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Appendix A2.1 Planning Report

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Appendices

Appendix 1 – Local Policy
Appendix 2 – Planning History

Acronym	Meaning
AA	Appropriate Assessment
ACA	Architectural Conservation Areas
AWB	Artificial Water Bodies
AVL	Automatic Vehicle Locator
CBC	Core Bus Corridor
CIE	Coras Iompair Éireann
DAA	Dublin Airport Authority
DCC	Dublin City Council
DCCAIE	Department of Communications, Climate Action and Environment
DCDP	Dublin City Development Plan
DCENR	Department of communications, Energy and Natural Resources
DCHG	Department of Cultural, Heritage and the Gaeltacht
DTTAS	Department of Transport, Tourism and Sport
EE	Enterprise and Employment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMRA	Eastern and Midlands Regional Assembly
EU	European Union
FRA	Flood Risk Assessment
GDA	Greater Dublin Area
GDACNP	Greater Dublin Area Cycle Network Plan
GEP	Good Ecological Potential
GES	Good Ecological Status
HMWB	Heavily Modified Water Bodies
HSE	Health Service Executive
IFI	Inland Fisheries Ireland
IW	Irish Water
KDC	Key District Centre
LAP	Local Area Plan
LEVs	Low Emission Vehicles
MRC	Major Retail Centre
NAF	National Adaptation Framework
NCPF	National Cycle Policy Framework
NDP	National Development Plan
NIS	Natura Impact Statement
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NPO	National Policy Objective
NPWS	National Park and Wildlife Service
NSO	National Strategic Outcome
NTA	National Transport Authority
OPW	Office of Public Works
OS	Open Space
PR	Planning Report
QOS	Quality of Service
REGEN	Regeneration
RES	Existing Residential
RPO	Regional Policy Objective
RSA	Road Safety Authority
RSES	Regional Spatial and Economic Strategy

Acronym	Meaning
RSO	Regional Strategic Outcome
SDCC	South Dublin County Council
SDCDP	South Dublin County Council Development Plan
SDGs	Sustainable Development Goals
SDRA	Strategic Development Regeneration Area
SDRZ	Strategic Development Regeneration Zone
SEA	Strategic Environmental Assessment
SFILT	Strategic Framework for Investment in Land Transport
TEN-T	Trans European Transport Network
TII	Transport Infrastructure Ireland
UN	United Nations
WFD	Water Framework Directive

1. Introduction

This Planning Report (PR) has been prepared to set out the planning context for the development of the Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme (hereinafter referred to as the Proposed Scheme). It identifies and considers the existing policy framework for the Proposed Scheme in the context of relevant legislative, 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 Corridors Infrastructure Works (hereinafter 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 (hereinafter called the GDA Transport Strategy) Core Bus Network (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.

1.1 Summary Description of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 15.5km along the CBC corridor with an additional offline cycling facility of approximately 3.9 km. It will be comprised of two main sections in terms of the route; namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section.

The first section, the Tallaght to City Centre section, begins at the junction of Blessington Road / Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East and Blessington Road to the junction of R819 Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new transport link roads; in the green area to the east of Birchview Avenue / Treepark Road; in the green area to the south of Ballymount Avenue, and in the green area to the east of Calmount Road. From Walkinstown Roundabout the main Core Bus Corridor is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The shared spine with the Clondalkin section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St. Luke's Avenue and Dean Street. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre. An offline cycle facility is proposed to facilitate cycling between Walkinstown Roundabout and Parnell Road (Grand Canal) where end to end cycle facilities are not feasible along the main corridor and provides a more direct route towards the City Centre. This offline section of the Proposed Scheme is routed via Bunting Road, Kildare Road and Clogher Road.

The second section, the Clondalkin to Drimnagh section, begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue and the R110 Long Mile Road to the junction of Walkinstown Road and Drimnagh Road where it is routed towards the City Centre along the shared spine section as described above.

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 signalling for cyclists provided at junctions.

Moreover, pedestrian facilities will be upgraded and additional signalised crossings 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 pedestrian's experience. An example of this is the proposed landscape design is at the Long Mile

Road / Walkinstown Road junction where the proposed upgrade to the junction will create an enhanced public open space. This is a significant improvement on what is currently a very wide junction dominated by traffic. Redefining the junction as open space with significant tree planting and seating areas will provide a local landmark when journeying through Walkinstown.

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.

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

1.2 CBC Infrastructure Works Background

The GDA Transport Strategy was published by the NTA in 2016 (NTA 2016). The GDA Transport Strategy identified a 'Core Bus Network' which highlights the most important bus routes within the GDA. They were characterised by high passenger volumes, frequent services, and significant trip attractors. The GDA Transport Strategy states that it is proposed to provide continuous bus priority, as far as is practicable, along the core bus routes. This will result in 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 Proposed Scheme is identified as part of the 'Core Bus Network'. The GDA Transport Strategy identified Bus Rapid Transit (BRT) along the Proposed Scheme route supporting a bus-based solution.

In March 2018, BusConnects Dublin was launched as part of a major investment programme, including Metrolink and the DART Expansion Programme, to improve public transport in Dublin, as part of Project Ireland - National Development Plan 2018 – 2027 (hereafter referred to as the NDP) (Government of Ireland 2018a).

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 of the radial CBCs listed here 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 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 for the Need for the Proposed Scheme

Chapter 2 (Need for the Proposed Scheme) in Volume 2 of this 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 characterized 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 34% of the Tallaght / Clondalkin to City Centre route, with 600m of signal control priority for buses (inbound and outbound). Cyclists must typically share space on bus lanes or general traffic lanes with only 12.5% of the existing route providing segregated cycle tracks and 58% of the existing route providing non-segregated cycle lanes. 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 car parking facilities and cyclists which compromises the reliability and effectiveness of the bus services in these areas.

Private car dependency has resulted in significant congestion that has impacted on our quality of life, our 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.

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 Greater Dublin Area (which led, for example, to fewer people using public transport and more people working from home). Travel demand and patterns of travel have now started to return to pre-pandemic levels and are anticipated to grow in line with population growth. 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 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 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 was 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 can 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 operate 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 all 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 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 competing for 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.

There are two main bus corridors in the south west of Dublin, linking Tallaght / Clondalkin to the City Centre. One runs along the R137 through Terenure, and the other along the R819 / R110 through Walkinstown and Crumlin, with a spur to Clondalkin via the R134. While there are significant sections of bus lanes in both directions, there are long sections with little or no bus lanes provided, for example on the Greenhills Road Corridor there is a 4km section with no bus lanes in either direction and as a result, reliability of journey times is poor in this area.

The Core Bus Network study included a recommended route from Tallaght and Clondalkin to the City Centre on the basis of the need to serve significant demand along this entire corridor and the need to address service deficits (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 GDA Transport Strategy 2016 - 2035. This is further discussed in Section 3.6.1.

The predominant provision for cycling in the Dublin City Council (DCC) and South Dublin County Council (SDCC) areas, 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 and from B to D in the SDCC 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 noted that since the production of GDACNP 2013, several interventions have taken place – both permanent and temporary. In the case of the Proposed Scheme however only 12.5% of the existing route is currently providing segregated cycle tracks and 58% of the existing route is non-segregated cycle lanes.

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.

The Primary Routes SO5, 9A, 8B and 8 follow Blessington Road, Main Street, R819 Greenhills Road, R110 Crumlin Road, Dolphin's Barn, R110 Cork Street, R110 St Luke's Avenue and Dean Street along the Proposed Scheme.

The Primary Route 7B / N10 follows the Proposed Scheme for a distance along R134 New Nangor Road.

The Secondary Routes 8A and 8C follow R819 Greenhills Road, Bunting Road, Drimnagh Road, St. Mary's Road and R110 Crumlin Road along the Proposed Scheme. The Secondary Route 9B follows R137 Patrick Street and R137 Nicholas Street between Dean Street and Christchurch Place.

The Secondary Routes 8C2, 7D and 8C follow the R134 New Nangor, R810 Naas Road and R110 Long Mile Road along the Proposed Scheme.

The Primary Routes that intersect with the Proposed Scheme as follows:

- 9A intersects with the Proposed Scheme at Belgard Square West, Belgard Square East and Main Street / Old Greenhills Road;
- SO5 intersects with the Proposed Scheme at R113 Belgard Road and Main Road;
- 8B intersects with the Proposed Scheme at Tymon Park and Windmill Road;
- 8 intersects with the Proposed Scheme at Newmarket Street and Bull Alley Street; and
- 7 intersects with the Proposed Scheme at R137 Christchurch Place and R108 High Street.

