of the Core Bus Corridors (the CBC Infrastructure Works) to achieve, as far as practicable, continuous priority for bus movement.

3.6.2.1 Proposed Scheme Response

The Proposed Scheme is supported by the 2019 Implementation Plan's (NTA 2019) stated aim to *'overhaul the current bus system in the Dublin region by [inter alia]:*

- *'Building a network of new bus corridors on the busiest bus routes to make bus journeys faster, predictable, and reliable.'*

The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the 2019 Implementation Plan.

3.6.3 Greater Dublin Area Transport Strategy 2022 – 2042

The Transport Strategy for the Greater Dublin Area 2022-2042 (NTA 2022) (hereafter described as the GDATS) was published for consultation on the 9 November 2021 and has been prepared in accordance with Section 12

of the Dublin Transport Authority Act 2008 (as amended). It was adopted in January 2023 and replaces the previous Transport Strategy for the Greater Dublin Area 2016-2035. Under the Dublin Transport Authority Act 2008, the NTA must review its Transport Strategy every six years. The GDATS is considered to be an essential component for the orderly development of the GDA for the next 20 years. The overall aim of the strategy is *'To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy'*. A key focus of the strategy is to enable increased use of other transport modes to meet environmental, economic and social objectives related to emissions, congestion and car dependency. It sets a clear direction towards a 50% reduction in CO₂ emissions within the GDA area by 2030.

Section 1 'Introduction' reaffirms that *'Investment in bus priority and bus service improvements – BusConnects Dublin'* is a *'Major Project provided for in the strategy'*.

The NTA priorities are set out, as follows:

1. 'Priority 1. *'Undertake strategic transport planning seeking the optimal alignment of land use and transport policy and practice, enabling an increased proportion of travel by sustainable transport modes'*;
2. Priority 2. *'Promote the use of more sustainable modes of transport'*; and
3. Priority 3. *'Implement an effective infrastructure investment programme that delivers sustainable and public transport infrastructure in a cost effective manner.'*

The Strategy includes four objectives, as follows:

1. An enhanced natural and built environment – *'To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.'*;
2. Connected communities and better quality of life – *'To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.'*;
3. A strong sustainable Economy – *'To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.'*; and
4. An Inclusive Transport System – *'To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.'*

Similar to the approach adopted under the CAP 2023, as set out further above, the GDATS references the 'Avoid', 'Shift' and 'Improve' concept/principles in integrated land use and transport planning and the measures within the GDATS have been categorised under these three headings / themes.

The GDATS sets out the progress made on the previous GDATS which includes under section 2.3 'Bus' the commencement of BusConnects Dublin *'the largest ever investment programme'* in the NTA bus network. Specific reference is made in section 2.7 'Forthcoming Schemes' to the first tranche of planning applications for the BusConnects Dublin Core Bus Corridors having been lodged with An Bord Pleanála and that further applications are to follow. It also states that *'BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024.'*

Section 9.3 'International Gateways' comments that: *'This strategy incorporates MetroLink, BusConnects Dublin and demand management measures which will enhance and protect essential access to Dublin Airport, and ensure that it will operate in a sustainable fashion in terms of landside transport.'*

Section 9.4 'Design and Planning of Schemes' sets out: *'In designing and planning transport infrastructure schemes, it can be tempting for agencies, stakeholders and the public to focus on the one primary objective of the scheme, without giving due attention to the myriad other aspects which need to be considered and the wider benefits which may accrue. Examples of this include the step-change in the quality of the cycle network proposed as part of BusConnects Dublin'*

Section 9.5.2 'Major Interchange Facilities/Mobility Hubs' references that 'Under BusConnects Dublin, a number of interchanges are currently in development and as the DART+ and light rail projects currently being designed are progressed, additional facilities will be developed.' It further comments that 'Dublin Airport also comprises a major interchange facility with multiple bus services converging at this location, as well as a major taxi facility. This interchange will be enhanced through the delivery of MetroLink and improved local and orbital bus services as part of BusConnects.' It continues at section 9.5.3 in regard to 'Other Interchanges' that 'With the introduction of significantly enhanced orbital bus services as part of BusConnects Dublin, it is anticipated that the role of interchange will increase.'

GDATS considers the road user hierarchy to encourage the use of sustainable transport. The pedestrian is placed at the top of the hierarchy. Due to the larger number of users that can use public transport, it needs to be prioritised over the private car in the design of the transport networks.

In addition to the above, under the heading 'Metropolitan Area Strategic Plan' this makes reference to a selection of enabling transport infrastructure including (inter alia); 'City Centre Area within the M50'.

The GDATS sets out a range of measures and those of relevance to the Proposed Scheme are outlined in Table 3.10 below.

Table 3.10: GDA Transport Strategy 2022 – 2042 Measures

Measure Number	Measure	How the Proposed Scheme meets the Measure
PLAN2 – The Road User Hierarchy	<i>The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.'</i>	The Proposed Scheme aligns with the measure as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
PLAN14 - Urban Design in Major Infrastructure Projects	<i>'The NTA will incorporate a high standard of urban design and placemaking, taking into account architectural heritage, into the planning and design of all major public transport infrastructure schemes, and will consider how greater biodiversity can be fostered.'</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities. In addition, opportunities have been sought to enhance the public realm and landscape. All the plants and trees selected will be native species, appropriate to the location. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route.
Measure PLAN15 – Urban Design in Walking and Cycling Projects	<i>'In the design, planning and prioritisation of walking and cycling schemes, the NTA and the local authorities will ensure the incorporation of urban design and placemaking considerations, taking into account architectural heritage, and will consider how greater biodiversity could be fostered.'</i>	The overall landscape and public realm design strategy for the Proposed Scheme aims to create attractive, consistent, functional, and accessible places for people alongside the core bus and cycle facilities. Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.
Measure PLAN16 – Reallocation of Road Space	<i>'The NTA, in conjunction with the local authorities, will seek the reallocation of road space in appropriate locations in Dublin City Centre, Metropolitan towns and villages, and towns and</i>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of infrastructure improvements for active travel (both walking and

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>villages across the GDA in accordance with the road user hierarchy, in order to prioritise walking, cycling and public transport use and prioritise the placemaking functions of the urban street network.'</i>	cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme reallocates road space along the route to facilitate full and continuous bus lanes along the north and south quays.
Measure INT3 – Integration of all Modes in Transport Schemes	<i>'It is the intention of the NTA, in the design and planning of transport schemes, to ensure that the needs of all transport modes are considered, as appropriate, based on the objectives of the scheme and on the road user hierarchy.'</i>	The Proposed Scheme aligns with the measure as it will service the current and future transport needs of Dublin. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car.
Measure INT6 - Interchange	<i>'It is the intention of the NTA, in conjunction with local authorities and transport operators, to ensure that passengers wishing to change between services on the transport network are provided with as safe, convenient and seamless interchange experience.'</i>	The Proposed Scheme aligns with the measure as it will enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services. These include: Existing Dublin bus services at numerous locations including 9, 13, 16, 68, 14, 15, 15A, 15B, 16, 17, 18, 27, 40, 49, 54A, 65b, 77A, 83, 83A, 122, 123, 140, 142, 150 and 151. LUAS Green Line at Camden / Harcourt Street. Future Bus Service proposals S2, S4, S6, 74, 80, 81, 82, 85, O, F1, F2 and P18 routes from the BusConnects Network Redesign
Measure INT19 – Travelling at Night	<i>'The NTA will work with transport operators, local authorities and An Gard Síochána to improve security and perceptions of security for people using public transport, and walking and cycling at night by improving lighting at public transport stops and stations and along access points to and from stops, assisting local authorities to design in passive surveillance and high quality lighting along pedestrian routes, and to reduce anti-social behaviour around stops and stations.'</i>	The Proposed Scheme has considered security and safety in its design, and it provides lighting as appropriate to the end use. The Proposed Scheme will include upgrades to existing public lighting. In addition to public lighting, it is proposed to install traffic monitoring cameras at key locations to enable the monitoring of traffic flows along the Proposed Scheme and provide rapid identification of any events that are causing, or are likely to cause, disruption to bus services on the route and to road users in general.
Measure INT20 – Accessible Infrastructure	<i>'During the period of the Transport Strategy, the NTA will ensure that public transport infrastructure, and facilities in the GDA are made accessible for all users, and that additional resources for the maintenance and repair of lifts are made available.'</i>	The Proposed Scheme has been designed to include: <ul style="list-style-type: none"> • More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages; and • Provision and enhancement of cycling facilities along the Proposed Scheme, creating routes that are safe, accessible and attractive for people of all abilities and ages.

Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure INT25 – Construction Management	<i>The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of disruption to the transport system and to wider activity throughout the region will be minimized, and that up-to-date travel information is provided during the construction of transport infrastructure projects.</i>	The Construction Travel Management Plan (CTMP) of the Proposed Scheme will help to ensure that disruption is minimised, with access to houses and businesses maintained.
Measure WALK2 – Improved Footpaths	<i>The NTA, in conjunction with local authorities, will implement footpath improvement schemes across the GDA where required throughout the period of the Transport Strategy in order to ensure that they are of sufficient width, adequately lit, serve both sides of the road in urban areas (in most cases), are of good quality surfacing, provide for seating at appropriate locations, and are free of unnecessary clutter.</i> <i>Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.</i>	Along the Proposed Scheme improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm. Several urban realm upgrades, including widened footpaths, high quality hard and soft landscaping and street furniture will be provided in areas of high activity to contribute towards a safer, more attractive environment for pedestrians
Measure WALK4 – Improved Junctions	<i>'The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i> <i>• To enhance safety at junctions, a programme of "narrowing" junctions by reducing kerb-line radii will be undertaken as a means of managing vehicular speeds; and</i> <i>• To enhance movement by pedestrians and cyclists, a programme of removal of slip lanes will be undertaken at appropriate locations, together with consideration of junction signaling changes to better balance the use of the junction between motorised and vulnerable modes, and in urban areas, junctions will be designed so as footpaths on side roads will be carried through at-grade, where practicable and safe to do so.'</i>	The Proposed Scheme provides infrastructure that will support sustainable transport and will improve the safety of road users through junction improvement and the segregation of road vehicles and active travel modes, where possible. The design of each junction has given priority to pedestrian, cycle and bus movements. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g. walking, cycling and public transport by prioritising the space and time allocated to these modes within the operation of a junction.
Measure WALK9 – Disabled People	<i>'Local authorities in the GDA and the NTA will take full account of disabled people and pedestrians with mobility impairments when delivering transport schemes which affect the pedestrian environment; and will implement improvements to existing facilities where appropriate and encourage the enforcement of the Road Traffic Laws in this regard.'</i>	A Disability Audit of the existing environment and proposed draft preliminary design for the corridor was undertaken. The Audit provided a description of the key accessibility features and potential barriers to disabled people based on the Universal Design standards of good practice. The Audit was undertaken in the early design stages with the view to implementing any key measures identified as part of the design development process. This audit has informed the design of the Proposed Scheme. The audit assessed footpaths, crossings / junctions, bus stops, parking and access for users with disabilities. Traffic signal layout design included accessibility considerations for the mobility impaired. Potential areas of conflict with other non-motorised users were considered to provide suitable separation where possible.

Measure Number	Measure	How the Proposed Scheme meets the Measure
		<p>It has been designed to include:</p> <ul style="list-style-type: none"> The interaction between pedestrians, cyclists, and buses at bus stops. The Proposed Scheme has prioritised the use of island bus stops, including signal call button for crossing of cycle tracks, to manage the interaction between the various modes with the view to providing a balanced safe solution for all modes; and Clear segregation of modes at key interaction points along the Proposed Scheme which was highlighted as a potential mobility constraint in the Audit.
Measure CYC1 – GDA Cycle Network	<i>'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'</i>	The Proposed Scheme aligns with the policy objective as it provides of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle track will generally be 2.0 m in width offering a high level of service and help to reduce dependency on private car use for short journeys.
Measure CYC5 – Cycle Parking	<i>'It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.'</i>	Cycle parking is provided in a number of locations throughout the Proposed Scheme, in urban centres such as Rathmines, Rathgar and the city Centre, as well as at some bus stop locations where space is available..
Measure CYC14 – Supporting Measures for Cycling	<i>'The NTA will monitor new developments related to supporting measures for cycling including emerging technologies, infrastructure, policies and programmes, with a view to their implementation in the GDA.'</i>	The Proposed Scheme has been designed in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.
Measure PT2 – Climate Proofing New Public Transport Infrastructure	<i>'The NTA will ensure that all new public transport infrastructure is proofed for resilience against the potential impacts arising from climate change.'</i>	The Proposed Scheme aligns with the measure as it comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. Design principles included exploring opportunities for sustainable urban realm and landscape design responses such as SuDS, species rich planting and reusing materials, where possible. SuDS measures were designed to attenuate runoff for any newly paved areas. SuDS measures were designed to provide sufficient storage to ensure no increase in existing runoff rates.
Measure BUS1 – Core Bus Corridor Programme	<i>'Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.'</i>	The Proposed Scheme is part of the BusConnects programme to enhance bus services and active travel options in the Greater Dublin Area.
Measure BUS12 – New Bus Stops and Shelters	<i>'It is the intention of the NTA to continue to roll-out the programme of bus stop and shelter provision, and to monitor potential for further expansion and upgrade during the lifetime of the strategy.'</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users.

Measure Number	Measure	How the Proposed Scheme meets the Measure
Measure ROAD13 – Roadspace Reallocation	<p><i>‘The local authorities and the NTA will implement programme of roadspace reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</i></p> <ul style="list-style-type: none"> <i>• Providing sufficient capacity for sustainable modes;</i> <i>• Improving safety for pedestrians and cyclists; and</i> <i>• Encouraging mode shift from the private car and reducing emissions’</i> 	<p>The Proposed Scheme reallocates road space for bus priority and cycling infrastructure. It will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport.</p>
Measure TM2 – Management of Urban Centres	<p><i>‘The NTA and relevant local authorities, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve local centres, and to facilitate a post-Covid recovery based on sustainable transport.’</i></p>	<p>The Proposed Scheme aligns with the measure as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling).</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.</p>
MEASURE CLIMATE3	<p><i>Through the implementation of the full measures set out in this strategy, in combination with the plans and programmes of Government, the NTA will contribute to a reduction in CO2 emissions from transport in the GDA to below 1 MtCO2eq by 2042.</i></p>	<p>The Proposed Scheme aligns with the objective through the development of transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the assessment. The Proposed Scheme has the potential to reduce greenhouse gas emissions equivalent to the removal of approximately 15,590 and 11,470 car trips per weekday from the road network in 2028 and 2043 respectively.</p>

The revised GDA Cycle Network Plan forms part of the GDATS (see Section 3.6.6 Greater Dublin Area Cycle Network Plan 2022 below).