The Secondary Routes that intersect with the Proposed Scheme as follows:

- 9C intersects with the Proposed Scheme at Belgard Square West and Belgard Road;
- 8A intersects with the Proposed Scheme at Ballymount Avenue / Calmount Road;
- SO3 intersects with the Proposed Scheme at Walkinstown Roundabout;
- SO4 intersects with the Proposed Scheme at Walkinstown Roundabout;
- 7E intersects with the Proposed Scheme at Walkinstown Roundabout;
- SO2 intersects with the Proposed Scheme at R110 Crumlin Road / Sundrive Road;
- SO1 intersects with the Proposed Scheme at Dolphin's Barn / R111 Parnell Road;
- C7 intersects with the Proposed Scheme at Dolphin's Barn / R811 South Circular Road;
- 8C intersects with the Proposed Scheme at Dolphin's Barn / R811 South Circular Road;
- Long Lane intersects with the Proposed Scheme at R110 Cork Street / Ardee Street;
- 7C intersects with the Proposed Scheme at Woodford Walk;
- 8C intersects with the Proposed Scheme at Parkwest Avenue; and
- SO4 intersects with the Proposed Scheme at R112 Walkinstown Avenue.

The Greenways that intersect with the Proposed Scheme as follows:

- SO1 / N10 Grand Canal Greenway intersects with the Proposed Scheme at R111 Parnell Road;
- Dodder Greenway intersects with the Proposed Scheme at Parkview;
- River Camac Greenway intersects with the Proposed Scheme at R110 Drimnagh Road; and
- The N10 Grand Canal Greenway also runs parallel with the Proposed Scheme for a distance along R134 New Nangor Road.

The Proposed Scheme, which was supported by the GDACNP for the area is needed to address the significant deficiency in the very limited segregated cycling infrastructure currently available on this corridor.

It is noted that in preparing the GDA Transport Strategy (2022 - 2042) the NTA also carried out a review of the GDA Cycle Network Plan. This review culminated in the preparation of the 2022 Greater Dublin Area Cycle Network which was published alongside the GDA Transport Strategy (2022 - 2042). With respect to the Proposed Scheme, the 2022 Greater Dublin Area Cycle Network is broadly aligned with the GDACNP 2013.

The 2022 Greater Dublin Area Cycle Network is a review of the GDACNP 2013 to ensure a fit for purpose cycle network for all users and trip types. The network comprises the following routes: Primary, Secondary, Feeder, Greenway and Inter-urban.

From Tallaght to the Walkinstown Roundabout, the 2022 Greater Dublin Area Cycle Network shows a primary cycle route along the Greenhills Road following the full route of the CBC. This differs from the GDACNP 2013 which included a primary route along the Greenhills Road to just east of the M50, from where a secondary route was shown following the CBC.

From Walkinstown Roundabout, the 2022 Greater Dublin Area Cycle Network shows a secondary cycle route along the route of the CBC as far as Patrick Street, from where a primary route is shown to Christchurch. This differs from the GDACNP 2013 which included a primary cycle route along the CBC.

The 2022 Greater Dublin Area Cycle Network includes a primary cycle route along Bunting Road, Kildare Road and Clogher Road, which was shown as a secondary cycle route in the GDACNP 2013.

On the New Nangor Road, the cycle route proposals are unchanged along the CBC route, with the exception of Walkinstown Avenue, where the secondary route included in the GDACNP 2013 is shown as a primary (orbital) route in the 2022 Greater Dublin Area Cycle Network.

It is noted that each of the changes listed above support and reinforce the need for the delivery of cycling infrastructure along the route of the Proposed Scheme.

1.3.3 Infrastructure Works

1.3.3.1 The Core Bus Network Development

In Section 5.5.4 of the GDA Transport Strategy 2016-2035 (NTA 2016a) 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 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 Tallaght / Clondalkin to the City Centre serves a significant public transport demand between these locations.

The Dublin Area Bus Network Redesign Revised Proposal (October 2019) (NTA 2019b) presented information on '*patterns of demand*'. Image 2.7 in Chapter 2 (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 & Transport) in Volume 2 of this 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
Clondalkin to Drimnagh	8.44	8.04	5.56	10.21
Tallaght to City Centre	13.11	13.05	8.95	9.34

The AVL data indicates that current bus journey times have a standard deviation of approximately 13 minutes along the route of Proposed Scheme and with any further increases 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, the remaining sections of un-prioritised bus 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 31% (outbound) and 37% (citybound), cumulatively equating to 34% 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 Proposed Scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area. The CBC Infrastructure Works, including the Proposed Scheme, are developed to provide improved existing or new interchange opportunities with other existing and planned 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 is comprised of two main sections in terms of the route it follows, namely from Tallaght to the City Centre and from Clondalkin to Drimnagh.

The Tallaght to City Centre section begins at the junction of Blessington Road / Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East and Blessington Road to the junction of R819 Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new transport link roads; in the green area to the east of Birchview Avenue / Treepark Road, in the green area to the south of Ballymount Avenue and in the green area to the east of Calmount Road. From Walkinstown Roundabout the main Core Bus Corridor is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The shared spine with the Clondalkin to Drimnagh section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St. Luke's Avenue and Dean Street. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre. An offline cycle facility is proposed to facilitate cycling between Walkinstown Roundabout and Parnell Road (Grand Canal), routed via Bunting Road, Kildare Road and Clogher Road.

The Clondalkin to Drimnagh section begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue and the R110 Long Mile Road to the junction of Walkinstown Road and Drimnagh Road where it is routed towards the City Centre along the shared spine section as described above.

There are a number of amenities located along the route of the Proposed Scheme which experience high pedestrian usage, for example, at Tallaght Town Centre, Walkinstown, Drimnagh and Crumlin Road, Dolphins Barn, Cork Street and Patrick Street. 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 entirety of its route in terms of footpath improvements and through upgrading facilities for pedestrians at junctions and crossings, thereby addressing existing level of service deficiencies and enhancing the pedestrian environment.

In terms of the need to improve facilities for cyclists as referenced in Section 2.2.1.3 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of this EIAR, as part of the GDACNP there are three primary cycle routes (Cycle Routes 8, 9A, SO5, 8B and 7B / N10), identified therein running along the Proposed Scheme, as well as Secondary Cycle Routes 8C, 8A, SO2, 8C2, 7D, SO4, 9B and 8C. The Proposed Scheme also intersects with the existing Grand Canal Greenway at New Nangor Road and the proposed Grand Canal Greenway at Dolphin's Barn, an already busy cycle corridor.

As stated in Section 2.2.1.3 of Chapter 2 (Need for the Proposed Scheme) in Volume 2 of this EIAR, only 12.5% of the existing route provides segregated cycle tracks and 58% of the existing route is non-segregated cycle lanes. In terms of inbound and outbound provisions on the existing route (main corridor):

- Non-segregated cycling facilities are currently provided along approximately 59% (outbound) and 57% (citybound);
- Segregated cycling facilities are currently provided along approximately 11% (outbound) and 13% (citybound); and
- The remaining extents of the existing route have no dedicated cycle provision or cyclists must cycle on the bus lanes where provided.

Cycle facilities in the Proposed Scheme will increase to approximately 90% outbound and 86% inbound, with the majority being fully segregated (offline cycling facility length included). There are also several uncontrolled crossings along the route of the Proposed Scheme, particularly at side roads where they are generally of poor standard, including lack of provision for the mobility and visually impaired. These are all proposed to be upgraded as part of the Proposed Scheme. The Proposed Scheme will therefore provide safe, segregated cycling infrastructure throughout and as such is greatly enhancing the potential for cycling and addresses many of the deficiencies in the existing network.

The Tallaght / Clondalkin to City Centre corridor serves some of the busiest bus routes in Dublin. The primary bus routes (prior to implementation of the revised Bus Network) along the Tallaght / Clondalkin to City Centre corridor are listed below:

- Dublin Bus services including: Route 27 – Clarehall to Jobstown, Route 77a – Citywest to Ringsend, Route 151 – Docklands to Foxborough, Route 18 – Sandymount to Palmerstown, Route 49 – Pearse Street to Ellensborough / Kiltipper Way, Route 77x – Citywest to UCD Belfield, Route 13 – Harristown to Grange Castle, Route 68 – Hawkins Street to Greenogue Business Park, Route 69 – Hawkins Street to Rathcoole; and
- In addition, there are private bus operators which run along this corridor intermittently and orbital bus routes operated by Dublin Bus and Bus Eireann, providing interchange opportunities with other bus services and DART stations.