The GDATS Cycle Network Plan aims to:

- Increase cycle mode share to 12% by 2042;
- Provide 322km of Primary Cycle network;
- Include 1,060km of Secondary Cycle Network; and
- Promote an additional 450,000 daily cycling trips.

3.6.3.1 Proposed Scheme Response

The GDA Transport Strategy 2022 - 2042 (NTA 2022) puts the delivery of Dublin BusConnects, of which the Proposed Scheme is part, at the heart of its objectives. There is added emphasis on the delivery of public transport, active travel and enhanced accessibility to sustainable modes of transport, all of which the Proposed Scheme will help to deliver.

3.6.4 Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 - 2031

The principal purpose of the Eastern and Midland Regional Assembly (EMRA) Regional Spatial Economic Strategy for the Eastern and Midland Region 2019 – 2031 (hereafter referred to as RSES) (EMRA 2019a) is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the Region. An SEA and AA were carried out prior to the adoption of the Strategy.

The RSES represents the Regional tier for planning policy and provides a vision: a spatial plan and investment framework to shape future development of the Eastern and Midland Region to the year 2031. There are also Sub-Regional planning functions: Strategic Planning Areas. The RSES was formally adopted in June 2019 by EMRA and replaces the previous Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 (Regional Planning Guidelines Office 2010).

The RSES provides key environmental, economic, and social principles for the region. These principles are:

- Healthy Placemaking – to create healthy and attractive places to live, work and study;
- Climate Action – to enhance climate resilience and accelerate a transition to a low carbon economy; and
- Economic Opportunity – to create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

The RSES develops Regional Strategic Outcomes (RSOs) that are aligned to the principles above. These are aligned to the United Nations SDGs (UN 2015), EU thematic objectives and the NPF (Government of Ireland 2018b).

The RSOs relevant to the Proposed Scheme and the principles to which each is aligned, are:

- Number 2 - Compact Growth and Urban Regeneration - 'Healthy Placemaking';
- Number 4 - Healthy Communities - 'Healthy Placemaking';
- Number 6 - Integrated Transport and Land Use - 'Climate Change';
- Number 9 - Support the Transition to Low Carbon and Clean Energy - 'Climate Change';
- Number 14 - Global City Region - 'Economic Opportunity'; and
- Number 15 – Enhanced Strategic Connectivity - 'Economic Opportunity'.

In the RSES, the policy responses are known as Regional Policy Objectives (RPOs). Those RPOs that relate to the Proposed Scheme are as follows:

'RPO4.2: Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded.'

The Dublin Metropolitan Area Strategic Plan (hereafter referred to as the Dublin MASP) (EMRA 2019b) is contained within the RSES and identifies the strategic planning and investment framework to enable growth. The Dublin MASP is aligned with the RSOs in the RSES to support integrated transport and land use. The vision for the MASP is as follows:

'Over the years to 2031 and with a 2040 horizon, the Dublin metropolitan area will build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area.'

To achieve the vision, the Dublin MASP sets 'Guiding Principles'. Those most relevant to the Proposed Scheme are set out below.

'Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target to 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.'

'Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks' (emphasis added).

'Increased employment density in the right places – To plan for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and to relocate less intensive employment uses outside the M50 ring and existing built-up areas.'

'Alignment of growth with enabling infrastructure – To promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and wastewater, sustainable energy, waste management and resource efficiency.'

'Metropolitan Scale Amenities – To enhance provision of regional parks and strategic Green Infrastructure, to develop an integrated network of metropolitan scale amenities, and to develop greenways/blueways along the canals, rivers and coast, as part of the implementation of the National Transport Authority's Cycle Network Plan for the Greater Dublin Area.'

A number of RPOs are relevant to the Proposed Scheme:

'RPO 5.2: Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.'

'RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.'

'RPO 5.6: The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high-quality public transport corridors.'

'RPO 5.8: Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.'

The Dublin MASP sets out a list of key transport infrastructure investments in the metropolitan area as supported by National policy.

'RPO 8.7: To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use'.

'RPO 8.9: The RSES supports delivery of the bus projects set out in Table 8.3 subject to the outcome of appropriate environmental assessment and the planning process'.

The bus projects include:

- *'Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin';*
- *'Regional Bus Corridors connecting the major regional settlements to Dublin';* and
- *'Improvements to bus waiting facilities.'*

The cycling objectives include:

- *'Delivery of the cycle network set out in the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors';*
- *'Investment priorities for cycleways feasibility and route selection studies for cycleways shall identify and subsequently avoid high sensitivity feeding or nesting points for birds and other sensitive fauna';* and
- *'Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway projects.'*

3.6.4.1 Proposed Scheme Response

The Proposed Scheme is supported by the RSES. BusConnects (of which the Proposed Scheme is a part) is identified as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Eastern and Midlands Region including the Dublin MASP area. The Proposed Scheme will support continued improved integration of transport with land use planning. The delivery of improved high-capacity Core Bus Corridors will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Dublin City and its metropolitan area. The dedicated bus lanes proposed will significantly increase bus travel speeds and reliability while the cycle lane infrastructure will promote modal shift from private car to a more sustainable forms of transport. The RSES not only seeks an improved and enhanced bus network but also places cycling at the core of its transport objectives.

3.6.5 Greater Dublin Area Cycle Network Plan (GDACNP) 2013

The NTA's Greater Dublin Area Cycle Network Plan 2013 (hereafter referred to as the GDACNP) (NTA 2013) is a Regional level plan for an integrated cycle network across the seven Local Authorities comprising the GDA. It includes an Urban Network, Inter-Urban Network, and a Green Route Network for the GDA. A SEA and AA were carried out as part of the GDACNP. The context for the GDACNP is given as *'The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals.'*

The following are the networks identified in the GDACNP:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level':*
 - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic;*
 - *Secondary corridors links between the principal cycle routes and local zones; and*
 - *Feeder corridors are connections from zones to the network levels above and / or cycle routes within local zones.'*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port';* and

- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.'*

3.6.6 Greater Dublin Area Cycle Network Plan 2022

The 2013 Greater Dublin Area Cycle Network Plan (GDACNP) set out the investment for cycle infrastructure by the relevant agencies within the region. The revised GDACNP 2022 forms part of the GDA Transport Strategy (as adopted in January 2023) and is a component of the transport strategy.

The GDACNP 2022 comprises of a table of contents and a series of figures related to the cycle network. However, the 'main body' GDATS 2022-2042 contains relevant text related to the GDACNP 2022, the key aspects of which have been set out below.

The 2022 GDACNP is a review of the 2013 plan to ensure a fit for purpose cycle network for all users and trip types. The network comprises of the following routes:

- Primary;
- Secondary;
- Feeder;
- Greenway; and
- Inter-urban.

It aims for 322km of Primary cycle network, 1,060 Secondary cycle network and 954km of Greenway routes.

GDATS sets out Measure CYC1 - GDA Cycle Network which outlines the following:

'It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.'

Step 5 of 'developing the transport strategy' states that it seeks to:

'Incorporate the GDA Cycle Network Plan, road schemes, park & ride plans and other infrastructure / service proposals'

It is also outlined that a key growth enabler of GDATS includes:

'Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors'

3.6.6.1 Proposed Scheme Response

The GDACNP 2022 demonstrates a further commitment by the NTA to provide an enhanced cycle network within the GDA. BusConnects Dublin, of which the Proposed Scheme forms part, will deliver the infrastructure necessary to expand and enhance the cycle network in line with the objectives of the GDACNP.

3.7 Local Policy

The Proposed Scheme is located within three local authority functional areas, Dún Laoghaire Rathdown County Council (DLRCC), South Dublin County Council (SDCC) and Dublin City Council (DCC). The Proposed Scheme is within DLRCC where it commences from the Junction of the R821 and R822 along Grange Road. The Proposed Scheme is within SDCC from the Tallaght Road to the Templeogue Road and Fortfield Road junction. The remainder of the Proposed Scheme is within DCC.

3.7.1 Dún Laoghaire Rathdown County Council Development Plan 2022 – 2028

The Dún Laoghaire-Rathdown County Development Plan (DLRCDP) (DLRCC 2022) guides the future growth and development of the functional area of DLRCC.. The DLRCDP 2022-2028 was adopted and came into effect in April 2022 and approximately 70m of the Proposed Scheme is within its jurisdiction. A SEA, AA and Strategic Flood Risk Assessment (SFRA) were carried out as part of the DLRCDP.

At the time of writing, the Minister of State at the Department of the Housing, Local Government and Heritage, consequent to a recommendation made by the Office of the Planning Regulator under section 31AM(8) of the Planning and Development Act 2000 (as amended), had notified DLRCC of the intention to issue a Direction to the DLRCDP (DLRCC 2022).

In accordance with Section 31(4) of the Planning and Development Act 2000, those parts of the DLRCP (DLRCC 2022) referred to in the notice shall be taken to have not come into effect, namely:

- *“The 0/0 zone objective including the symbol, boundary of objective as set out on Land Use Zoning Maps 3, 4, 7 and 10.*
- *The text “No increase in the number of buildings permissible” as set out on Land Use Zoning Maps 1-14.*
- *The policy section on ‘Notable Character Area Exclusions’ under section 4.3.1.1 of Chapter 4 (pg. 84) of the Written Statement.*
- *Section 12.3.7.8 ‘0/0 Zone’ of Chapter 12 (pg. 246-248) of the Written Statement.*
- *The second paragraph of Section 12.3.3 ‘Quantitative Standards for All Residential Development’ of Chapter 12 (pg. 236) of the Written Statement, which states: “That the requirement for certain percentages of 3-bed units in apartments shall apply to Build To Rent developments to accord with mix on page 237.”*

The above parts of the DLRCDP have not come into effect and are due to be deleted from the adopted County Development Plan. It is noted that, at the time of writing, the DLRCC website states that *‘The adopted development plan documents and maps are currently being amended in order to apply the requirements of the Ministerial Direction.’*

The vision of the DLRCDP (DLRCC 2022) is to *‘embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances the environment for future generations’* (Dún Laoghaire-Rathdown County Development Plan 2022-2028, p.2). The DLRCDP places sustainable transport and mobility as a core principle in the future development of the county.

The DLRCDP (DLRCC 2022) states:

‘The National Transport Authority’s (NTA) ‘Transport Strategy for the Greater Dublin Area 2016-2035’ provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area over the medium to long term. The Planning Authority must ensure that the County Development Plan is consistent with the Transport Strategy of the NTA. The Dublin Transport Authority Act 2008 (as amended) provides that the NTA’s Transport Strategy, must be reviewed every six years. While the Draft ‘Greater Dublin Area Transport Strategy 2022 - 2042’ has been published, the 2016 - 2035 strategy is still in place until the Draft is finalised.’

The DLRCDP (DLRCC 2022) recognises that increasing capacity on public transport including bus corridors is a means to promoting modal change and active travel.

It is noted that under the heading ‘Promoting Active Travel: Cycling and Walking’ that it states:

‘The Core Corridors of the BusConnects programme will provide high quality facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. This will enhance safety for cyclists and provide a network of key cycling routes.’

Within the transport and mobility objectives of the DLRCDP, bus improvements are identified as projects to be supported. The key policies are set out in Table 3.11.

Table 3.11: DLRCDP (DLRCC 2022) Key Transport Policies

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>‘Policy Objective T1: Integration of Land Use and Transport Policies – It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)’</i></p>	<p>The Proposed Scheme will actively support sustainable modes of transport to help with the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will help to achieve greater land use densities that will encourage compact growth in compliance with Policy Objective T1 and policy objectives of NSO1, NPO 26, RPO 4.40, 5.3 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES.</p>
<p><i>‘Policy Objective T3: Delivery of Enabling Transport Infrastructure – It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)’</i></p>	<p>The Proposed Scheme will support upcoming development in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES as it will provide efficient, reliable and attractive transport infrastructure for a variety of different users throughout the Dublin Area. The Proposed Scheme is therefore compliant with Policy Objective T3.</p>
<p><i>‘Policy Objective T4: Development of Sustainable Travel and Transport – It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport’s ‘Smarter Travel A Sustainable Transport Future 2009 –2020’, and subsequent updates and the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-2035’ and subsequent updates, the RSES and the MASP. (Consistent with NPOs 26, 64 of the NPF and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES)’</i></p>	<p>The Proposed Scheme is part of the NTA’s BusConnects Programme to provide for enhanced bus and active travel networks in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T4.</p>
<p><i>‘Policy Objective T5: Public Transport Improvements – It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in ‘Smarter Travel, A Sustainable Transport Future’ and subsequent updates; the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-2035’ and the NTAs ‘Integrated Implementation Plan 2019-2024’ and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)’</i></p>	<p>The Proposed Scheme will provide the infrastructure required for an attractive public transport system that caters for different transport modes including walking, cycling and bus as alternatives to the private car. The Proposed Scheme will enhance existing transport corridors and implement new cycling and pedestrian networks to cater for a variety of different users. Whilst the Proposed Scheme does not involve the development of new park and rides and taxi ranks it will provide for better transport connections throughout the area and therefore help better link existing facilities. The Proposed Scheme is therefore compliant with Policy Objective T5.</p>
<p><i>‘Policy Objective T6: Quality Bus Network/Bus Connects – It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA’s ‘Greater Dublin Area Transport 2016-2035’ and ‘Integrated Implementation Plan 2019-2024’ and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)’</i></p>	<p>The Proposed Scheme is part of the NTA’s BusConnects Programme to provide for enhanced bus services in the GDA and will provide the transport infrastructure required to facilitate a sustainable transport system. The Proposed Scheme is therefore compliant with Policy Objective T6.</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>'Policy Objective T11: Walking and Cycling – It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES)'</i></p>	<p>The Proposed Scheme will provide the infrastructure necessary for high quality, connected and inclusive walking and cycling routes across the Proposed Scheme corridor. Chapter 6 (Traffic & Transport) of the EIAR has considered permeability as part of the project. The Proposed Scheme is compliant with Objective T11.</p>
<p><i>'Policy Objective T12: Footways and Pedestrian Routes – It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES)'</i></p>	<p>The Proposed Scheme will provide the transport infrastructure necessary to facilitate the expansion of the footway and pedestrian route network throughout the Proposed Scheme corridor. Best accessibility practice has been considered in the design of the Proposed Scheme as identified within the EIAR. The Proposed Scheme is considered to be compliant with Policy Objective T12.</p>
<p><i>'Policy Objective T13: County Cycle Network – It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES)'</i></p>	<p>The Proposed Scheme is part of the NTA's BusConnects Programme to provide the transport infrastructure necessary to provide bus services in conjunction with cycling and pedestrian routes in the GDA. The Proposed Scheme is therefore compliant with Policy Objective T13.</p>
<p><i>'Policy Objective T23: Roads and Streets – It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16)'</i></p>	<p>The Proposed Scheme is part of the NTAs BusConnects Programme of works to enhance bus services and active travel networks within the GDA. As part of the Proposed Scheme cycling and pedestrian facilities will also be improved alongside the road network for bus and private car transport.</p>

3.7.1.1 Proposed Scheme Response

The Proposed Scheme will deliver the infrastructure necessary to enhance public transport, walking and cycling networks along the route corridor. It will facilitate a modal shift towards public transport and active travel modes which is a key objective of the DLRCDP (DLRCC 2022).

3.7.1.2 Zoning Objectives

Section 13.2 of the DLRCDP (DLRCC 2022) defines a 'Public Services' as follows:

'A building or part thereof, a roadway or land used for the provision of 'Public Services'. 'Public Services' include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, data transmission, water, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc. 'Public Services' do not include commercial data centres.'

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters comes within the public service class.

3.7.1.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands subject to a zoning objective that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of reinstating open space lands. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DLRCDP (DLRCC 2022) in terms of the uses and works proposed.

3.7.1 Dún Laoghaire-Rathdown Climate Change Action Plan

Dún Laoghaire Rathdown's (DLR) Climate Change Action Plan (DLR 2019) was adopted in 2019. A SEA, AA and NIS were produced as part of plan. The Climate Change Action Plan was a collaborative response to the impact climate change is having on the Dublin region. The DLR Climate Change Action Plan is unique to its functional area. It contains 123 actions that cover five key areas – Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions and Resource Management (waste and water). There are four key targets:

1. *33% better energy use by the Council by 2020.*
2. *40% reduction in the Council's greenhouse gas emissions by 2030.*
3. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
4. *To actively engage and inform citizens on climate change.*

DLR's Climate Change Action Plan has a focus on sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the public transport actions (T14) is specifically related to the Proposed Scheme '*Expand bus network in the County*' and the indicator for this action is to *Work with NTA on BusConnects*'.

3.7.1.1 Proposed Scheme Response

The Proposed Scheme through the provision of enhanced public transport infrastructure will facilitate sustainable transport options that will help to achieve DLR's targets as set out in the Climate Action Plan.

3.7.2 South Dublin County Council Development Plan (SDCCDP) 2022-2028

The South Dublin County Council Development Plan 2022-2028 (hereafter referred to as the SDCCDP 2022-2028) (SDCC 2022) sets the strategy for the proper planning and sustainable development of South Dublin County. A SEA, AA, FRA and NIS were produced as part of the plan. The development plan came into effect on the 3rd August 2022 with the exception of two sections which are subject to a Ministerial Direction by the Minister of State at the Department of Housing, Local Government and Heritage, the sections are as follows;

- *'Part (2) a. Omit the Enterprise and Employment zoning and the specific local objective which requires site-specific flood alleviation measures introduced as Material Amendments 2.20 and 9.4 from the lands to the 2 north and east of the existing Greenogue Business Park and retain the Rural RU zoning objective.'*
- *'Part (2) b. Amend the land use zoning objectives in tables 13.4, 13.8 and 13.10 to reinstate data centre use class as an 'open for consideration' use class in the REGEN, Enterprise & Employment (EE) and Major Retail Centre (MRC) zoning objectives.'*

At the time of writing, the above parts of the Plan have not come into effect. Observations in respect of the Draft Ministerial Direction were made to the council for a period of 2 weeks from 10th August 2022 to 23rd August 2022. The Chief Executive issued a Report on 19th September 2022 on the submissions and recommendations received during this period to give effect to the draft direction submitted to the OPR, the Minister and Elected Members. The final ministers direction was issued on the 18th of November 2022 to remove the above parts of the plan.

The plan includes '*a vision for the County's growing communities, places, housing, jobs, sustainable transport and the delivery of services in a manner which promotes climate action and efficient patterns of land use, paying particular attention to the physical, cultural, environmental and social identities that define areas within the County and support their ongoing evolution and integration with each other*'. The transport element of the strategy sets out that it seeks to:

'rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport). This will provide for the freeing up of road space for essential functions such as, public transport and emergency vehicles. It will also allow for commercial transport which is essential to economic growth. In doing so, the Council will continue to provide for all

elements of the transportation network that are within its remit and will engage with external agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to assist the delivery of sustainable transport projects that are provided at a regional or national level’.

In addition to the above, it is clear that SDCC has recognised the importance of BusConnects to improving transport and movement within SDCC, as outlined under the heading ‘Travel Mode Share’:

‘Transition to public transport will be aided by improvements in the pipeline including the roll-out of BusConnects which will include proposals for six new dedicated bus routes through the County. BusConnects will provide a redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services.’

Furthermore, the SDCCDP 2022-2028 identifies BusConnects as a strategic project *‘that will have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport’.*

The key policies are set out below in Table 3.12 .

Table 3.12: Draft SDCC Transport Policies and Objectives

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>Policy SM1: Overarching – Transport and Movement:</i></p> <p><i>‘Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods’.</i></p>	<p>The Proposed Scheme will promote the ease of movement throughout South Dublin County through the provision of infrastructure to support improved bus services and enhanced opportunities for walking and cycling. The Proposed Scheme promotes sustainable transport and movement through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor. The Proposed Scheme is therefore compliant with Policy SM1.</p>
<p><i>SM1 Objective 1:</i></p> <p><i>‘To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle)’.</i></p>	<p>The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor. The Proposed Scheme will support the mode share targets as outlined.</p>
<p><i>SM1 Objective 2:</i></p> <p><i>To ensure consistency with the NTA’s Transport Strategy for the Greater Dublin Area (2016-2035) and any superseding document, as required by RPO 8.4 of the RSES.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme and has considered the NTA’s Transport Strategy for the Greater Dublin Area (2016-2035) as part of its development. The Proposed Scheme is therefore compliant with Policy SM1 Objective 2 in accordance with RPO 8.4 of the RSES.</p>
<p><i>SM1 Objective 3:</i></p> <p><i>To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme and is therefore compliant with Policy SM1 Objective 3 in accordance with RPO 5.2 of the RSES / MASP.</p>
<p><i>SM1 Objective 4:</i></p> <p><i>To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport including walking, cycling and public transport. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor. The Proposed Scheme will be designed to create a safe and attractive</p>

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.</i></p>	<p>street environment with improvements and enhancements to footpaths, walkways, and pedestrian crossings. The Proposed Scheme is therefore compliant with RPO 5.3 of the RSES / MASP.</p>
<p>SM1 Objective 5:</p> <p><i>To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES.</i></p>	<p>The Proposed Scheme aligns with this objective as it is designed to provide a better, more reliable and more efficient bus service for everyone in compliance with RPO 8.3 of the RSES.</p> <p>The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity.</p> <p>The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.</p>
<p>SM1 Objective 6:</p> <p><i>To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport.</i></p>	<p>The Proposed Scheme aligns with this objective as it will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p>SM1 Objective 7:</p> <p><i>To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme which seeks to address strategic transportation issues in the County. Extensive Non-Statutory Public Consultation on the Proposed Scheme has been undertaken. The Proposed Scheme is therefore compliant with Policy SM1 Objective 7.</p>
<p>Policy SM2: Walking and Cycling</p> <p><i>'Re-balance movement priorities towards sustainable modes of travel by prioritising the development of walking and cycling facilities and encouraging a shift to active travel for people of all ages and abilities, in line with the County targets'.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport including walking, cycling and public transport. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor. The Proposed Scheme will be designed to meet the needs and abilities of all users.</p>
<p>Policy SM3: Public Transport – General</p> <p><i>'Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network'.</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services that will use the corridor.</p>
<p>SM3 Objective 2:</p> <p><i>'To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan'.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme and is therefore compliant with Policy SM3 Objective 2.</p>
<p>Policy SM3: Public Transport – Bus</p> <p>SM3 Objective 11:</p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme and will seek additional and improved bus corridors to serve the County whilst protecting the village life and livelihoods of the County's villages. The Proposed Scheme is therefore compliant with Policy SM3 Objective 11.</p>

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>'To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages'.</i></p>	
<p><i>'SM3 Objective 12: To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle'.</i></p>	<p>The Proposed Scheme is being promoted by the NTA as part of the BusConnects Dublin Programme and it will provide the infrastructure necessary to support enhanced public transport / active travel options along the scheme corridor. The Proposed Scheme is a 'major improvement to the transport network' and as such it should be supported by SDCC.</p>

It further comments under the heading 'Transport Interchanges' that:

'Multi-modal transport interchanges increase the efficiency and flow of public transport services. A public square and transport interchange is proposed for Tallaght Town Centre, that would provide a first-class interchange between the Luas, BusConnects, taxi, cycling and walking'.

The SDCCDP 2022-2028 sets out an extensive number of other policies and objectives relevant to the Proposed Scheme. Those policies considered relevant to the Proposed Scheme are set out in Table 1.3 in Appendix 1 (Local Policy) of this Report.

3.7.2.1 Proposed Scheme Response

At a strategic level, the SDCCDP 2022-2028 supports an integrated transport network that offers enhanced access and mobility throughout the county. The extensive number of policies and objectives relevant to the Proposed Scheme outlined within the SDCCDP 2022-2028 and the Proposed Schemes compliance against these policies and objectives have been set out in Table 1.3 in Appendix 1 (Local Policy) of this Report.

3.7.2.2 Zoning Objectives

The SDCCDP establishes a number of zoning objectives to regulate and manage future land uses. The Proposed Scheme will pass through lands subject to zoning objectives, these are set out in Table 1.2 in Appendix 1 (Local Policy) of this Report.

Other Uses

'Uses that have not been listed under the land use zoning tables will be considered on a case-by-case basis in relation to conformity with the relevant policies, objectives and standards contained within the Plan, particularly in relation to the zoning objective of the subject site and its impact on the development of the County at a strategic and local level'

Public Service Installations

'The SDCCDP defines a public service installation as 'A building or part thereof or land used for the provision of public services. Public services include all service installations necessarily required by electricity, gas, telephone, radio, telecommunications, television, drainage and other statutory undertakers, it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste and composting facilities.'

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters, stops and real time information signage comes within the public service installation class.

3.7.2.3 Proposed Scheme Response

Given the nature of the Proposed Scheme the majority of the proposed works are within the public road and pavement area where there is no specific zoning objective. On lands subject to zoning objectives that are affected by works, in general, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of reinstating open space lands. The Proposed Scheme complies with the SDCCDP in terms of the uses and works proposed in principle.

3.7.2.4 Local Area Plans within the SDCC Area Relevant to the Proposed Scheme

There are no Local Area Plans (LAPs) relevant to the Proposed Scheme within SDCC.

3.7.3 SDCC Climate Change Action Plan 2019 - 2024

SDCC's Climate Change Action Plan was adopted in 2019, it was a collaborative response to the impact that climate change is having on the Dublin Region. The SDCC Plan is unique to its functional area. A SEA, AA and NIS were prepared as part of the Plan. The Plan covers five key areas, Energy & Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management, it sets out 130 actions across the key areas. The four main targets of the Plan are:

1. *33% better energy use by the Council by 2020.*
2. *40% reduction in the Council's greenhouse gas emissions by 2030.*
3. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
4. *To actively engage and inform citizens on climate change.*

The SDCC Climate Change Action Plan focuses on the sustainable transport measure to reduce pollutants and to achieve modal shift from private car to public transport. The main transport specific actions related to the Proposed Scheme are:

- *'T11 Build out County Cycle Network';*
- *'T12 Development of cycle/ pedestrian greenways';*
- *'T15 SDCC will continue to seek new and expand on existing partnerships to encourage sustainable travel and safer travel behaviours.'; and*
- *'T18 Facilitate the delivery of public transport routes'.*

It is also noted that under the heading 'Air pollution and air quality adaptation actions' that actions adopted by South Dublin Council include: (inter alia) 'Transport policies to reduce pollutants. This includes the provision of cycle routes, and the expansion of Quality Bus Corridors (QBCs) and increased park and ride facilities'.

3.7.3.1 Proposed Scheme Response

The Proposed Scheme through the provision of enhanced public transport infrastructure will help to achieve SDCC's targets as set out in the Climate Action Plan.

3.7.4 Dublin City Development Plan 2022 – 2028

The 2022 – 2028 DCDP (DCC, 2022) was adopted on the 2nd of November 2022 and came into effect on the 14th of December, it guides how the city will develop to meet the needs of its residents, visitors and workers. A SEA, AA and SFRA were produced as part of the DCDP.

The vision of the DCDP is to establish champion compact city living, distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. DCC aims to establish the city as one of Europe’s most sustainable, dynamic, and resourceful city regions. The DCDP places sustainable transport as a core principle in the future development of the city:

‘Within the next 10 years, Dublin will have an established international reputation as one of Europe’s most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.’

In ‘Translating the Core Strategy into Development Plan Policies and Objectives’, the core strategy has the following supports:

‘The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising Bus Connects (2021 – 2023)’

The DCDP recognises that increasing capacity on public transport including bus corridors is a means to promoting modal change and active travel.