As part of the BusConnects revised bus network proposals, the Proposed Scheme will serve the D-Spine bus services. Image 2.8 in Chapter 2 (Need for the Proposed Scheme) in Volume 2 of this EIAR is an extract from BusConnects Network Redesign maps and shows the different interfaces along the corridor from Tallaght / Clondalkin into the City Centre. 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 (D-Spine) by providing journey time and reliability savings 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 projected to be an increase of 145% in the number of people travelling by bus, an increase of 45% in the number of people walking or cycling, and a reduction of 33% 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 (main corridor), there are segregated cycle tracks on approximately 11% of the route outbound and 13% of the route inbound (main corridor). Cycle facilities in the Proposed Scheme will increase to approximately 90% of the route outbound and 86% of the route inbound, with the majority being fully segregated (offline cycle facility length included). In addition to this, the significant segregation and safety improvements to walking and cycling infrastructure that is a key feature of the Proposed Scheme will further maximise the movement of people travelling sustainably along the corridor. All of these changes combined will therefore cater for higher levels of future sustainable population and employment growth.

The Proposed Scheme will make significant improvements to pedestrian infrastructure through the provision of an increased signal crossings, introduction of traffic calming measures, improved accessibility, increased pedestrian directness and wider crossings. The number of pedestrian signal crossings will increase by approximately 34% from 135 to 181 as a result of the Proposed Scheme. The scheme design has been developed with cognisance to 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 Transport 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 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 bus 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

The Proposed Scheme has been split into six 'Scheme Sections' as follows:

- Section 1: Tallaght to Ballymount;
- Section 2: Ballymount to Crumlin;
- Section 3: Crumlin to Grand Canal;
- Section 4: Grand Canal to Christchurch;
- Section 5: Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction; and
- Section 6: Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh.

2.1 Section 1: Tallaght to Ballymount

The Proposed Scheme commences at the junction of Old Blessington Road / Cookstown Way to facilitate access to the proposed Bus Interchange on Belgard Square West. General traffic will also be permitted to access the Square Shopping Centre from this junction via Belgard Square South due to Belgard Square West being restricted to buses, cyclists and other authorised vehicles. Bus traffic across Old Blessington Road will be controlled by signal-controlled priority maintaining a similar arrangement to the existing scenario for orbital services heading towards the bus interchange.

It is proposed to change the existing Belgard Square South roundabout to a fully signalised junction with improved pedestrian facilities. The section of Belgard Square West from Belgard South to Old Blessington Road and immediately north of Old Blessington Road is proposed to be a bus only route and will no longer be a through route for general traffic. A Bus Interchange will be developed on Belgard Square West which will allow for interchange with the red line Luas and serve as the terminus for several buses including the A3, F1, D5 spine routes, W2, W4, W6, S6 orbital routes and 71, 85, L44 local routes. This will also act as the focal point for other through bus routes in the area. Access to Tallaght Cross West / Broadfield Hall and neighbouring developments will still be permitted from via Belgard Square North and the northern section of Belgard Square West.

The proposed Tallaght Bus Interchange will greatly improve transport links to the area and cater for greater public access. It will become an important new focal point in the community. The interchange is an "island" type layout with four sedum green roofs to soften the view from local apartments above. It will have eight independently usable alighting / boarding bays with an inbound bus layby for buses passing through the interchange. Pedestrian movement by passengers and shoppers is accommodated within and across the interchange island. The Bus Interchange design will require land take and will integrate with the adjacent shopping centre, the proposed South Dublin County Council (SDCC) public realm development and the wider Tallaght area.

It is proposed to change the roundabout junction on Belgard Square North at the Tallaght Hospital Entrance to a fully signalised junction to accommodate new bus, cycle and pedestrian facilities. The roundabout junctions at Belgard Square East will also be replaced with new signalised junction arrangements. It is proposed to upgrade the existing cycle facilities and associated junctions on Belgard Square North to provide segregated cycle tracks to and from Tallaght Hospital. This proposed amendment may impact on the existing trees and shrubs along Belgard Square North and require localised land acquisition on a currently undeveloped site. The recently constructed signalised junction at the Cookstown Link Road and right-turn filter lane on Belgard Square North will be accommodated in the Proposed Scheme.

From Belgard Square East the route continues via Blessington Road and Main Street to Greenhills Road. To avoid traffic congestion on Greenhills Road it is proposed for buses to use the Old Greenhills Road alignment and create a new bus only junction at the location of the existing cul-de-sac opposite Bancroft Park Road, to facilitate bus only turn movements to Greenhills Road (R819). This will aid the bus in avoiding congestion at the Main Street / Greenhills Road (R819) junction. Stone paving will be used in the area and localised planting will be implemented to retain the character of the existing cul-de-sac treatment.

Between the Old Greenhills Road and the junction with Mayberry Road, along the Greenhills Road (R819), it is intended to provide one bus lane, one traffic lane and a cycle track in each direction. Raised table side entry treatments and protected junctions have been proposed along this section where practical to improve pedestrian

and cycle facilities. To accommodate this road cross section, it is proposed to acquire additional land on both the west and east side of the existing Greenhills Road (R819). A bus gate has been proposed along this section to minimise impacts to the existing mature trees and the stone wall on the western verge north of the TUD entrance on Greenhills Road (R819). The Airton Road / Greenhills Road (R819) junction has been upgraded to provide improved facilities for buses, cyclists and pedestrians.

To improve the operation of the existing junction and minimise land take, it is proposed to introduce a southbound right turn ban from the Greenhills Road (R819) to the entrance to Harvey Norman / Costa carpark and a northbound right turn ban from the Greenhills Road (R819) to Hibernian Industrial Estate. Southbound access to Harvey Norman / Costa car park via Greenhills Road (R819) will be maintained via the entrance off Airton Road. Northbound access to Hibernian Industrial Estate will be achieved via the entrance opposite Broomhill Road.

A low height retaining wall will be required to the south of Broomhill Road to accommodate the proposed road boundary cross section.

Between Mayberry Road and Tymon Lane, it is proposed to reconfigure the local road network. SDCC had previously identified this section of Greenhills Road for upgrade through the provision of new roads under their County Development Plan and received Part 8 Planning Approval in 2007. The Proposed Scheme seeks to align with the principles of the Part 8 scheme with a significantly reduced cross section that caters for sustainable modes only (i.e., bus / cycling / pedestrian) to minimise impacts on the adjacent properties and surrounding environment. General traffic will remain on the existing Greenhills Road. Bus Priority signaling will be used to prioritise bus movements in the outbound direction via the new approximately 620m long sustainable link road that will run parallel to Birchview Avenue and Treepark Road. Inbound D5 spine services and X47 services from Castletymon Road will also be provided with a priority bus only link that adjoins the new link road. As part of the proposal, improved cycling facilities including new two-way cycling and pedestrian links will be incorporated to improve access to Tymon Park and surrounding amenities. Significant new landscaping and Sustainable Drainage Systems enhancements will also be provided in these areas.

As outlined in the Greater Dublin Area (GDA) Cycle Network Plan, this Section of the corridor will provide access with the proposed secondary routes SO6 and 9C at Belgard Square South / Belgard Square West and aligns with primary route SO5 on the Blessington Road and primary route 8B on Greenhills Road (R819). The proposed Dodder Greenway can be accessed at Tymon Park south of the R819 / M50 overbridge.

2.2 Section 2: Ballymount to Crumlin

The existing M50 bridge crossing will be retained. Two new single span pedestrian / cycle bridges are proposed to be located adjacent to the existing bridge to maintain priority for buses on the existing bridge and to provide high quality cycle / pedestrian facilities over the M50 in both directions. The pedestrian / cycle bridges will be steel warren truss type structures and will be positioned immediately parallel to the existing structure. Additional land acquisition on both sides of the M50 will be required to facilitate the construction of the pedestrian / cycle bridges.

Two sustainable link roads will be constructed in the Ballymount area due to the existing width constraints within the existing Greenhills Road (R819) to the east of the M50. The existing Ballymount Road Upper connection to Greenhills Road will be closed to vehicular traffic and a new 220m long link road to the south of Ballymount Avenue will provide a connection to Greenhills Road (R819). New retaining walls and earth embankments will be required at this location to facilitate the new road construction. It is proposed to widen the existing Ballymount Avenue and Calmount Road for dedicated bus and cycle tracks and connect Calmount Road to Greenhills Road. The existing Greenhills Road (R819) will be retained for local access and cycling facilities with a cul-de-sac treatment to the northern end where a new approximately 250m long sustainable transport link road will be constructed in the green area to the east of Calmount Road. New retaining walls and earth embankments will be required at this location to facilitate the new road construction. To maintain access for local businesses along the Greenhills Road (R819) in this area a small roundabout will be constructed with a new approximately 90m long link road to connect Greenhills Road with Calmount Avenue which generally aligns to the principles of the SDCC Part 8 schemes for the area. Accessible ramps and stairs will be provided to mitigate against the steep gradient on Calmount Avenue where it joins to Greenhills Road.