Within the transport objectives of the DCDP, bus improvements are identified as projects to be supported. The key policies are set out in

Table 3.13: DCC Key Transport Policies

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p>SC1 Consolidation of the Inner City <i>To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties, the North East Inner City and the south and north Georgian cores with each other, and to other regeneration areas.</i></p>	<p>The Proposed Scheme will enhance the capacity of sustainable transport as well as the efficiency of Dublin’s road network and as a consequence will help to achieve greater land use densities that will promote compact growth. The Proposed Scheme will provide public transport infrastructure that will assist in linking existing and emerging communities within the area. One of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p>
<p>SC8 Development of the Inner Suburbs <i>To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Programme of which the Proposed Scheme is part of is an objective the Metropolitan Area Strategic Plan.</p>
<p>QHSN11 15-Minute City <i>To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local</i></p>	<p>The Proposed Scheme aligns with the objective as it will provide the infrastructure to deliver a modal shift from private car usage to sustainable transport. It will reduce bus journey times which will in turn reduce fuel usage and it will promote active travel through enhanced cycle and pedestrian infrastructure. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.</i></p>	<p>measures for existing (both public and private) and all future services who will use the corridor.</p> <p>Along the route of the Proposed Scheme, improvements and enhancements will be made to footpaths, walkways, and pedestrian crossings. Additional landscaping and outdoor amenities will be provided to improve the local urban realm.</p> <p>The Proposed Scheme will bring greater accessibility to the city centre and other strategic areas for people to avail of housing, jobs, amenities and services.</p>
<p>CEE12 Transition to a Low Carbon, Climate Resilient City Economy</p> <p><i>To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.</i></p>	<p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service.</p> <p>The EIA assessment has been carried out according to best practice and guidelines relating to climate and greenhouse gas (GHG) emissions, and in the context of similar large-scale transport infrastructural projects.</p> <p>Following the application of the mitigation measures, it is expected that there will be a negative, significant and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic greenhouse gas emissions associated with the Operational Phase of the scheme is predicted to be Neutral and Permanent. Thus, the residual Operational Traffic Phase impact of the Proposed Scheme is Neutral and Permanent. Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net greenhouse gas emissions will be Positive, Significant and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Neutral and Permanent.</p> <p>It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions provided the measures outlined in the traffic optimisation and bus frequency resilience analysis are employed i.e. the service pattern and frequency of bus services are increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability.</p>
<p>SMT1 Modal Shift and Compact Growth</p> <p><i>To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.</i></p>	<p>The Proposed Scheme aligns with the objective as it will promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car. It has considered Smarter Travel, GDA Transport Strategy and the NTA's Integrated Implementation Plan.</p> <p>The Proposed Scheme aligns with the objective as it will promote density within Dublin City and its surrounds leading to a more compact urban form, it will facilitate the sustainable growth of Dublin in delivering the transport infrastructure necessary to provide a bus network that works for a growing city.</p> <p>It will enhance the capacity of sustainable transport as well as the efficiency of Dublin's road network and as a consequence can help to achieve greater land use densities that will promote compact sustainable growth.</p>
<p>SMT2 Decarbonising Transport</p> <p><i>To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.</i></p>	<p>The primary objective of the Proposed Scheme through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient county.</p> <p>The Proposed Scheme comprises transport infrastructure that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.</p>
<p>SMT3 Integrated Transport Network</p> <p><i>To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of</i></p>	<p>The Proposed Scheme aligns with the objective as the BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<i>an integrated transport network that services the needs of communities and businesses of Dublin City and the region.</i>	bus priority measures for existing (both public and private) and all future services who will use the corridor.
<p>SMT4 Integration of Public Transport Services and Development</p> <p><i>To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.</i></p>	The Proposed Scheme aligns with the objective as one of the key objectives of the Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.
<p>SMT8 Public Realm Enhancements</p> <p><i>To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.</i></p>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. The Proposed Scheme is compliant with the Your City Your Space – Dublin City Public Realm Strategy and the Public Realm Masterplan for the City Core – (The Heart of the City).
<p>SMT02 Improving the Pedestrian Network</p> <p><i>To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.</i></p>	The Proposed Scheme aligns with the objective as it has ensured that the public realm is carefully considered in the design and development of the transport infrastructure. The Proposed Scheme seeks to enhance key urban focal points where appropriate and feasible. Additional landscaping and outdoor amenities will be provided. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
<p>SMT12 Pedestrians and Public Realm</p> <p><i>To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.</i></p>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible.
<p>SMT14 City Centre Road Space</p> <p><i>To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.</i></p>	The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. It provides the advantage of segregated cycling facilities along the Proposed Scheme in both directions. These high-quality cycle lanes will generally be 2.0m in width offering a high level of service and help to reduce dependency on private car use for short journeys. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
<p>SMT16 Walking, Cycling and Active Travel</p> <p><i>To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.</i></p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.</p> <p>The Proposed Scheme will be an attractive alternative to private car travel, encouraging more passenger travel by sustainable modes while providing a better quality of life for citizens.</p>
<p>SMT18 The Pedestrian Environment</p> <p><i>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with</i></p>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<i>recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</i>	
SMT19 Integration of Active Travel with Public Transport <i>To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.</i>	The Proposed Scheme aligns with the objective as it provides infrastructure that will support sustainable transport and will improve the safety of road users through the segregation of road vehicles and active travel modes. Public lighting and bus stop facilities are also included as part of the Proposed Scheme.
SMT22 Key Sustainable Transport Projects <i>To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: (inter alia):</i> <ul style="list-style-type: none"> • <i>BusConnects Core Bus Corridor projects.</i> 	The Proposed Scheme aligns with the objective as BusConnects Dublin Programme is the National Transport Authority's programme to greatly improve bus services in the Greater Dublin Area of which the Proposed Scheme is part. It has considered Smarter Travel, GDA Transport Strategy and the RSES.

3.7.4.1 Proposed Scheme Response

It is clear that BusConnects and the delivery of same is an important objective of the DCDP. The DCDP fully supports the BusConnects Programme of works and its policy/objectives are aligned with the Proposed Scheme. The Proposed Scheme will deliver the infrastructure necessary to provide a sustainable transport system, to support the enhancement and growth of the cycle and pedestrian network and achieve a modal shift.

3.7.4.2 Zoning Objective

The DCDP (DCC 2022) establishes a number of zoning objectives to regulate and manage future land uses within the city council area. The DCC zoning objectives have been set out in Table 2.2 of Appendix 1 (Local Policy) of this Report.

Within the DCDP, the following approach is taken by DCC to the uses permitted under each of the zoning objectives.

'A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning considerations, including the policies and objectives outlined in the plan. An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area. There will be a presumption against uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.'

Appendix 15 of the DCDP defines a Public Service Installation' as follows:

'A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants. It also includes bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, water fountains, moorings, jetties etc. It does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.'

As defined above, the secondary elements associated with the Proposed Scheme such as bus shelters, stops and real time information signage comes within the public service installation class.

3.7.4.3 Proposed Scheme Response

Given the nature of the Proposed Scheme, the majority of the proposed works are within the public road and pavement area to which no specific zoning objective applies. On lands that are affected by works, the Proposed Scheme will not significantly impact upon the principal use of the zoning objective. However, there may be instances of temporary or limited impacts upon a given zoning objective, such as in the case of the temporary Construction Compounds. These lands will be reinstated upon completion of the Proposed Scheme. The Proposed Scheme complies with the DCDP (DCC 2022) in terms of the uses and works proposed.

3.7.4.4 Draft Gulistan Masterplan 2021

A draft Masterplan for the Gulistan Depot which is a 'site located in the heart of the Rathmines, to the rear of the Swan Shopping Centre and Rathmines College/former Town Hall. The site comprises a former depot, a bring centre and a defunct ESB premises, now acquired by DCC' was prepared by DCC in 2021 (DCC 2021a). While the Proposed Scheme does not extend into the masterplan lands it will be accessed through Parker Hill which the Proposed Scheme boundary line is partially located on. The objectives relevant to the Proposed Scheme are set out in Table 4.9.

3.7.4.5 The Heart of Dublin – City Centre Public Realm Masterplan 2016

The Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016) for Dublin City Centre was published by DCC in 2016. The overall vision is one of a pedestrian friendly core within the City Centre, so that the city can be easy, comfortable, and enjoyable to move within, the strategy will require the full completion of the planned public transport network. Along Aungier Street the Proposed Scheme is within a Phase 2 Public Realm Project and Primary Quality Cycle Route.

3.7.4.6 Proposed Scheme Response

The Landscape and Urban Realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Heart of Dublin – City Centre Public Realm Masterplan (DCC 2016).

A Tree Survey was conducted which analysed the quality and character of the existing trees along the Proposed Scheme. The information from the survey used to inform the design proposals by seeking to avoid the higher quality trees and identifying measures which will be put in place during detailed design and construction to mitigate potential effects on the trees.

3.7.4.7 Your City Your Space – Dublin City Public Realm Strategy

The Your City Your Space – Dublin City Public Realm Strategy (DCC 2012) was published in 2012. It seeks to co-ordinate the approach to the public realm and to address its many existing challenges through a series of

actions. The Your City Your Space – Dublin City Public Realm Strategy includes part of the Proposed Scheme from the junction of Camden Street Upper and Charlemont Mall which is classed as Historic Approach, Cuffe Street and Wexford Street Junction is classed as Linking Routes and South Great George’s Street is classed as Secondary Streets.

The design principles for these areas are set out in Table 3.14

Table 3.14: Dublin City Centre Public Realm Strategy Design Policies

Public Spaces	Desired Character and Experience	Design Policies
Secondary Streets	<i>These streets are important commercial and cultural streets in the city, as such the quality of the public realm is exemplary and of the highest international standard. The public realm is coherent and consistent in design, and constructed using the highest quality materials leading to a pleasant environment, easy to move around with a mix of activities which make the secondary streets a key attraction Nationally and Regionally</i>	<i>Develop comprehensive design briefs in order to achieve the required standards of quality in the public realm. Building proposals to enclosures must protect historic character and achieve high quality. Initiate comprehensive study to investigate possibilities of rebalancing vehicular and pedestrian movement in these areas.</i>
Historic Approach Routes	<i>These major routes are high quality routes for moving around and navigating the inner suburbs.</i>	<i>Building proposals to enclosures must protect historic character and achieve high quality, emphasising the importance of these streets in the neighbourhoods they pass through.</i>
Link Routes	<i>These streets are important linking routes in the city and often contain commercial and cultural attractions, as such there is a high quality public realm that is coherent and consistent in design and constructed using high quality materials leading to a pleasant environment, which it is easy to move around in with a mix of activities which make these streets important and interesting linking routes.</i>	<i>Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and de-cluttering.</i>

3.7.4.8 Proposed Scheme Response

The Landscape and Urban Realm proposals for the Proposed Scheme are based on an urban context and landscape character analysis of the route. The proposals have been informed through discussions with the NTA, local authorities and stakeholders. The overall landscape and public realm design strategy for the route aims to create attractive, consistent, functional and accessible places for people alongside the bus and cycle facilities. It aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses. In addition, opportunities have been sought to enhance the public realm and landscape design where possible. In the context of the above, the Proposed Scheme is therefore compliant with the Your City Your Space – Dublin City Public Realm Strategy.

3.7.5 Dublin City Council Climate Change Action Plan 2019 - 2024

DCC’s Climate Change Action Plan 2019 – 2024 (hereafter referred to as the DCC Climate Change Action Plan) (DCC 2019) was adopted in May 2020. A SEA and AA were produced as part of the DCC Climate Change Action Plan.

The DCC Climate Change Action Plan is a collaborative response to the impact that climate change is having on the Dublin Region, and DCC’s commitment to lead by example in tackling this global issue. The DCC Climate Change Action Plan contains 219 actions that cover five key areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

5. 33% better energy use by the Council by 2020.
6. 40% reduction in the Council’s greenhouse gas emissions by 2030.

7. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
8. *To actively engage and inform citizens on climate change.*

The DCC Climate Change Action Plan focuses on the sustainable transport measures to reduce pollutants and to achieve modal shift from private car to public transport. One of the Public Transport actions, number T22, is specifically related to the Proposed Scheme in terms of DCC liaising with the NTA on the BusConnects Programme.

3.7.5.1 Proposed Scheme Response

The Proposed Scheme, through the provision of enhanced public transport infrastructure, will help to achieve DCC's targets as set out in the DCC Climate Change Action Plan.

4. Proposed Scheme Sections

4.1 Introduction

This Section is a review of the land that will be affected by the Proposed Scheme. It summarises the land use zonings, development plan map-based objectives and relevant LAPs / Masterplan objectives.

4.2 Tallaght Road to Rathfarnham Road

4.2.1 Zoning

The lands are within the functional area of SDCC and DCC and are zoned in the SDCCDP 2022 – 2028 (SDCC 2022) and DCDP (DCC 2022). For a detailed description of the zonings refer to Table 1.2 and Table 2.2 in Appendix 1 (Local Policy) of this Report.

Construction Compound TR1 and TR6 for the Proposed Scheme will be located within the SDCC area on lands zoned within the SDCCDP 2022 – 2028 as follows:

- HA – DV – High Amenity Dodder Valley: *To protect and enhance the outstanding character and amenity of the Dodder Valley*

The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.1.

Table 4.1: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
SDCC	RES - Residential	<i>To protect and/or improve residential amenity</i>
	VC – Village Centre	<i>To protect, improve and provide for the future development of Village Centres</i>
	RU – Rural and Agriculture	<i>To protect and improve rural amenity and to provide for the development of agriculture</i>
	OS – Open Space	<i>To preserve and provide for open space and recreational amenities</i>
	HA – DV – High Amenity Dodder Valley	<i>To protect and enhance the outstanding character and amenity of the Dodder Valley</i>
	LC – Local Centre	<i>To protect, improve and provide for the future development of Local Centres</i>
DCC	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services</i>
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z15 – Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>
	Zone Z4 - Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>

The Proposed Scheme, for the most part, will comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective. The areas required for Construction Compound TR1

will be for a temporary period. Reinstatement works will be carried out following construction. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved

4.2.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the SDCCDP 2022 - 2028 (SDCC 2022) along this section of the Proposed Scheme there are no map-based objectives from the DCDP (DCC 2022). These are set out in Table 4.2.

Table 4.2: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
SDCC		
EDE14	<i>To support the redevelopment of 3.27ha on lands zoned LC to the southeast corner of the Spawell Sports and Leisure Centre, Wellington Lane, Templeogue to provide for sports club/facility and for uses indicated as permitted in principle under the LC zoning other than residential and petrol station and limiting retail provision in the form of shop local or shop-neighbourhood to no more than 5 units which may include a supermarket of no larger than 800sqm gross retail floor area.</i>	The Proposed Scheme comprises of transport infrastructure promoting a climate resilient public transport service. It will not inhibit the future development goals of the lands to the southeast of Spawell Sports and Leisure Centre, Wellington Lane. It will provide an efficient bus network that will service these lands.
Cycle Way (Cycle South Dublin)	<i>Priority should be given to provision of infrastructure including safe cycle ways, footpaths and improved permeability schemes through the Cycle South Dublin programme and other such initiatives</i>	The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.
Specific Objective Point NCBH19 SLO3	<i>To protect Glebe House RPS Ref. 313 (Former Mary Mercer Trust Charter School for girls), Rathcoole</i>	The Proposed Scheme will not impact on Glebe House.
Sites and Monuments Record and Sites and Monuments Record Zone of Notification	<i>The Record of Monuments and Places (RMP) lists structures, features, objects or sites of archaeological heritage which are known as Recorded Monuments.</i>	Following mitigation, no significant negative residual impacts were identified in the Construction Stage of the Proposed Scheme to Sites and Monuments Record and Sites and Monuments Record Zone of Notification. Where street furniture such as post boxes, milestones, lamp posts, bollards, fountains, statuary / monuments and surface treatments such as paving, kerbs and cobbles will be impacted it is proposed that they be recorded, carefully taken down, labelled and securely stored for the duration of the proposed works before being reinstated. They are to be reinstated in a location set further back from the Proposed Scheme where reasonably practicable.
Record of Protected Structures	<i>A protected structure is a structure that the Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.</i>	Three locations were identified where the Proposed Scheme will directly impact on the boundaries of Protected Structures during the Construction Phase. Once mitigation measures have been implemented, there will be no significant residual adverse impact on the architectural heritage resource, as a result of the Construction Phase of the Proposed Scheme.
Riparian Corridor	<i>Riparian Corridors are the focal point for much of the world's freshwater. These areas are seen to be important in terms of biogeochemical processing and subsequent ecosystem service provision. They have a proven role in controlling the movement and processing of waterborne pollutants</i>	Following mitigation there will be no significant residual impacts to the Riparian Corridor. Bank stabilisation and erosion protection, if required, will be designed in consultation with the IFI and NPWS as necessary. These works will be designed to avoid downstream impacts and to promote natural recolonisation of the original riparian and aquatic marginal vegetation.

4.2.1.2 LAPs / Masterplans

There are no LAPs or Masterplans within this section of the Proposed Scheme.

4.2.1.3 Planning History

A planning history search was undertaken for the lands within the Proposed Scheme application boundary. It includes the planning applications that have been granted planning permission within the last 10 years. Table 2.1 in Appendix 2 (Planning History) contains the extant planning permissions along this section of the Proposed Scheme.

4.2.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the SDCCDP 2022 - 2028 (SDCC 2022) and the DCDP (2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.3 Nutgrove Avenue to Terenure Road North

4.3.1 Zoning

The lands are within the functional area of DLRCC, SDCC and DCC and are zoned in the DLRCCDP 2022-2028 (DLR 2022) SDCCDP 2022 - 2028 (SDCC 2022) and DCDP (DCC 2022). For a detailed description of the zonings refer to Table 1.2 and Table 2.2 in Appendix 1 (Local Policy) of this Report.

Construction Compound TR3 for the Proposed Scheme will be located within the SDCC area on lands zoned within the SDCCDP 2022 – 2028 as follows:

- OS – Open Space: *To preserve and provide for open space and recreational amenities.*

The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.3.

Table 4.3: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
SDCC	OS – Open Space	<i>To preserve and provide for open space and recreational amenities</i>
	VC – Village Centre	<i>To protect, improve and provide for the future development of Village Centres</i>
DCC	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities.</i>
	Zone Z2 - Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Zone Z15 – Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>
	Zone Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities</i>
	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services</i>
	Zone Z4 – Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>

The areas required for Construction Compound TR3 will be for a temporary period. Reinstatement works will be carried out following construction. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

4.3.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the SDCCDP 2022 - 2028 (SDCC 2022) and the DCDP (DCC 2022). These are set out in Table 4.4.

Table 4.4: Map Based Objective

Map Based Objective	Description	Proposed Scheme Response
SDCC		
Cycle Way (Cycle South Dublin)	<i>Priority should be given to provision of infrastructure including safe cycle ways, footpaths and improved permeability schemes through the Cycle South Dublin programme and other such initiatives</i>	The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.
Sites and Monuments Record and Sites and Monuments Record Zone of Notification	<i>The Record of Monuments and Places (RMP) lists structures, features, objects or sites of archaeological heritage which are known as Recorded Monuments.</i>	Following mitigation, no significant negative residual impacts were identified in the Construction Stage of the Proposed Scheme to Sites and Monuments Record and Sites and Monuments Record Zone of Notification.
Record of Protected Structures	<i>A protected structure is a structure that the Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.</i>	Three locations were identified where the Proposed Scheme will directly impact on the boundaries of Protected Structures during the Construction Phase. Once mitigation measures have been implemented, there will be no significant residual adverse impact on the architectural heritage resource, as a result of the Construction Phase of the Proposed Scheme.
Riparian Corridor	<i>Riparian Corridors are the focal point for much of the world's freshwater. These areas are seen to be important in terms of biogeochemical processing and subsequent ecosystem service provision. They have a proven role in controlling the movement and processing of waterborne pollutants</i>	Following mitigation there will be no significant residual impacts to the Riparian Corridor. Bank stabilisation and erosion protection, if required, will be designed in consultation with the IFI and NPWS. These works will be designed to avoid downstream impacts and to promote natural recolonisation of the original riparian and aquatic marginal vegetation
Architectural Conservation Areas (ACA)	<i>An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value or that contributes to the appreciation of Protected Structures</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Where issues cannot be resolved these are identified as being temporary and will not impact any archaeological and cultural heritage assets during operation of the Proposed Scheme Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
DCC		
Site / Zone of Archaeological Interest	<i>Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Where issues cannot be resolved these are identified as being temporary and will not impact any archaeological and cultural heritage assets during operation of the Proposed Scheme Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
Conservation Areas	<i>'Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Where issues cannot be resolved these are identified as being temporary and will not impact any archaeological and cultural heritage assets during operation of the Proposed Scheme Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

Map Based Objective	Description	Proposed Scheme Response
	<i>opportunities to protect and enhance the character and appearance of the area and its setting'</i>	
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'.</i>	A number of protected structures will be impacted by the construction of the Proposed Scheme within this section. However, following mitigation there will be no significant residual impacts. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.3.1.2 LAPs / Masterplans

There are no LAPs or Masterplans within this section of the Proposed Scheme. There is a commitment in the DCDP to prepare a Local Environmental Improvement Plan (LEIP) for Terenure, at this time no LEIP has been prepared for the area.

4.3.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

4.3.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the SDCDP (SDCC 2022) and DCDP (2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.4 Terenure Road North to Charleville Road

4.4.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Report.

The application boundary that incorporates the Proposed Scheme includes lands within the following zoning objectives outlined in Table 4.5

Construction Compound TR2 for the Proposed Scheme will be located within the DCC area on lands zoned within the DCDP 2022 – 2028 as follows:

- Zone Z4 - District Centres: *To provide for and improve mixed-services facilities.*

Table 4.5: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem services.</i>
	Zone Z4 - Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z2 – Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Zone Z3 – Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>

Planning Authority	Zoning Objective	Objective
	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities</i>
	Zone Z10 - Inner Suburban and Inner City Sustainable Mixed Uses	<i>To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.</i>
	Zone Z15 - Community and Social Infrastructure	<i>To protect and provide for community uses and social infrastructure.</i>

The Proposed Scheme will primarily comprise lands within the existing public road and pedestrian pavement area where there is no specific zoning objective. As noted above, the areas required for Construction Compound TR1 will be for a temporary period. Reinstatement works will be carried out following construction. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2022).

Table 4.6: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Site / Zone of Archaeological Interest	<i>Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment</i>	Archaeological monitoring under license will take place, where any preparatory ground-breaking or ground reduction works are required within the site of archaeological interest. there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'.</i>	A number of protected structures will be impacted by the construction of the Proposed Scheme within this section. However, following mitigation there will be no significant residual impacts. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.4.1.2 LAPs / Masterplans

There are no LAP's or Masterplans within this section of the Proposed Scheme. There is a commitment in The DCDP to prepare a LEIP for Terenure, at this time no LEIP has been prepared for the area.

4.4.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

4.4.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP (DCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

4.5 Charleville Road to Dame Street

4.5.1 Zoning

The lands are within the functional area of DCC and are zoned in the DCDP (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy) of this Appendix.

Construction Compound TR4 and TR5 for the Proposed Scheme will be located within the DCC area on lands located on unzoned roads.

The application boundary that incorporates the proposed works includes lands within the zoning objectives outlined in Table 4.7

Table 4.7: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zoning Objective	Objective
DCC	Zone Z9 - Amenity/Open Space Lands/Green Network	<i>To preserve, provide and improve recreational amenity, open space and ecosystem facilities.</i>
	Zone Z2 - Residential Neighbourhoods (Conservation Areas)	<i>To protect and/or improve the amenities of residential conservation areas.</i>
	Zone Z4 - Key Urban Villages / Urban Villages	<i>To provide for and improve mixed-services facilities.</i>
	Zone Z1 - Sustainable Residential Neighbourhoods	<i>To protect, provide and improve residential amenities</i>
	Zone Z5 – City Centre	<i>To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.</i>
	Zone Z10 - Inner Suburban and Inner City Sustainable Mixed Uses	<i>To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.</i>
	Zone Z6 - Employment/Enterprise	<i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.</i>
	Zone Z3 - Neighbourhood Centres	<i>To provide for and improve neighbourhood facilities.</i>

4.5.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are map-based objectives from the DCDP (DCC 2022) as set out at Table 4.8 below.

Table 4.8: Map Based Objectives

Map Based Objective	Description	Proposed Scheme Response
DCC		
Site / Zone of Archaeological Interest	<i>Where preservation in situ is not feasible, sites of archaeological and/ or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment</i>	In areas of archaeological potential there is a possibility to disturb intact archaeological layers and material. Licensed archaeological excavation, in full or in part, of any identified archaeological remains (preservation by record) or preservation in-situ will be undertaken.
Conservation Areas	<i>'Conservation Areas are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application. To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps.</i>	Along the Proposed Scheme all architectural and cultural heritage issues will be resolved by mitigation during the Pre-Construction Phase or Construction Phase, in advance of the Operational Phase. This approach aims to mitigate any adverse effects that the proposals may have on the streets, spaces, local areas and landscape through the use of appropriate design responses.

Map Based Objective	Description	Proposed Scheme Response
	<i>Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting.</i>	
KUV 4 Rathmines	<i>'The Key Urban Villages (KUV) represent Level 3 Town and /or District centres as per the RSES's Retail Hierarchy for the Region.</i>	The Proposed Scheme aims to create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
Architectural Conservation Areas	<i>'ACAs are designated in recognition of their special interest or unique historic and architectural character, and important contribution to the heritage of the city. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features which developed gradually over time '</i>	Along the Proposed Scheme all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Where issues cannot be resolved these are identified as being temporary and will not impact any archaeological and cultural heritage assets during operation of the Proposed Scheme. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of the EIAR.
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'.</i>	A number of protected structures will be impacted by the construction of the Proposed Scheme within this section. However, following mitigation there will be no significant residual impacts. Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.

4.5.1.2 LAPs / Masterplans

There are no LAPs within this section of the Proposed Scheme. Along this section of the Proposed Scheme the Draft Gulistan Masterplan lands are adjacent to the Proposed Scheme (DCC 2021a). The draft masterplan objectives relevant to the Proposed Scheme are set out in Table 4.9

Table 4.9: Draft Gulistan Depot Masterplan Objectives (DCC 2021)

Section	Policy / Objective	Project Response
3	<i>Create a new, high quality civic space with pedestrian linkages back into Rathmines and the wider public realm.</i>	The Proposed Scheme will promote active travel through enhanced cycle and pedestrian infrastructure. Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
3	<i>All development to respond and contribute to the rich character of Rathmines, with its significant heritage buildings, (including views of the clock tower) and to the pedestrian/cycling permeability of the area. This will include links to Parker Hill, Castlewood Terrace, Gulistan Terrace, and along the side of the clock tower.</i>	The Proposed Scheme aligns with the objective as it will provide local permeability improvements within existing communities. The Proposed Scheme will bring enhanced access options to Dublin's employment and educational centres by improving walking and cycling facilities along the scheme.
3	<i>Ensure all development is of the highest architectural quality and achieves best practice sustainability standards (e.g. energy conservation and Sustainable Urban Drainage Systems – SuDS) in accordance with DCC's Climate Change Action Plan</i>	Along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings and the addition of hard and soft landscaping and SUDs. SUDS measures were designed to attenuate runoff for any newly paved areas. SUDS were designed to provide sufficient storage to ensure no increase in existing runoff rates.

4.5.1.3 Planning History

Table 2.1 in Appendix 2 Planning History of this Appendix contains the extant planning permissions along this section of the Proposed Scheme.

4.5.1.4

The Proposed Scheme is consistent with the policies and objectives of the DCDP (DCC 2022) as set out above and in Appendix 1 (Local Policy). The Proposed Scheme is largely within the existing public road / pavement area

and where required, in general, only small portions of those zoning objectives listed above are necessary to facilitate the Proposed Scheme. However, the main use associated with the zoning objective will remain.