Between Calmount Road and Walkinstown Roundabout, it is proposed to maintain one bus lane, one traffic lane and a cycle track inbound with one traffic lane and a cycle track outbound along the Greenhills Road (R819).

The layout of Walkinstown Roundabout has been designed to provide enhanced cycle and pedestrian connectivity around this busy junction as well as improving safety for pedestrians, cyclists, bus and general traffic. A two-way segregated cycle track has been proposed around the junction to allow cyclists to adopt the most direct route around the roundabout (i.e., both directions) and to reduce interactions with motor vehicles. Parallel pedestrian / cyclist raised table crossings have been implemented on all arms to improve pedestrian and cyclist safety. Set back crossings have been used on all arms to promote pedestrian / cyclist desire lines with consideration for vehicle exit lane storage off the roundabout. Cycle detection loops have also been implemented on the two-way segments on approach to the crossings to help promote cycling journey time efficiencies and minimise delays for cyclists crossing multiple arms of the junction. The number of general traffic entry lanes / flares, circulation lanes and angle of entry have been reconfigured to promote safer vehicle movements. Landscaping proposals and revised parking arrangements are also proposed to enhance the area. City bound cyclists will be directed to the offline cycle route along Bunting Road and St. Mary's Road, providing a more direct route linking Walkinstown Roundabout with Kildare Road.

As outlined in the GDA Cycle Network Plan, this Section of the corridor will align with primary route 8B on the R819 M50 overbridge as far as Tymon Park entrance and secondary route 8A on Ballymount Avenue, Calmount Road and Greenhills Road (R819) to Walkinstown Roundabout.

2.3 Section 3: Crumlin to Grand Canal

On Walkinstown Road (R819) between Walkinstown Roundabout and the Long Mile Road (R110), it is proposed to provide one bus lane and one general traffic lane in each direction with minimum land take impacting properties on Walkinstown Road (R819) maintaining sufficient front driveway boundary setback lengths for a car to be parked. To accommodate this cross section, land acquisition will be required along the Walkinstown Road (R819). Land acquisition is proposed on the western side of the Walkinstown Road (R819) between Walkinstown Roundabout and Kilnamanagh Road. Between Kilnamanagh Road and Long Mile Road (R110), land acquisition is proposed on the eastern side of Walkinstown Road (R819). It is proposed to introduce a southbound right turn ban for general traffic from Walkinstown Road (R819) to Kilnamanagh Road to improve the efficiency of the junction and minimise bus delays. Kilnamanagh Road will remain accessible from the Walkinstown Road (R819) via Walkinstown Drive. It is also proposed to introduce a right turn ban for northbound right turning traffic from the Walkinstown Road (R819) to the southern entrance of the SuperValu supermarket (Walkinstown Shopping centre) during peak hours to improve the operation of the junction and reduce bus delays. Entry to the shopping centre will be possible via the alternative car park entrance.

City-bound cyclists will have an alternative segregated cycle route along Bunting Road (GDA Cycle Route 8A) and St. Mary's Road providing a more direct route linking Walkinstown Roundabout with Kildare Road.

It is proposed to upgrade the junction at Drimnagh Road (R110) / Walkinstown Road (R819) to enhance pedestrian and cycling facilities. To improve the safety of cycle facilities and reduce vehicle speeds, the existing left turn slip lane to the Walkinstown Road (R819) has been removed and additional planting and urban realm enhancements have been proposed. Proposals for parking adjacent to shop frontage on the Long Mile Road (R110) has been revised, with the existing perpendicular parking converted to a parallel parking layout. To accommodate the proposed revised grading arrangements for the junction a retaining wall structure has been proposed to the northern side of the Drimnagh Road (R110) at the interface with Slieve Bloom Park cul-de-sac.

On Drimnagh Road (R110) it is proposed to maintain one bus lane, one general traffic lane and one cycle track in each direction. The junction at Kildare Road, Saint Mary's Road and Drimnagh Road has been revised to provide improved cycle and pedestrian facilities. This will provide improved cycle connectivity between the Drimnagh Road (R110) and the proposed offline cycle route via Kildare Road.

On Crumlin Road (R110) bus priority will be maintained by incorporating Signal Controlled Priority and managing the flow of traffic in both directions along the Crumlin Road (R110). Widening of the road corridor here for dedicated bus and traffic lanes in both directions is not feasible due to the size of the front gardens and gradient constraints between the road level and front doors. The proposed arrangement requires the closure of Clonard Road and Bangor Drive for direct access onto Crumlin Road to facilitate traffic management within this portion of the Crumlin Road (R110) such that bus priority can be maintained, one-way access from the Crumlin Road (R110) onto Clonard Road and Bangor Drive will be possible. Egress and access for Bangor Drive and Clonard Road can be achieved via Windmill Road and Old County Road.

Due to width restrictions in the area of Crumlin Road (R110) there is insufficient space to provide dedicated cycle facilities. Therefore, it is proposed to provide an alternative cycle route along Kildare Road and Clogher Road.

The alternative cycle route will include segregated cycle tracks over most of its length either through the addition of kerbs to the existing cycle lanes or the construction of new kerbed cycle tracks. On Clogher Road, between Sundrive Road and Kildare Road, the narrow cross-section prevents the provision of dedicated cycle facilities. Therefore, it is proposed to provide a bus / cycle gate at the junction of Clogher Road / Sundrive Road to reduce the amount of traffic on this road and making it suitable for designation as a Quiet Street.

At the Crumlin Road / Herberton Road / Sundrive Road junction, it is proposed to modify the existing layout and kerb alignments to provide improved pedestrian crossing facilities. On Crumlin Road (R110) between Herberton Road and Dolphin Road it is proposed to maintain one bus lane and one general traffic lane in each direction. There is insufficient road width on this section to provide dedicated cycle tracks, with the proposed cycle route along Clogher Road providing an alternative route.

On Crumlin Road (R110) between Cooley Road and Dolphin Road the posted speed limit will be reduced to 30 kph from 50 kph with raised tables installed at side road junctions to improve pedestrian accessibility. At the Crumlin Road (R110) junction with Dolphin Road / Parnell Road (R111) on-road cycle lanes will be provided within the fully signalised junction and existing right turn bans will be maintained.

As outlined in the GDA Cycle Network Plan, this section of the corridor will provide access to secondary routes SO3 (R818 Cromwellsfort Road), SO4 (St. Peter's Road (R112) and Walkinstown Avenue (R112)) and 7E (Ballymount Road Lower). It will align with secondary route 8A on Bunting Road, secondary route 8C on Long Mile Road (R110), Drimnagh Road (R110), Kildare Road and Clogher Road as far as Parnell Road (R111) / Grand Canal primary route SO1 / N10. Junctions within this section will be upgraded to provide enhanced cycle facilities, where feasible.

2.4 Section 4: Grand Canal to Christchurch

Between Dolphin Road and South Circular Road (R811), it is intended to provide one bus lane, one general traffic lane and one cycle track in each direction along the R110. The proposed South Circular Road junction design takes into account the Dolphins Barn Public Realm improvement plan that is being implemented by Dublin City Council (DCC).

Between South Circular Road (R110) and Ardee Street it is proposed to have one bus lane, one general traffic lane and one cycle track in each direction. It is also intended to upgrade the Ardee Street junction with improved pedestrian facilities. It is proposed to modify the Kevin Street / Dean Street junction to facilitate improved cycle facilities. Bus priority from St. Luke's Avenue will be maintained with through Signal Controlled Priority as there is insufficient road corridor width on Dean Street to provide continuous bus lanes.

The Dean Street / Patrick Street junction will be upgraded to provide enhanced cycling and pedestrian facilities with the conversion of the existing left turn slip lane on the north western corner of the junction to a cycle bypass facility to provide efficiencies for left turning cyclists on the corridor. A controlled crossing will be implemented to manage the pedestrian and cyclist interaction at the cycle bypass.

The future proposed Kimmage to City Centre Core Bus Corridor Scheme will also join the route here on the southern arm via New Street. The design proposals allow for connection to both the existing arrangement and the future proposed arrangement under the Kimmage to City Centre Core Bus Corridor Scheme.