5. EIAR Structure and Summary of Assessment

5.1 EIAR Structure and Summary of Assessment

The EIAR includes four volumes and is structured as set out in Table 5.1.

Table 5.1: EIAR Structure & Summary of Assessment

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Volume 1: Non-Technical Summary		
Non-Technical Summary (NTS)	Summary of the EIAR in non-technical language	N/A
Volume 2: Main Report		
Chapter 1 (Introduction)	The Introduction Chapter summarises the procedure for the submission of an application for the Proposed Scheme, describes the methodology used to prepare this EIAR and outlines the consultation activities that have been carried out to date.	N/A
Chapter 2 (Need for the Proposed Scheme)	The Project Need Chapter outlines the need for the Proposed Scheme in terms of the supporting statutory basis and its evolution.	N/A
Chapter 3 (Consideration of Reasonable Alternatives)	The Consideration of Reasonable Alternatives Chapter describes the process undertaken in considering reasonable alternatives and the main reasons for the selection of the Proposed Scheme.	N/A
Chapter 4 (Proposed Scheme Description)	The Proposed Scheme Description Chapter describes in detail the scheme infrastructure, elements, and route.	N/A
Chapter 5 (Construction)	The Construction Chapter describes the construction activities associated with the Proposed Scheme.	<p>A Construction Environmental Management Plan (CEMP) has been prepared which describes the overall environmental management strategy that will be implemented during the Construction Phase of the Proposed Scheme.</p> <p>The CEMP includes the mitigation measures which will be implemented to provide environmental protection during the Construction Phase of the Proposed Scheme. The CEMP includes the mitigation measures which will be implemented to provide environmental protection during the Construction Phase of the Proposed Scheme.</p> <p>Construction Traffic Management is addressed in the CEMP, to show how the interface between the public and construction-related traffic will be managed and how vehicular movement will be controlled.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 6 (Traffic & Transport)	The Traffic & Transport Chapter considered the potential traffic & transport impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concludes that the impact during the Construction Phase will be Negative, Slight to Moderate, and Temporary in nature, and with the application of the proposed mitigation measures, the impact on traffic and transport will not be significant.</p> <p>The impacts assessed for the Operational Phase determines how the Proposed Scheme integrates within the existing network and changes to traffic flows in the direct and indirect study area. The assessment demonstrates the following:</p> <p>The Proposed Scheme will deliver positive impacts to the quality of pedestrian, cycling and bus infrastructure during the Operational Phase, improving people movement in line with the scheme objectives. These improvements will help to provide an attractive alternative to the private car and promote changes from the use of private cars to walking, cycling and public transport, allowing for greater capacity along the corridor to facilitate the sustainable movement of people as population and employment levels grow in the future. The scheme design has been developed with cognisance of the relevant accessibility guidance and universal design principles so as to provide access for all users.</p> <p>Although it is recognised that there will be some negative impacts for general traffic and parking / loading availability, the Proposed Scheme has been designed and outlined within this assessment to take cognisance of the relevant traffic and transport guidelines. The assessment demonstrates that there will be no significant deterioration in the general traffic environment in the study area as a consequence of meeting the scheme objectives of providing enhanced sustainable mode priority along the direct study area.</p> <p>Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movements, mitigation and monitoring measures have not been considered beyond those already incorporated as part of the Proposed Scheme. The impacts to general traffic and parking / loading, including mitigation measures are incorporated into the Proposed Scheme and no further mitigation measures are considered to be required.</p> <p>Additionally analysis undertaken using the Proposed Scheme models has shown that the new bus infrastructure facilitates a significant level of resilience for bus services that will use the Proposed Scheme, from implementation into the future. The Proposed Scheme will provide a higher level of protection to bus journey time consistency and reliability and will allow the service pattern and frequency of bus services to be increased into the future to accommodate additional demand without having a significant negative impact on bus journey time reliability or the operation of cycle and pedestrian facilities.</p>
Chapter 7 (Air Quality)	The Air Quality Chapter considered the potential air quality impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The impacts assessed for the Construction Phase include dust emissions from activities such as site clearance and preparation, utility diversions, road and junction construction works, and landscaping. Appropriate mitigation measures to ensure that construction dust nuisance is minimised will be implemented for the duration of the Construction Phase.</p> <p>Air quality impacts associated with Construction Phase traffic and changes in traffic flows have also been assessed. The assessment concluded that Construction Phase traffic emissions will be neutral and short term overall in the study area.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be temporary and/or short-term in nature, and with the application of the proposed mitigation measures, the impact on air quality will not be significant.</p> <p>No mitigation measures are required during the Operational Phase as the assessment identifies a generally negligible or beneficial impact on air quality in the vicinity of the Proposed Scheme. Localised residual moderate adverse impacts are predicted to reduce to negligible by 2043. The assessment concludes that the overall the impact on air quality along the Proposed Scheme will neutral and long-term.</p>
Chapter 8 (Climate)	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The Proposed Scheme is estimated to result in total Construction Phase greenhouse gas emissions of approximately 4.3 kilotonnes embodied CO_{2eq} for materials over the approximate 36-month construction period, equivalent to an annualised total of 0.006% of Ireland's national emissions in 2019 or 0.004% of Ireland's non-Emission Trading Scheme 2020 target.</p> <p>Following the application of the mitigation measures, it is expected that there will be a Negative, Minor and Short-Term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The Proposed Scheme will be an enabler to allow for further reductions in car mode share with corresponding transfer to public transport, walking and cycling modes. This can be achieved through signal optimisation, increased bus frequency, further growth in cycling and</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>demand management measures. A greater increase in sustainable mode share will in turn lead to further reductions in greenhouse gas emissions, beyond those reported in the above assessment.</p> <p>The maintenance GHG emissions associated with the Operational Phase of the scheme is predicted to generate 1.04kt CO_{2eq} over the predicted 60-year lifespan. Following the implementation of mitigation, this impact is predicted to be Negligible and Permanent.</p> <p>The operational traffic greenhouse gas emissions associated with the Operational Phase of the scheme is predicted to be Negligible and Permanent.</p> <p>Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net greenhouse gas emissions will be Negligible and Permanent.</p> <p>The CBC Infrastructure Works will also support the delivery of government strategies outlined in the Climate Action Plan and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system, aligning with the aims to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region. This will subsequently enable and deliver integrated sustainable transport movement along these corridors. The CBC Infrastructure Works will provide connectivity and integration with other public transport services leading to more people availing of public transport.</p> <p>By creating a resilient, accessible public transport network, BusConnects will provide an attractive alternative to private car travel, encouraging more passenger travel by more sustainable modes. As a result, a greater share of the demand will be by sustainable modes (public transport, walking and cycling).</p>
Chapter 9 (Noise & Vibration)	The Noise & Vibration Chapter considers the potential noise and vibration impacts associated with the Construction and Operational Phases of Proposed Scheme.	<p>Following the application of these mitigation measures, it is expected that noise impacts associated with the Construction Phase will be Negative, Not Significant to Moderate, and Temporary during all key construction phases during daytime periods. During evening periods, noise impacts associated with the Construction Phase will be Negative, Not Significant to Significant and Temporary within 15m of the works depending on the specific activities. With the adoption of best practice methodologies, vibration impacts at the most sensitive premises can be adequately mitigated to within acceptable levels relating to disturbance.</p> <p>Once operational, there will be a Direct, Positive, Imperceptible to Slight impact along the Proposed Scheme due to a reduction in traffic volumes during both the Opening Year (2028) and the Design Year (2043).</p> <p>During the Opening Year (2028), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During this initial short to medium term phase, an indirect, positive, imperceptible to slight and short to medium-term to indirect, negative, moderate and short to medium-term impact is calculated.</p> <p>During the Design Year (2043), increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, residual impacts are calculated as indirect, positive, imperceptible to slight and long-term to indirect, negative, slight to moderate and long-term.</p>
Chapter 10 (Population)	The Population Chapter considered the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concluded that there will be a Negative Significant Short-Term impact through community land take at addresses along Rathfarnham Wood, Rathfarnham Road and Fortrose Park during the Construction Phase. Localised areas were assessed to receive Negative, Slight to Moderate Temporary impacts on commercial accessibility during the Construction Phase.</p> <p>In addition, positive, moderate to significant and long-term impacts are expected on walkers, cyclists and bus users in the community areas of Willington, Templeogue, Rathfarnham, Terenure, Rathgar, Harolds Cross, Rathmines, Harrington Street, Whitefriar Street and Meath Street and Merchants Quay during the Operational Phase. Access to community facilities and commercial businesses via private vehicles is expected to be a positive, moderate impact on change in access along the Proposed Scheme and a negative, moderate impact on change in access in the surrounding road network. In achieving the aims and objectives of the Proposed Scheme, it will provide an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling</p>

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		and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors
Chapter 11 (Human Health)	The Human Health Chapter considered the potential human health impacts associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Temporarily increased traffic congestion because of traffic management measures and diversions during construction would likely cause frustration and annoyance particularly for commuters and people travelling to appointments.</p> <p>There may be a requirement for some works to take place at night. This will temporarily increase the likelihood of sleep disturbance to the nearby residential population as a result of noise associated with the construction works. During the day there is risk of sleep disturbance due to construction noise for shift workers. Mitigation measures to control and limit noise associated with the construction works are included in the EIAR.</p> <p>The need for pedestrian and cycle diversions around areas of construction works may increase the risk of collisions, unless appropriately designed and managed. Cyclists and pedestrians are more vulnerable to injury and death in the event of a collision and so need greater protection. Construction traffic management has been considered to outline measures deemed necessary to provide protection for pedestrians and cyclists in each location of the Proposed Scheme. With these measures in place the risks will be mitigated. Since the construction works will be short-term overall and temporary, the Proposed Scheme is not likely to result in any increased exposure to risk for pedestrians and cyclists over and above trends in the current street environment in Dublin.</p> <p>No other health effects are considered likely from the Construction Phase of the Proposed Scheme.</p> <p>With mitigation in place, people living near some of the proposed new bus stops may experience a new noise source. A small proportion of residents may experience an increase in traffic noise from redirected traffic along some streets. However, for most people, there will be no perceptible change in environmental noise from the Proposed Scheme.</p> <p>Reductions in general through-traffic, improved pedestrian infrastructure and improvements to the streetscape are likely to encourage more social interaction along the Proposed Scheme, resulting in positive health outcomes such as good mental wellbeing. The new public transport infrastructure is expected to bring improved journey times and improved reliability for public transport journeys, resulting in improved mental health outcomes such as reduced stress, as well as improved access to health, employment, education, and leisure services. The inclusion of bus priority measures and improvements to pedestrian and cyclist infrastructure will support safer and more equitable access for those who do not or cannot use a car. This is expected to have positive impacts on health, by addressing these wider determinants and health inequalities. In addition the urban environment would be improved and easier to use for a wider variety of pedestrians, including the visually impaired, wheelchair users and the persons with mobility impairment.</p>
Chapter 12 (Biodiversity)	The Biodiversity Chapter considered the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>A range of mitigation measures will be implemented to avoid or reduce negative impacts on biodiversity during the Construction Phase, including retaining groups of trees identified to contain potential roost features for bats where practicable, and planting new street trees. Invasive species management will be implemented to mitigate any risk of the Proposed Scheme contributing to the spread of invasive species during the Construction Phase.</p> <p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during construction will be not significant beyond the local level.</p> <p>No significant residual impacts during the operational phase of the Proposed Scheme have been identified.</p> <p>In addition, potential impacts on designated European sites are specifically assessed in the Natura Impact Statement (NIS), which also forms part of this application. The conclusion of the NIS is that the Proposed Scheme will not adversely affect the integrity of any European site.</p>
Chapter 13 (Water)	The Water Chapter considered the potential water impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the implementation of the mitigation measures no significant remaining impacts are anticipated on any water body as result of the Construction Phase of the Proposed Scheme.</p> <p>The impacts assessed during the Operational Phase include the potential surface water impacts associated with areas of impermeability and traffic displacement. During the Operational Phase, the design of the Proposed Scheme will ensure that there will be no net increase in surface water runoff rates to any of the connected waterbodies, using a combination of sustainable drainage systems in the form of filter drains and bioretention</p>

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		<p>systems, which also reduce the potential risks to water quality from routine road contaminants.</p> <p>In the Operational Phase the infrastructure (including the sustainable drainage systems) will be maintained by the Local Authorities, and will be subject to their management procedures. No additional mitigation is required, and no impacts are anticipated on any water body as result of the Operational Phase of the Proposed Scheme.</p>
<p>Chapter 14 (Land, Soils, Geology & Hydrology)</p>	<p>The Land, Soils, Geology & Hydrology Chapter considered the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>Appropriate mitigation measures will be implemented to avoid or reduce negative impacts on land, soils, geology and hydrogeology during the Construction Phase. It is expected that there will be no residual construction impacts on land, soils, geology and hydrogeology.</p> <p>The impacts assessed during the Operational Phase include the potential land, soils, geology and hydrogeology impacts associated with changes to water supply and the pollution of groundwater and watercourses.</p> <p>In the Operational Phase the infrastructure will be maintained by the Local Authorities, and will be subject to their management procedures to ensure that the correct measures to be taken in the event of any accidental spillages and this will reduce the potential for any impact.</p> <p>It is predicted that there will be no residual operational impacts on land, soils, geology and hydrogeology.</p>
<p>Chapter 15 (Archaeological & Cultural Heritage)</p>	<p>The Archaeological & Cultural Heritage Chapter considered the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The mitigation measures proposed to avoid or reduce negative impacts on archaeological and cultural heritage during the Construction Phase include the provision for and funding of the necessary archaeological monitoring, inspection and excavation works that will be required during and prior to construction.</p> <p>There will be no Operational Phase impacts as a result of the Proposed Scheme and no mitigation is required.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual impacts on archaeological and cultural heritage.</p>
<p>Chapter 16 (Architectural Heritage)</p>	<p>The Architectural Heritage Chapter considered the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>The main potential impacts on architectural heritage during the Construction Phase will include:</p> <ul style="list-style-type: none"> • Direct impacts to the boundaries (plinth, railings etc.) and entrance gates of protected structures and other architectural heritage features where road widening is required; • Direct impacts to street furniture (i.e. lamp posts, post boxes etc.) due to land acquisition, construction works to pavements, changes in the layout of footpaths and landscaping works; • Indirect impacts as a result of the potential for damage to sensitive structures in areas where the construction works for the Proposed Scheme come into close contact with these structures; • Indirect impacts as a result of the potential for damage to protected structures due to increased vibration from construction vehicles; and • Visual impacts on the setting of protected structures or buildings or structures of architectural heritage interest, historic streetscapes and views which will temporarily impact on their setting during the Construction Phase. <p>The mitigation measures proposed to avoid or reduce negative impacts on architectural heritage during the Construction Phase include:</p> <ul style="list-style-type: none"> • Appropriate recording, protection, removal, storage and reinstatement of boundaries and street furniture; and • The retention or replacement of trees along the Proposed Scheme. <p>The main potential impacts on architectural heritage during the Operational Phase will be:</p> <ul style="list-style-type: none"> • Impacts associated with visual changes on architectural heritage resources (including from the proposed locations of bus shelters which have been carefully considered), as well as impacts on the setting of these