Between Dean Street and Bride Road, it is proposed to have one bus lane, one general traffic lane and one cycle track in each direction. Between Bride Road and Christchurch Place it is proposed to have one bus lane and one cycle track in each direction with two traffic lanes inbound and one traffic lane outbound.

The Proposed Scheme terminates at the junction of Christchurch Place and Winetavern Street where the Proposed Scheme ties into the DCC contra flow bus lane arrangement, providing connectivity to and from the Quays.

The future proposed Liffey Valley to City Centre Core Bus Corridor Scheme will also join the route here on the western arm via High Street. The design proposals allow for connection to both the existing arrangement and the future proposed arrangement under the Liffey Valley Scheme.

As outlined in the GDA Cycle Network Plan, this Section of the corridor will align with primary route 8 on R110 Dolphin's Barn Street, Cork Street and St. Luke's Avenue and link with primary route 7 at R108 High Street and Christchurch Place. It will align with secondary route 9B on R137 Patrick Street and Nicholas Street. Junctions within this section will be upgraded to provide enhanced cycle facilities where feasible.

2.5 Section 5: Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

The junction at Woodford Walk / New Nangor Road (R134) will be upgraded with removal of the existing left turn slip lanes, provision of enhanced cycling and pedestrian facilities and improved connectivity to the existing Grand Canal Greenway including the removal of the existing kissing gate.

Between Woodford Walk / New Nangor Road (R134) junction and the approach to the M50 overbridge, a bus lane, general traffic lane and cycle track will be provided in both directions. A continuous footway will be provided along the outbound side of the New Nangor Road (R134). On the inbound side of the New Nangor Road (R134), no footway is proposed beyond the Woodford Walk junction as pedestrians will be directed to the parallel Grand Canal Greenway.

It is proposed to widen the existing R134 carriageway at the M50 bridge to provide a three-lane arrangement. A continuous inbound bus lane has been proposed to mitigate against any potential queuing that may occur from the upgraded Riverview Business Park junction. Bus priority on the outbound bus lane is facilitated by a bus priority signal on the approach to the M50 overbridge. The inbound footway on the New Nangor Road (R134) is re-introduced on the approach to the Nangor Road Business Park junction with a new pedestrian and cycle link connection to the Grand Canal Greenway to the east of the M50 overbridge.

Between the New Nangor Road (R134) / Riverview Business Park junction and New Nangor Road (R134) / Killeen Road junction it is proposed to widen the existing R134 carriageway to accommodate enhanced bus, cycle and pedestrian facilities along the corridor. This will require localised land acquisition on both the southern and northern boundaries to the existing carriageway. Localised modifications to the Cammock River headwall at the New Nangor Road (R134) / Oak Road junction will also be required.

The existing roundabouts and junctions along this portion of the New Nangor Road (R134) will be upgraded to cycle protected signalised junctions with the provision of large segregation islands proposed where practicable in consideration of the heavy goods vehicle movements in the area. Removal of left turn slip lanes and improved pedestrian crossing facilities are also proposed.

Raised table crossings are proposed at the interface of the existing HGV entrances (Diageo Baileys and Toyota Ireland) on the northern side of the New Nangor Road (R134) to improve the existing crossing arrangements.

At the Killeen Road junction the existing outbound bus bypass facility will be modified to accommodate the revised junction arrangements. A new two-way cycle facility will provide connection to the proposed cycle bridge at the New Nangor Road (R134) / Naas Road (R810) junction and also linking to the proposed two-way cycle track on the northern side of the Naas Road (R810), thus enhancing the accessibility of the existing Killeen Road cycle tracks that link to the Grand Canal Greenway and Park West whilst also reducing the need for cycle crossings on the R134. A proposed inbound right turn ban from the New Nangor Road (R134) towards Killeen Road will be implemented to facilitate bus priority in this section through lane reallocation. Alternative access to Killeen Road from the New Nangor Road (R134) is available via Willow Road / Knockmitten Lane. The existing peak hour right turn ban from Killeen Road to the New Nangor Road (R134) is proposed to be retained with the provision of inbound bus signals to allow for continuous bus priority during the right turn movements from Killeen Road.

Between Killeen Road junction and the Naas Road (R810) junction land acquisition and new retaining walls will be required along the northern boundary to facilitate enhanced bus, cycle, and pedestrian infrastructure.

At the New Nangor Road (R134) / Naas Road (R810) junction a new pedestrian and cycling bridge with accessible ramps and stairs on all approaches to the junction has been proposed to provide increased pedestrian and cycling safety, permeability and accessibility at this junction. This will require land acquisition and boundary treatment on the periphery of the existing road boundary to accommodate the proposed bridge and ancillary ramp structures. A proposed continuous inbound bus lane with dedicated left turn bypass facility will provide enhanced bus priority between the New Nangor Road (R134) and the Naas Road (R810). This will require land acquisition and boundary modifications including new retaining structures in conjunction with the new bridge access ramps and steps. A new bus lane is proposed within the junction for the outbound buses heading towards New Nangor Road (R134) to improve bus priority along the corridor. As a result, the general traffic lane allocation from the Long Mile Road (R110) will be revised to two straight ahead lanes towards the New Nangor Road (R134) and two left turn lanes towards the Naas Road (R810).

As outlined in the GDA Cycle Network Plan, this section of the corridor aligns with the proposed Primary Route 7B / N10 until cyclists re-join New Nangor Road beyond the M50 overbridge. The route also aligns with Secondary Route 8C2 along its extents.

2.6 Section 6: Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

The Proposed Scheme is routed along the Naas Road (R810) until the junction with Walkinstown Avenue (R112), generally maintaining the existing lane provision of one bus lane and two traffic lanes in each direction with a proposed segregated two-way cycle track on the inbound direction and segregated one way cycle track on the outbound direction. The existing left turn slip lane towards the Kylemore Road (R112) is to be removed and the inbound left turn movement will be banned, with traffic diverted via Old Naas Road / John F Kennedy Drive in order to access Kylemore Road (R112). This arrangement allows for improved bus facilities and passenger interchange with the Kylemore Luas Stop. Right turning buses from Naas Road (R810) towards Walkinstown Avenue (R112) will have a layby bus stop with a bus priority signal to complete the right turn movement through the junction. Through services / coaches along the Naas Road (R810) will have a layby bus stop adjacent to the Old Naas Road junction. An inline bus stop for the corridor spine services and offline layby bus stop for coaches is provided on the outbound section of the Naas Road (R810). Localised land acquisition and widening will be required to accommodate the arrangement for the outbound bus stops.

The junction of Naas Road (R810) / Walkinstown Avenue (R112) is being reconfigured to provide enhanced pedestrian and cyclist facilities. Existing pedestrian routes are maintained along Naas Road with raised table crossings at key entrances along this section of the corridor to improve pedestrian priority.

From the Naas Road (R810) the Proposed Scheme is routed along the Walkinstown Avenue (R112), with one bus lane, one general traffic lane, cycle track and footpath in each direction. A grass verge is provided to segregate the outbound cycle track from the carriageway and to retain the existing mature trees along this section of the corridor. Land acquisition will be required on the eastern boundary to accommodate the revised cross section.

The junction of Walkinstown Avenue (R112) / Long Mile Road (R110) is being reconfigured to provide enhanced pedestrian and cyclist facilities. The westbound approach to the junction on Long Mile Road is also being altered, with a bus gate being provided for improved priority for right turning buses into Walkinstown Avenue.

The existing bus and traffic lane provision is generally maintained along the Long Mile Road (R110) until the junction with Slievebloom Park, at which point the Proposed Scheme joins the Tallaght section. The junction with Slievebloom Park is proposed to be upgraded to a signalised junction with improved pedestrian and cycle facilities. Existing footway provisions have largely been maintained, with raised tables proposed at side roads and new raised crossing proposed adjacent to schools in order to improve pedestrian accessibility and safety. Cycle tracks are provided in both directions.

As outlined in the GDA Cycle Network Plan, this section of the corridor aligns with the proposed Secondary Route 7D, the proposed Secondary Route S04 and the proposed Secondary Route 8C.

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 & 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 'proposed road development' under the definitions provided by Section 2 of 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 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 1993 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 of 1994 - Road Regulations, 1994 (as amended) (hereafter referred to as the Roads Regulations), the prescribed type 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 it 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 Members States of the United Nations (UN). 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 2.1.



Image 2.1 The 17 Sustainable Development Goals (Source: United Nations)

The SDGs are integrated, they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability.

Sustainable Development Goals 9 and 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 Policy Context

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 as 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 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 EGD, 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 EGD 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 (NSO), 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</p> <p><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</p> <p><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 to meet the objectives of NSO2.</p>
<p>NSO4 Sustainable Mobility</p> <p><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 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 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 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>Furthermore, the Proposed Scheme will provide the advantage of segregated cycling facilities. These high-quality cycle tracks will be typically 2m in width 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</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</p>

National Strategic Outcome	How the Proposed Scheme is supported by the NSO Objective
<p><i>create beneficial uses from products previously considered as waste, creating circular economic benefits.'</i></p>	<p>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> <p>The Proposed Scheme is compliant with the objectives of NSO9.</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>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. Notable examples include:</p> <ul style="list-style-type: none"> • Tallaght Hospital, Tallaght Village; • Technological University Dublin (TUD) – Tallaght Campus, Tallaght Village; • Children's Health Ireland at Crumlin, Mourne Road; • Loreto College, Dolphins Barn; and • Coombe Women's Hospital, Dolphins Barn.

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 that:

'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 public 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 NDP) (Government of Ireland 2021a) and the National Planning Framework (hereafter referred to as the NPF) (Government of Ireland 2018b) combine to form Project Ireland 2040. The NDP 2018 – 2027 and the NPF 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 (NSOs) 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 addresses 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 National Strategic Outcome (NSO) within the NPF has not been fully replicated within the revised NDP. 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 NDP

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p>NSO1 Compact Growth</p> <p><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</i></p>	<p>NSO1 Compact Growth</p> <p><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</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</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<p><i>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><i>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>settlement 'potential development areas.'</p>
<p>NSO2 Enhanced Regional Accessibility</p> <p><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</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>'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</p> <p><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>NSO4: Sustainable Mobility</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: <i>'The National Planning Framework (NPF) recognizes the importance of significant investment in sustainable mobility (active travel and public transport)</i></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 'low-carbon society and enhance our economic competitiveness.'</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
	<p><i>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.'</i></p>	
<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 and enterprise growth.'</i></p>	<p>NSO5 A Strong Economy supported by Enterprise, Innovation and Skills</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: <i>'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.'</i></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, digitization and the transition to a 'low carbon economy'.</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>NSO6 High-Quality International Connectivity</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: <i>'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</i></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>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
	<p><i>opportunities arising from Brexit.'</i></p> <p>It also comments '<i>Plans for strengthening surface connectivity to ports and airports will continue to be prioritised.'</i></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>NSO7 Enhanced Amenity and Heritage</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: '<i>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.'</i></p>	<p>The revised NDP maintains the objectives of NPF 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>NSO8 Transition to a Climate-Neutral and Climate-Resilient Society</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>'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</i></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 greater government commitment than to aspire to a 'low carbon' society'.</p> <p>The revised NDP refers to the 'climate crisis' and the carbon reduction commitments made within the Climate Action and Low Carbon Development (Amendment) Act 2021. This new legislation places</p>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
	<p><i>(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>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>

NPF National Strategic Outcome (NSO)	Revised NDP NSO explanatory text	Consideration of explanatory text changes between NPF and revised NDP
<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 Project 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 Department of Transport’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

NIFTI Modal Hierarchy is:

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

The plan 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

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.'

De-carbonising 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 2021) 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 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 2022

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 further 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 Number and Supporting Text	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 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 fueled cars by 2030.'</i>	The Proposed Scheme aligns with the goal as BusConnects Dublin – Core Bus Corridor Infrastructure Works 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 provide the advantage of segregated cycling facilities along the route 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 behavioral 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.
	<i>'Take a whole of journey approach to mobility,</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.'</i>	The Proposed Scheme aligns with the goal as it has considered the Design Manual for Urban Roads and Streets (Department of Transport

Principle	Goal	Goal Number and Supporting Text	Proposed Scheme Response
People Focused Mobility	<i>promoting inclusive access for all.'</i>	<i>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>	formerly known as Department of Transport, Tourism and Sport 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 (EIAR Traffic & Transport) in Volume 2 of this EIAR has considered the Permeability best practice guide (NTA 2015) 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 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 Strategy 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 the 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 the lifetime of the Policy 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>	<p>More bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users of all abilities and ages.</p> <p>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.</p>
<i>‘Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks’</i>	<p>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.</p>
<i>‘Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions’</i>	<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 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.</p> <p>The assessment of potential air quality impacts associated with Construction Phase activities concludes that the works will be neutral and 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 specific mitigation measures are required during the Operational Phase as the assessment identifies a generally neutral impact on air quality in the vicinity of the Proposed Scheme. These</p>

Key Goals	How the Proposed Scheme meets the Key Goals of Smarter Travel
	<p>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 be neutral and long-term.</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. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme 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 (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.</p>
<i>'Reduce overall travel demand and commuting distances travelled by the private car'</i>	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.
<i>'Improve security of energy supply by reducing dependency on imported fossil fuels'</i>	The Proposed Scheme aligns with the goal as it is providing the infrastructure necessary to facilitate sustainable transport.

3.5.6.1 Proposed Scheme Response

The Proposed Scheme is supported by what Smarter Travel (DTTAS 2009b) states in relation to public transport in that it 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, *'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 are 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
<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>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 largely run in parallel proximate to each other which improves the potential for interchange between the modes.</p> <p>Furthermore, island bus stops will include cycle parking, where practicable, to encourage integration between modes.</p>
<i>Objective 2: 'Ensure that the urban road infrastructure is designed/retrofitted so as to be cyclist-friendly and that traffic</i>	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.

Interventions and Objectives	How the Proposed Scheme meets the Interventions and Objectives
<i>management measures are also cyclist friendly</i>	
<i>Objective 8: 'Ensure proper integration between cycling and public transport' will assist in increasing the uptake in cycling across the region.'</i>	The Proposed Scheme aligns with the objective as it will provide improved travel times combined with increased services, which will promote an efficient, reliable and frequent public transport service as well as provide the advantage of segregated cycling facilities along the route in both directions. Also, as set out above, island bus stops will include cycle parking, where practicable, to encourage / facilitate interchange between modes.

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 2021a) 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 is supported by the objectives set in the NCPF through the provision of safe cycling infrastructure segregated from general traffic, wherever practicable. In addition, the Proposed Scheme provides cycle parking adjacent to bus stops to encourage interchange between bus and cycle modes in accordance with the objectives of the NCPF.

3.5.8 Road Safety Strategy 2021 – 2030

The Road Safety Strategy 2021 – 2030 (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 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 strategy, during the 2021 – 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 provides 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 (Government of Ireland 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 ICE ¹kilometres 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 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.

¹ Internal Combustion Engine

Action Number	Action	How the Proposed Scheme meets the Action
227	<i>'Construct an additional 1,000km of cycling and walking infrastructure'</i>	The Proposed Scheme aligns with the action as it will provide 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 a more sustainable forms of transport and increased bus priority which are key actions in the plan.
233	<i>'Commence delivery of BusConnects Network Redesign Dublin'</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.
235	<i>'Commence delivery of BusConnects Core Bus Corridor Infrastructure Works'</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.
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 plan. The Proposed Scheme includes 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 implementation of the Proposed Scheme will deliver 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.

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. EIAR Chapter 8 (Climate) contains an assessment of the greenhouse gas emissions associated with the Proposed Scheme.

3.5.1 Climate Action Plan 2023

The Climate Action Plan (CAP) 2023 (Government of Ireland 2023) is the second update to Irelands CAP 2019 and was launched on 21 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 Irelands 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. 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.

3.5.1.1 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 2023. The Proposed Scheme will expand, enhance and connect to pedestrian and cycle networks and will assist in facilitating the delivery of 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.

3.5.2 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 states, '*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'*.

3.5.2.1 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 same.

3.5.3 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 report 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 centre on:

- Maintaining and renewing the strategically important elements of the existing land transport system;
- Addressing urban congestion; and
- Maximise 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.

3.5.3.1 Proposed Scheme Response

The Proposed Scheme is consistent with 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.

3.5.4 The Sustainable Development Goals National Implementation Plan 2022 – 2040

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 - 2040 (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 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.

3.5.4.1 Proposed Scheme Response

The Proposed Scheme is compliant with the goals and targets set out in the 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.

3.5.5 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 to address both include:

- *‘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 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’;*

- *'The next key priority for investment involves measures to address current and future urban congestion and to improve the efficiency and sustainability of urban transport including improved and expanded public transport; capacity and walking and cycling infrastructure, improved traffic management and bus priority; and more and better 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 *'that 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'.*

3.5.5.1 Proposed Scheme Response

The Proposed Scheme is compliant with the 'priorities' set out by the SFILT (DTTAS 2015) as the infrastructure it 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 (at the time of writing) 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 provisions, 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 with the Metropolitan area. This is to be achieved through enhanced bus lane provisions and the removal of delays along the routes to enable the bus to provide a faster mode of transport than the private cars along these routes.