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		<p>resources due to traffic changes. New paving, new tree planting and landscaping will generally have a positive impact on the historic environment and character of streets along the Proposed Scheme; and</p> <ul style="list-style-type: none"> Impacts where the Proposed Scheme requires physical changes to, or the repositioning of, heritage features. <p>Once the mitigation measures have been applied, there will be no significant adverse residual impacts on the architectural heritage resource as a result of the Construction and Operational Phase of the Proposed Scheme.</p>
<p>Chapter 17 (Landscape (Townscape) & Visual)</p>	<p>The Landscape (Townscape) & Visual Chapter considered the potential landscape (townscape) & visual impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>With the implementation of the proposed mitigation measures, it is expected that there will be moderate to very significant, negative, temporary to short-term impacts on all townscape sections of the scheme during construction. There will be moderate to very significant, negative, short-term streetscape / visual impacts on Architectural Conservation Areas, protected structures, amenity designations, preserved views, trees and vegetation and properties in temporary acquisition. There will also be moderate, negative, short-term landscape/visual impacts on Conservation Areas, while properties fronting the scheme will have moderate to very significant impacts during the construction phase.</p> <p>The main potential landscape (townscape) and visual impacts during the Operational Phase will include:</p> <ul style="list-style-type: none"> Alterations in the corridor of the existing road / street; Changes in traffic, pedestrian and cycle movements; Modifications of areas of private property / gardens / boundaries; and Adjustments to other areas / boundaries. <p>Alterations in the road corridor and changes in traffic, pedestrian and cycle movements will be features of the Proposed Scheme. Changes in road corridors, including in traffic signalisation, signage, and in carriageway allocation and traffic movements are a common and regular aspect of active road and traffic management in urban roads and streets. Therefore, such aspects may be considered as a dynamic part of the receiving streetscape environment. Therefore, these changes may be considered part and parcel of on-going or regular changes that may be expected to occur, and do occur, from time to time in any urban streetscape environment and such changes are considered as a low or negligible magnitude of change.</p> <p>The Proposed Scheme has been subject to an iterative design development process which has sought insofar as practicable to avoid or reduce negative impacts, including townscape and visual impacts. Nevertheless, the Proposed Scheme will give rise to some degree of townscape and visual effect, most notably during the Construction Phase. These impacts arise especially where there is temporary and / or permanent acquisition of lands associated with residential or other properties including amenities, and where tree removal is required. The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the Construction Compound, return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.</p> <p>In the Operational Phase localised residual effects will remain for properties, including protected structures, experiencing permanent land acquisition. There will be overall positive effects for all sections of the scheme, excluding Nutgrove to Terenure Road North, which will have a neutral effect. The Proposed Scheme provides for improvements in the urban realm, which will provide positive long-term effects for the townscape and visual character, most notably at centres of Rathgar and Rathmines and along the route from Grand Canal to Dame Street. The restoration and reincorporation of Templeogue Arch into the streetscape will also be a notable improvement. The Proposed Scheme will also provide for</p>

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		a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.
Chapter 18 (Waste & Resources)	The Waste & Resources Chapter considered the potential waste & resources impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>A range of mitigation measures will be implemented to avoid or reduce negative impacts on waste and resources during the Construction Phase, including minimising waste disposal. Opportunities for reuse of materials, by-products and wastes will be sought throughout the Construction Phase of the Proposed Scheme. This will be managed through the Construction Phase by the appointed contractor through the implementation of a Construction and Demolition Resource and Waste Management Plan.</p> <p>The approximately 3,220 tonnes of demolition waste that will be generated as a result of the Proposed Scheme is equivalent to 0.03% of the construction and demolition waste management baseline in the Eastern-Midlands Waste Region. The predicted impact of demolition Waste during the Construction Phase is adverse, not significant, and short-term. The total forecast of surplus excavation material from the Proposed Scheme will be approximately 66,000 tonnes and is equivalent to 0.62% of the construction and demolition waste management baseline for the Eastern-Midlands Waste Region. There is potential for incorporating reused aggregates in the Proposed Scheme, and this will be done where practicable. In addition, where practicable, the remaining material will be reused. The predicted impact of excavation waste during the Construction Phase is adverse, slight, and short-term.</p> <p>The main potential impacts on waste and resources during the Operational Phase will be waste generated from road maintenance activities following completion of the Construction Phase. Maintenance operations will be undertaken under the jurisdiction of the Local Authorities and in accordance with their waste management plans. No additional mitigation or monitoring measures are considered necessary. The quantity of bitumen containing material generated, during the Operational Phase, over the assumed lifetime of the Proposed Scheme (assumed to be 60 years), will increase by approximately 8,500 tonnes. The predicted impact of operational construction and demolition waste will neutral, and long-term.</p> <p>With the implementation of the proposed mitigation measures, it is expected that there will be no residual significant impacts on waste and resources.</p>
Chapter 19 (Material Assets)	The Material Assets Chapter considered the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>With the implementation of the proposed mitigation measures there will be no significant residual impacts on material assets as a result of the Proposed Scheme.</p> <p>The main operational elements that are likely to result in potential impacts on material assets will include:</p> <ul style="list-style-type: none"> • The requirement for electricity connections for new lighting, for bus stop information and for junction signalling; • The requirement for telecommunications connections at bus stops which contain real time passenger information, to allow the buses and the real time information to sync up with each other. <p>There will be no Operational Phase impacts on gas and water infrastructure. Due to the measures included in the design of the Proposed Scheme and the fact that there are minimal impacts predicted during the Operational Phase, no specific mitigation measures are required.</p>
Chapter 20 (Risk of Major Accidents and / or Disasters)	The Risk of Major Accidents and / or Disasters Chapter assesses the potential significant adverse impacts on the environment during the Construction and Operational Phases of the Proposed Scheme.	<p>The Proposed Scheme complies with relevant design standards, which include measures to reduce the likelihood of risk events occurring.</p> <p>Appropriate mitigation measures will be implemented during the Construction Phase, including the implementation of a Construction Environmental Response Plan and an Environmental Incident Response Plan. With the application of these mitigation measures, there are no remaining identified incidents or major accidents and / or disasters risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant risks were identified as likely to occur during the Operational Phase</p>
Chapter 21 (Cumulative Impacts & Environmental Interactions)	The Cumulative Impacts & Environmental Interactions Chapter considers the potential	A combined worst-case scenario was considered, with the simultaneous construction of all the BusConnects schemes. Traffic modelling of this scenario identified the potential for large cumulative impacts on local road traffic. For this reason, it is not considered feasible or acceptable to construct all 12 schemes at the same time. Consequently, an alternative

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Environmental Interactions)	cumulative impacts on the environment of the Proposed Scheme with other developments.	<p>scenario was developed to identify a more realistic worst-case scenario for the traffic-related cumulative effects assessment. This scenario proposes a limitation on the number of schemes that can be constructed concurrently. This scenario was considered, in combination with the other identified major infrastructure project and major developments which could directly interface with the Proposed Scheme with regard to traffic and transport.</p> <p>The Biodiversity assessment identified potential for significant residual cumulative effects with regard disturbance and displacement of fauna (non - SCI) during construction and habitat loss for some projects in conjunction with the Proposed Scheme. However, these cumulative effects will be at the local geographic scale and short-term as construction will be temporary.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur for some projects if the construction periods coincide or are successive with the Proposed Scheme. Effects would be not significant if this is not the case. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p> <p>No other significant construction related cumulative effects were identified from the Proposed Scheme in combination with other projects (including the other Core Bus Corridor Schemes) over and above those identified in the standalone assessments.</p> <p>The construction of a wide range of projects in Ireland over the construction period of BusConnects Dublin - Core Bus Corridors Infrastructure Works will result in the generation of embodied carbon. These developments include local planning applications, major projects, and strategic developments with a varying extent of embodied carbon generation. Any increase in carbon emissions is assessed as a negative, minor and temporary impact. The climate impact assessment of road traffic emissions from the Construction Phase of the Proposed Scheme cumulatively with the 11 other Core Bus Corridor Schemes predicts a temporary overall increase of 2.6% of carbon dioxide-equivalent emissions compared to a scenario without the Core Bus Corridor Schemes. A series of embedded mitigation measures have been incorporated into the design of the Core Bus Corridor Schemes with the goal of reducing the embodied carbon and traffic emissions associated with the Construction Phase of all Core Bus Corridor Schemes. For example, concrete containing Portland cement will be replaced with concrete containing ground granulated blast furnace slag which will save on embodied carbon across the 12 Core Bus Corridor Schemes.</p> <p>The Biodiversity assessment identified potential for significant residual cumulative effects with regard disturbance and displacement of non-SCI breeding birds during construction and habitat loss for some projects in conjunction with the Proposed Scheme. However, these cumulative effects will be at the local geographic scale and short-term as construction will be temporary.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur for some projects if the construction periods coincide or are successive with the Proposed Scheme. Effects would be not significant if this is not the case. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p> <p>No other significant construction related cumulative effects were identified from the Proposed Scheme in combination with other projects (including the other Core Bus Corridor Schemes) over and above those identified in the standalone assessments.</p> <p>For Operational Effects, the assessments assume all 12 proposed Bus Corridor Schemes would be operational, along with other identified projects and GDA Strategy projects included in the Do Minimum and Do Something scenarios. For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a long term, profound Positive cumulative effect on People Movement by sustainable modes. The Core Bus Corridor schemes are seen to enable significant improvements in People Movement by sustainable modes along the direct Core Bus Corridor routes, particularly by bus and cycling, with reductions in car mode share due to the enhanced sustainable mode provision. The Proposed Scheme and the other 11 Core Bus Corridor schemes provide for enhanced integration and efficiencies for all public transport modes by facilitating substantial increases in public transport average network wide travel speeds.</p> <p>Based on the analysis outlined in the assessment, it is concluded that the Core Bus Corridor Infrastructure Works achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement</p>

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		<p>of Ireland's emission reduction targets. This will have the effect of a reduction in total vehicle kilometres, a reduction in fuel usage, and increases to sustainable transport trips and modal share in accordance with the 2023 Climate Action Plan (CAP) (DCCAE 2023). It is concluded that, cumulatively, the Core Bus Corridor Infrastructure Works will make a significant contribution to carbon reduction.</p> <p>The Human Health assessment identified that the proposals such as the DART+ Tunnel Element and the Greater Dublin Area Cycle Network Plan, would be complementary to the Proposed Scheme and could have a cumulative, beneficial effects by connecting different communities and destinations which would improve general accessibility to areas of leisure and employment. These cumulative impacts would result in positive effects in mental health, assessed to be Positive and Significant in the Long-term on health. A similar cumulative effect was identified for the Potential Metro South Alignment, assessed to be Positive and Moderate in the Long-term on health.</p> <p>The only other significant operational cumulative impacts identified over and above the standalone scheme relate to human health. It was assessed that the proposals for the other 11 Core Bus Corridor schemes would also be complementary to the Proposed Scheme and could have a cumulative beneficial effect by encouraging active travel and increased use of public transport through offering a choice of routes. Due to the substantial size of overall population with the opportunity to benefit from the proposals, the effect is assessed as Positive, Very Significant and Long-term for health.</p> <p>The Landscape (Townscape) and Visual assessment identified that the Kimmage to City Centre Core Bus Corridor in conjunction with the Proposed Scheme during operation has potential to provide long-term enhance to streetscape where the two projects intersect. There is potential for Positive, Significant, Medium to Long-term cumulative effects on townscape.</p> <p>Significant impact interactions occur between the topics of population, human health, air quality, noise and vibration and traffic and transport. The assessments made for each of those topics considered those interactions both directly and indirectly. As an environmental factor, landscape and visual considerations have natural relationships with all other environmental factors. Some are direct relationships, e.g., population and visual impacts; biodiversity and landscape; land, soils and water and landscape; or the setting around features of cultural heritage etc. Others may be indirect, e.g., human health, air quality and landscape, material assets and landscape and visual aspects. These potential interactions have been incorporated into the relevant assessments.</p>
Chapter 22 (Summary of Mitigation & Monitoring Measures)	The Summary of Mitigation Chapter summarises the mitigation measures recommended for each of the environmental topics examined within the EIAR.	N/A
Chapter 23 (Summary of Significant Residual Impacts)	The Summary of Significant Residual Impacts Chapter collates the predicted residual impacts on the environment as identified in this EIAR, stemming from the Proposed Scheme, during construction and operational phases.	N/A

5.1.1 Other Requirements

5.1.1.1 Water Framework Directive Assessment

A WFD Compliance Assessment was carried out on the Proposed Scheme.

Taking into consideration the anticipated impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, following the implementation of design and mitigation measures, it is concluded that it will not compromise progress towards achieving GES or cause a deterioration of the overall GEP of any of the water bodies that are in scope (see table below).