The GDA Transport Strategy highlights Core Radial Bus Networks and under the heading *'Bus Infrastructure'* 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 GDA. The routes identified in the GDA Transport Strategy are those established in the Greater Dublin Area Cycle Network Plan.

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

As set out further above, the GDA Transport Strategy 2022 - 2042 (NTA 2023a) 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 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 the 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 GDA 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. An SEA and AA was prepared as part of the Implementation Plan process.

An Integrated Implementation Plan is required to comprise *'inter alia'*;

- 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 continuing 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 and 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. 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 plan, concluded 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 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 Implementation Plan.

3.6.3 Greater Dublin Area Transport Strategy 2022 - 2042

The Transport Strategy for the Greater Dublin Area 2022-2042 (NTA 2023a) (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.

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

Table 3.10: GDA Transport Strategy 2022 – 2042 Measures

Measure Number	Measure	How the Proposed Scheme meets the Measure
<i>PLAN2 – The Road User Hierarchy</i>	<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.
<i>Measure PLAN14 – Urban Design in Major Infrastructure Projects</i>	<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, e.g., the proposed landscape upgrade at the Long Mile Road / Walkinstown Road junction will create an enhanced public open space. Redefining the junction as open space with significant tree planting and seating areas will provide a local landmark when journeying through Walkinstown. Furthermore, all 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.
<i>Measure PLAN15 – Urban Design in Walking and Cycling Projects</i>	<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.
<i>MEASURE PLAN16 – Reallocation of Road Space</i>	<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 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>	The Proposed Scheme will support integrated sustainable transport usage through road space reallocation in support of 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. Along the Proposed Scheme, road space has been reallocated to provide increased transport options, e.g., the offline cycling facility along Bunting Road, Kildare Road and Clogher Road.

Measure Number	Measure	How the Proposed Scheme meets the Measure
<i>Measure INT3 – Integration of all Modes in Transport Schemes</i>	<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.
<i>Measure INT6 - Interchange</i>	<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: <ul style="list-style-type: none"> • New Bus Interchange on Belgard Square West to facilitate interchange between bus, Luas and the town centre; • Two new pedestrian / cyclist bridges crossing the M50 (adjacent to the existing R819 Greenhills Road M50 overbridge); and • New Naas Road Pedestrian and Cycle Bridge (over the Naas Road Junction).
<i>Measure INT19 – Travelling at Night</i>	<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.
<i>Measure INT20 – Accessible Infrastructure</i>	<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.
<i>Measure INT25 – Construction Management</i>	<i>The NTA, in conjunction with the local authorities, TII, Irish Rail, and other agencies will ensure that the level of</i>	The Construction Travel Management Plan (CTMP) of the Proposed Scheme will help to

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<p><i>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></p>	<p>ensure that disruption is minimised, with access to houses and businesses maintained.</p>
<p><i>Measure WALK2 – Improved Footpaths</i></p>	<p><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></p> <p><i>Footpaths will also be maintained and improved in a manner which contributes positively to the public realm.</i></p>	<p>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.</p>
<p><i>Measure WALK4 – Improved Junctions</i></p>	<p><i>‘The NTA, in conjunction with local authorities, will implement junction improvements across the GDA as follows:</i></p> <ul style="list-style-type: none"> <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> 	<p>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.</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>Measure WALK9 – Disabled People</i></p>	<p><i>‘Local authorities in the GDA and the NTA will take full account of people with disabilities 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></p>	<p>A Disability Audit of the existing environment and proposed draft preliminary design of the corridor was undertaken. 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</p>

Measure Number	Measure	How the Proposed Scheme meets the Measure
		<p>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.</p> <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.
<p><i>Measure CYC1 – GDA Cycle Network</i></p>	<p><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></p>	<p>The Proposed Scheme aligns with the measure as it provides segregated cycling facilities along the route of the Proposed Scheme in both directions. The full route accords with Primary and Secondary routes identified in the adopted GDA Cycle Network. These high-quality cycle tracks 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.</p>
<p><i>Measure CYC5 – Cycle Parking</i></p>	<p><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></p>	<p>Cycle parking is provided in a number of locations throughout the Proposed Scheme, in urban centres such as Walkinstown, Crumlin and the City Centre, as well as at some bus stop locations where space is available.</p>
<p><i>Measure CYC14 – Supporting Measures for Cycling</i></p>	<p><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></p>	<p>The Proposed Scheme has been designed to be in line with guidance documents and design standards relating to the design of urban streets, cycling facilities and urban realm.</p>
<p><i>Measure PT2 – Climate Proofing New Public Transport Infrastructure</i></p>	<p><i>'The NTA will ensure that all new public transport infrastructure is proofed against the potential impacts arising from climate change.'</i></p>	<p>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.</p>
<p><i>Measure BUS1 – Core Bus Corridor Programme</i></p>	<p><i>'Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12</i></p>	<p>The Proposed Scheme is part of the BusConnects programme to enhance bus</p>

Measure Number	Measure	How the Proposed Scheme meets the Measure
	<i>Core Bus Corridors as set out in the BusConnects Dublin programme.'</i>	services and active travel options in the Greater Dublin Area.
<i>Measure BUS12 – New Bus Stops and Shelters</i>	<i>'It is the intention of the NTA to continue to roll-out the program 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.
<i>Measure ROAD13 – Roadspace Reallocation</i>	<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> <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> 	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.
<i>Measure TM2 – Management of Urban Centres</i>	<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>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>
<i>Measure CLIMATE3</i>	<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>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 GHG emissions, beyond those reported in the above assessment. The Proposed Scheme has the potential to reduce CO2e emissions equivalent to the removal of approximately 18,420 and 44,230 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 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 Midlands Regional Assembly (EMRA) Regional Spatial Economic Strategy for the Eastern and Midlands 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. A SEA, NIS 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 principles for environmental, economic, and social of 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 (EU 2014) 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 allow 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.'*

It is also noted that the Proposed Scheme runs along an approximately 900m section of the Naas Road which is identified in the RSES as an area of *'significant brownfield lands in South Dublin and Dublin City Council areas'*. It continues at RSES Table 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing' to outline that there is potential for *'residential development and more intensive employment/mixed uses.'* It outlines that in the medium to long term multi-modal public transport is required under the heading 'Phasing/Enabling infrastructure'

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.

In addition to the above, the RSES has identified the importance of the intensification of lands along the Naas Road. The Proposed Scheme will provide the infrastructure necessary to deliver a more efficient public transport and active travel network serving a section of the Naas Road lands and will provide the 'multi modal' transport options envisaged by the RSES.

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 (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 (2013). The context for the GDACNP (2013) 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 (2013):

- '*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 (NTA 2023b) 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 is 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 Context

The Proposed Scheme is located within two local authorities functional areas; South Dublin County Council (SDCC) and DCC. The SDCC area includes Blessington Road/Belgard Square to Walkinstown Roundabout at Greenhills Road. The remainder of the Proposed Scheme will be within the DCC area.

3.7.1 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. All aspects of the development plan were adopted on 3 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 (hereby referred to as the Planning and Development (South Dublin County Development Plan 2022-2028) Direction 2022). The sections are as follows:

- *'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 north and east of the existing Greenogue Business Park and retain the Rural RU zoning objective; and*
- *Amend the land use zoning objectives in Tables 12.4, 12.8 and 12.10 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 Office of the Planning Regulator (OPR), the Minister and Elected Members (SDCC 2022b). The final minister's direction was issued on the 18th of November 2022 to remove the above parts of the SDCCDP 2022-2028.

The SDCCDP 2022-2028 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 South Dublin County, 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 3.11.

Table 3.11: SDCC 2022-2028 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 within and throughout South Dublin County through the provision of improved bus services and enhanced opportunities for walking and cycling. The Proposed Scheme promotes sustainable transport and movement network 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 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 street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.</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 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><i>SM1 Objective 5:</i></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>

Transport Policies	How the Proposed Scheme meets the Policy
<p><i>SM1 Objective 6:</i></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><i>SM1 Objective 7:</i></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><i>Policy SM2: Walking and Cycling</i></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><i>Policy SM3: Public Transport – General</i></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><i>SM3 Objective 2:</i></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><i>Policy SM3: Public Transport – Bus</i></p> <p><i>SM3 Objective 11:</i></p> <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>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>
<p><i>‘SM3 Objective 12:</i></p> <p><i>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.