Table 5.2: Compliance of the Proposed Scheme with the Environmental Objectives of the WFD

Environmental Objective	Proposed Scheme	Compliance with the WFD Directive
No changes affecting high status sites	No waterbodies identified as high status	Yes
No changes that will cause failure to meet surface water GES or GEP or result in a deterioration of surface water GES or GEP	After consideration as part of the detailed compliance assessment, the Proposed Scheme will not cause deterioration in the status of the water bodies during construction following the implementation of mitigation measures; during operation, no significant impacts are predicted	Yes
No changes which will permanently prevent or compromise the Environmental Objectives being met in other water bodies	The Proposed Scheme will not cause a permanent exclusion or compromise achieving the WFD objectives in any other bodies of water within the River Basin District.	Yes
No changes that will cause failure to meet good groundwater status or result in a deterioration groundwater status.	The Proposed Scheme will not cause deterioration in the status of the of the groundwater bodies.	Yes

The WFD also requires consideration of how a new scheme might impact on other water bodies and other EU legislation. This is covered in Articles 4.8 and 4.9 of the WFD.

Article 4.8 states:

‘a Member State shall ensure that the application does not permanently exclude or compromise the achievement of the objectives of this Directive in other bodies of water within the same river basin district and is consistent with the implementation of other Community environmental legislation’.

All water bodies within the Study Area have been assessed for direct impacts; indirect impacts have also been assessed. The assessment concludes that the Proposed Scheme will not compromise the achievement of the objectives of the WFD for any water body. In addition, the Proposed Scheme has been assessed for the potential for cumulative impacts with other Proposed Developments within 500m of the Study Area. This concludes that in combination with other Proposed Developments the Proposed Scheme will not compromise the achievement of the objectives of the WFD for any water body. Therefore, the Proposed Scheme complies with Article 4.8.

Article 4.9 of the WFD requires that:

‘Member States shall ensure that the application of the new provisions guarantees at least the same level of protection as the existing Community legislation’.

The Habitats Directive (1992) promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. There are European designated sites in the vicinity of the Proposed Scheme which have been assessed and are presented in the Natura Impact Statement (NIS). The NIS is a standalone document included in the planning application for the Proposed Scheme. It concludes that the Proposed Scheme will not lead to a deterioration in the features of any designated site. The Proposed Scheme is not considered to be a risk to designated habitats and therefore is compliant with the Habitats Directive.

The Nitrates Directive (1991) aims to protect water quality by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Scheme will not influence or moderate agricultural land use or land management.

The revised Directive 2006/7/EC of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC (hereafter referred to rBWD) was adopted in 2006, updating the microbiological and physico-chemical standards set by the original Council Directive of 8 December 1975 concerning the Quality of Bathing Water (76/160/EEC) and the process used to measure / monitor water quality at identified bathing waters. The rBWD focuses on fewer microbiological indicators, whilst setting higher standards, compared to those of the original directive. Bathing waters under the rBWD are classified as excellent, good, sufficient or poor according to the levels of certain types of bacteria (intestinal enterococci and Escherichia coli) in samples obtained during the bathing season (May to September). The Proposed Scheme will not impact any designated bathing waters as there are none less than 2km from the Proposed Scheme. It is therefore compliant with the revised Bathing Water Directive.

5.1.1.1.1 Conclusion

Considering all requirements for compliance with the WFD, the Proposed Scheme will not cause a deterioration in status in any water body, not prevent it from achieving GES or GEP; there are no cumulative impacts with other Schemes; and it complies with other environmental legislation.

It can be concluded that the Proposed Scheme complies with all requirements of the WFD.

Taking into consideration the impacts of the Proposed Scheme on the biological, physico-chemical and hydromorphological quality elements, it is concluded that following the implementation of design and mitigation measures, it is concluded that it will not compromise progress towards achieving GES or GEP or cause a deterioration of the overall status of the water bodies that are in scope. It will not compromise the qualifying features of protected areas and is compliant with other relevant Directives. It can therefore be concluded that the Proposed Scheme is fully compliant with WFD and therefore does not require assessment under Article 4.7 of the WFD.

5.1.1.2 Flood Risk Assessment

A FRA (refer to Appendix A13.2 in Volume 4 of the EIAR) has been carried out as part of the planning application for the Proposed Scheme.

Section 1 of the Proposed Scheme has been assessed for existing and future sources of flood risk. There is no risk of fluvial flooding to Section 1 of the Proposed Scheme in the present, or future climate change scenario.

The site is classified as Flood Zone C as per OPW Guidelines. A Justification Test for the development is therefore not required. It is considered that the proposal is in keeping with the principles of the Flood Risk Guidelines which seeks to locate development in appropriate locations.

Sections 2, 3 and 4 of the Proposed Scheme have been assessed for existing and future sources of flood risk. The Proposed Scheme is largely on existing roads and will result in minimal additional paved areas and will therefore not increase the risk of these events reoccurring compared to the current scenario.

5.1.1.3 Appropriate Assessment and Nature Impact Statement

A screening for AA was carried out. It was determined that there is a possibility for significant effects on European Sites, as such an AA and NIS is required for the Proposed Scheme.

The NIS for the Proposed Scheme concluded that it will not adversely affect (either directly or indirectly) the integrity of any European Sites, either alone or on combination with other plans or projects.

5.1.2 Consultation

In addition to the extensive non-statutory public consultation on the Proposed Scheme, the BusConnects Infrastructure team undertook consultation on the EIAR with certain prescribed bodies and relevant non-statutory consultees.

Consultations were also conducted with organisations such as the National Parks and Wildlife Service (NPWS), Transport Infrastructure Ireland (TII) and relevant local authorities, and these are considered in the development of the relevant impact assessment chapters in Volume 2 of the EIAR.

In addition to feedback from the non-statutory public consultation process and affected landowners consultations were also undertaken with Dublin City Council (DCC) and South Dublin County Council (SDCC). Consultation was also undertaken with the prescribed bodies and interested parties outlined in Table 5.3 with regard to the approach to the EIAR.

Table 5.3: Prescribed Bodies and Interested Parties

Prescribed Bodies and Interested Parties	
An Chomhairle Ealaíon (Arts Council)	Inland Fisheries Ireland (IFI)
An Taisce	Irish Water
Department of Communications, Climate Action and Environment	Office of Public Works (OPW)
Development Applications Unit (DAU) - Department of Housing, Local Government & Heritage	Transport Infrastructure Ireland (TII)
Department of Transport, Tourism & Sport	Waterways Ireland
National Tourism Development Authority trading as Fáilte Ireland	Geological Survey Ireland (GSI)
Health Service Executive (HSE)	Dublin City Council (DCC)
The Heritage Council	South Dublin County Council

Where possible, the information and advice received during the consultation process were subsequently incorporated into the design of the Proposed Scheme and addressed in the relevant chapters of the Environmental Impact Assessment Report (EIAR). Issues raised during the consultation process included the following:

- Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage. Consultation meeting held 5 February 2020 to apprise the DAU of BusConnects and the envisaged approach with regard to Environmental Impact Assessment (EIA) / Appropriate Assessment (AA);
- Development Applications Unit (DAU) - Department of Culture, Heritage and the Gaeltacht: Comments provided related to the assessment of the impacts of the Proposed Scheme on biodiversity, the completion of ecological surveys (such as trees, hedgerows, bats, birds etc) alien invasive species, mitigation and monitoring measures and Construction Environmental Management Plans (CEMP).
- Dublin City Council (DCC) comments in relation to the BusConnects Dublin - Core Bus Corridors Infrastructure Works related to the following: transport, air quality, noise, built heritage, street lighting, utility infrastructure, surface water management/ flood risk, landscaping, biodiversity and integration with other transportation projects. Specifically, DCC requested that the following requirements are addressed in the EIAR iterative process, alternatives, cumulative impacts, mitigation and project splitting. In relation to the Proposed Scheme DCC identified protected structures, Conservations Areas, historic paving's and gateways etc. which have the potential to be impacted due to the Proposed Scheme.
- South Dublin County Council (SDCC) observations related to climate adaption and mitigation measures, tree loss, walking and cycling provisions, traffic, air, noise and drainage impacts.
- Health Service Executive (HSE) comments related to the assessment of likely significant impacts on sensitive receptors, surface water, groundwater, air, noise, vibration, dust and on content of Construction Environmental Management Plans (CEMPS).

- Inland Fisheries Ireland (IFI) submission identified each of the rivers to be crossed as part of the BusConnects Dublin - Core Bus Corridors Infrastructure Works and provided a brief summary of their importance e.g. the River Dodder is an important fishery in regard to the salmon and sea trout populations. Additionally IFI provided comments on the design, in-stream works and mitigation measures to be implemented.
- Environmental Health of the Health Service Executive provided recommendations in relation to the management of potential pollutants and discharge entering surface waters, the design of suitable drainage systems and storage of fuels and chemicals.
- Geological Survey Ireland (GSI) were consulted on 21 May 2021, to apprise GSI of BusConnects, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.
- A site visit was undertaken to Rathfarnham Castle with Office of Public Works/Department of the Arts, Heritage and the Gaeltacht to discuss the works proposed and proposals for reinstatement on 30th November 2021.

Since the initiation of the pre-application public consultation process in February 2019 there has been ongoing engagement with landowners, and / or anyone with an interest in potentially impacted properties or lands along the corridor of the Proposed Scheme, as the design development has progressed.

As set out in the Consultation Section (Section 1.6) during each round of public consultation those landowners identified as being either potentially impacted or no-longer potentially impacted were written to directly to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered on a face-to-face basis pre-COVID, and via Zoom or over the phone since March 2020, for those who wished to discuss the proposals further in relation to their own property with the minutes being recorded as part of the consultation process. Over the three rounds of consultation, approximately 734 letters of this kind were issued.

In addition approximately 217 letters were issued between August 2020 and November 2020 to request access to properties to undertake more detailed noise or topographical surveys.

Throughout the planning process any requests for meetings, phone conversations, or other requests for information have been accommodated where possible. Many of the submissions received during consultations have included from those potentially impacted owners and as with all other submissions they have been considered in the design development.

Most recently during December 2022 and February 2023, approximately 509 letters (registered) have been issued to properties likely to be the subject of the Proposed Scheme Compulsory Purchase Order (CPO) process seeking to engage with them to ascertain ownership details (or to confirm ownership details based on Property Registration Authority – Registry of Deeds referencing research), or to ascertain any others with an interest in the property/lands. Follow-up conversations have been facilitated as a result of these letters on request.

Over the course of the engagements, affected property owners have had the opportunity to discuss, among other things, the following aspects with the BusConnects Infrastructure team:

- Overall scheme proposals and potential impacts;
- Timelines for the scheme design development and associated EIAR assessment;
- Procedural matters such as planning and CPO process;
- Specific details of impact of scheme on landowner property including approximate extent of encroachment; and
- General information around reinstatement and accommodation works.

6. References

- DCC (2012). Your City Your Space – Dublin City Centre Realm Strategy
- DCC (2022). Dublin City Development Plan 2022 - 2028
- DCC (2016b). The Heart of Dublin – City Centre Public Realm Master Plan
- DCC (2019). Dublin City Council Climate Change Action Plan 2019 – 2024
- DCC (2021a) Draft Gulistan Depot Lands – Draft Masterplan for Integrated Redevelopment of Site
- DEHLG and OPW (2009). Planning System and Flood Risk Management Guidelines for Planning Authorities
- Department of Public Expenditure and Reform (2015). Building on Recovery: Infrastructure and Capital Investment Plan
- DLR (2022) Dún Laoghaire-Rathdown Development Plan 2022 – 2028
- DLR (2019) Climate Change Action Plan 2019 - 2024
- DoT (2021a). National Investment Framework for Transport in Ireland
- DoT (2021b). Statement of Strategy 2021 – 2023
- DoT (2021c). Transport Trends 2020
- DoT (2022). National Sustainable Mobility Policy
- DTTAS (2009a). Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020
- DTTAS (2009b). National Cycle Policy Framework (2009 - 2020)
- DTTAS (2013). Design Manual for Urban Roads and Streets
- DTTAS (2015). Our Transport Future – Strategic Investment Framework for Land Transport
- EMRA (2019a). Regional Spatial Economic Strategy for the Eastern and Midlands Region 2019 – 2031
- EMRA (2019b). Dublin Metropolitan Area Strategic Plan
- European Commission (2019). European Union Green Deal 2019
- European Commission (2020). Sustainable and Smart Mobility Strategy 2020
- Government of Ireland (2018a). Project Ireland 2040 - National Development Plan 2018 – 2027
- Government of Ireland (2018b). Project Ireland 2040 - National Planning Framework
- Government of Ireland (2018c). National Implementation Plan 2018 – 2020
- Government of Ireland (2020). Programme for Government – Our Shared Future 2020
- Government of Ireland (2021a). Project Ireland 2040 - National Development Plan 2021 – 2030

Government of Ireland (2021b). Climate Action Plan 2021

NTA (2011). National Cycle Manual

NTA (2013). Greater Dublin Area Cycle Network Plan

NTA (2015a). Core Bus Network Report

NTA (2015b). Permeability Best Practice Guide

NTA (2016). Transport Strategy for the Greater Dublin Area 2016 – 2035

NTA (2019). Integrated Implementation Plan 2019 – 2024

NTA (2020). Dublin Area Bus Network Map

NTA (2023a). Greater Dublin Area Transport Strategy 2022 – 2042

NTA (2023b). Greater Dublin Area Cycle Network Plan

Regional Planning Guidelines Office (2010). Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022

RSA (2021). Road Safety Strategy 2021 – 2030

SDCC Climate Change Action Plan 2019 - 2024

SDCC (2016) Development Plan 2016 - 2022

SDCC (2022) Development Plan 2022 - 2028

UN (2015). Transforming Our World, the 2030 Agenda for Sustainable Development

Directives and Legislation

Climate Action and Low Carbon Development (Amendment) Act 2021

Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural sources

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as amended)

Council Directive of 8 December 1975 concerning the Quality of Bathing Water (76/160/EEC)

Directive 2006/7/EC Of the European Parliament and of the Council of 15 February 2006 concerning the management of bathing water quality and repealing Directive 76/160/EEC

Number 14 of 1999 - Roads Act, 1993 (as amended)

Number 15 of 2008 - Dublin Transport Authority Act, 2008 (as amended)

Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021, establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999

S.I. No. 119 of 1994 - Road Regulations, 1994 (as amended) Building on Recovery: Infrastructure and Capital Investment 2016-2021 (2015)