3.7.1.1 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.

3.7.1.2 Zoning Objectives

The SDCCDP 2022-2028 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 1.4 in Appendix 1 (Local Policy) of this Report.

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

'Permitted in Principle, Open for Consideration, Not Permitted, Transitional Areas, Other Uses and Non-Conforming Uses'. The Proposed Scheme falls under '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'

The secondary elements associated with the Proposed Scheme such as bus shelters and real time information falls under Signage – Advertising, Corporate and Public Information *'Signage relates to all signs erected on the exterior of buildings, within windows, as stand-alone structures or attached to public utilities'.*

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 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 2022-2028 in terms of the uses and works proposed in principle.

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

3.7.2.1 Tallaght Town Centre LAP

The Proposed Scheme is within the Tallaght Town Centre LAP from Cookstown Way to the Greenhills Road. The LAP was published on 8 June 2020 and came into effect from the 20 July 2020.

Table 3.12: SDCC LAP

LAP	Reference / Section	Objective	Scheme Response
Tallaght Town Centre LAP (2020)	Overarching Objectives	<ul style="list-style-type: none"> • <i>Deliver a quality-built environment;</i> • <i>Deliver a network of connected neighbourhoods;</i> • <i>Promote Tallaght's role as the Capital of the County;</i> • <i>Respect, protect and promote our heritage and architectural features;</i> • <i>Proactively plan for climate change; and</i> • <i>Mitigate climate change.</i> 	This Environmental Impact Assessment Report (EIAR) has been carried out for the Proposed Scheme. It outlines how the Proposed Scheme will be constructed and operated to deliver a quality-built environment. EIAR Chapter 15 (Archaeological and Cultural Heritage) has identified the Proposed Scheme's consideration of South Dublin's heritage and architectural features, identifying mitigation, where appropriate. EIAR Chapter 8 (Climate) outlines how the Proposed Scheme plans for climate change and where appropriate incorporates mitigation measures. The Proposed Scheme aims to deliver better connected neighbourhoods through the provision of an efficient and sustainable public transport network serving a greater number of people. The Proposed Scheme will help promote Tallaght's role as the Capital of the County by maintaining a strong and diverse economic base in terms of enhanced transportation.
	Objective AM4	<i>'It is an objective of the Plan to maximise existing and proposed public transport opportunities, including high quality Luas and bus services, and to support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling'.</i>	The Proposed Scheme aligns with this objective 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.

3.7.2.1.1 Proposed Scheme Response

The Proposed Scheme, through the provision of enhanced public transport as well as pedestrian and cycle network infrastructure, will help to achieve the objectives of the Tallaght Town Centre LAP. The Proposed Scheme has been developed with respect to the heritage and architectural features in area and has proactively planned for climate change.

3.7.2.2 Clondalkin Framework Plan (2011)

The Proposed Scheme is partly located along the Naas Road, within a small section of the Clondalkin Framework Plan (CFP) (2011). The CFP was published by SDCC as a non-statutory plan in accordance with Specific Local Objective (SLO) 43 of the SDCCDP 2010-2016. The SDCCDP 2010-2016 was superseded by the SDCCDP 2016-2022 which has now been superseded by the SDCCDP 2022-2028. However, whilst the CFP (2011) is now beyond its notional lifetime, it has been included as it is described as 'existing' on the SDCC website (there is no mention of it being specifically superseded/expired) and to show the Proposed Scheme's compliance with the aims and aspirations of the CFP.

Within the CFP, part of the overall vision is to create 'a place where people can choose to walk, cycle, catch a tram, bus, train or drive'. The CFP outlines the need to "enhance pedestrian and cycle connections, reduce barriers and blockages, create a network of paths and links, combined with the green landscape, maximise the level of activity along pedestrian routes and avoid unsupervised and poorly monitored pedestrian walkways". The CFP goes on to state the requirement to 'overlay a softer grid of hard and soft-landscaped pedestrian and cycle routes on the new street network proposed. These routes will create a safe environment for and optimise use by disabled people, wheelchair users and people with mobility impairments'.

3.7.2.2.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to create an environment that will provide more options for people to walk, cycle and use public transport. The Proposed Scheme will deliver safe, segregated cycling facilities, pedestrian pathways and enhanced bus provision along the corridor as part of BusConnects. 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. The Proposed Scheme is designed to facilitate wheelchair users and people with mobility impairments.

3.7.2.3 Naas Road Development Framework Study (2010)

The Naas Road Development Framework Study (NRDFS) (2010) is a Masterplan which was noted by the elected members of both the Lucan-Clondalkin and Tallaght Area Committees of SDCC on 19 May 2010 and 26 April 2010, respectively. Whilst the NRDFS (2010) is now beyond its notional lifetime, it has been included as it is described as 'existing' on the SDCC website (there is no mention of it being specifically superseded/expired) and to show the Proposed Scheme's compliance with the aims and aspirations of the NRDF. The Proposed Scheme is located along the Nangor Road, Naas Road, Long Mile Road and Drimnagh Road within the NRDFS area.

The overall aspiration of the NRDFS is to *'encourage sustainable travel within the area and mitigate the transport impacts. By making the Development Framework area more conducive to travel by walking, cycling and public transport a sense of community can be developed, such that the area becomes an attractive place'*.

The NRDFS also states that *'improving connectivity, integration and permeability will be critical to the success of the Naas Road Development Framework'*. It further identifies that *'significant improvements to the walking, cycling and public transport network will be required, both on and off site, in order to achieve the modal shift required to realise the full vision of the Study'*.

3.7.2.3.1 Proposed Scheme Response

The Proposed Scheme will provide the infrastructure necessary to create an environment that will provide enhanced options for people to walk, cycle and use public transport. The Proposed Scheme will deliver safe, segregated cycling facilities, pedestrian pathways and enhanced bus provision along the corridor as part of BusConnects this will improve connectivity, integration and permeability within the area.

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 (SDCC 2019). The improvements to sustainable modes provision as a result of the Proposed Scheme will facilitate a reduction in congestion, reduced greenhouse gas (GHG) emissions and associated air quality improvements along the Proposed Scheme, resulting in enhanced community wellbeing.

3.7.1 City Edge Strategic Framework 2022-2040

The City Edge Strategic Framework (CESF) was 'noted' by the Elected Members of South Dublin County Council and Dublin City Council in May and June 2022. The CESF is described as "a non-statutory plan that sets out a high-level approach and transformational trajectory for the regeneration of City Edge to create a new liveable, sustainable and climate resilient urban quarter". In particular, the CESF proposes the delivery of strategic infrastructure including public transport. It is envisaged that the CESF will be followed by a more comprehensive Statutory Plan which will guide development.

The Proposed Scheme is located within the limits of the City Edge Strategic Framework (CESF) (2022). Within the southern part of the CESF (2022) the Proposed Scheme is located along the Greenhills Road, Ballymount Avenue, Calmount Road and Calmount Avenue. Within the northern part of the CESF (2022) the Proposed Scheme is located along the Nangor Road, Naas Road and Long Mile Road.

Figure 9 of the CESF (2022) identifies two BusConnects Corridors running through the Framework area, including CBC08, with runs along Nagor Road, Naas Road and Long Mile Road, and CBC09 which runs along Greenhills Road, Ballymount Avenue, Calmount Road and Calmount Avenue.

The CESF has adopted several objectives which break down the overall vision. The following objective is relevant to the Proposed Scheme:

"Movement: Focus development on the provision of active and public transport. Ensure Transport Oriented Development by focusing new mixed-use and compact urban development on enhanced active travel and public transport corridors".

The CSEF further states that "A focus on active modes is particularly important if City Edge is to deliver on connectivity, placeshaping and sustainable mobility. This needs to be balanced with maintaining the strategic function of the Naas Road in carrying and distributing traffic to support the city and wider region".

Furthermore, the CESF recognises the BusConnects Programme under 'Projects – Planned and Proposed'. The CSEF outlines that "BusConnects seeks to transform Dublin's bus network through a 10-year programme to provide an efficient, reliable and integrated bus system with enhanced capacity. Improved facilities for walking and cycling are integrated into BusConnects proposals". The CESF outlines the importance of public transport investment to the City Edge by stating "significant public transport investment will provide capacity for existing communities and enable growth at City Edge, ensuring sustainable travel is an attractive option for longer distance journeys".

The CSEF also recognises that the "GDA Cycle Network, Cycle South Dublin and BusConnects infrastructure proposals will combine to deliver enhanced permeability and accessibility for active mode travel across City Edge and the wider Greater Dublin Area".

The CSEF further identifies that “*Delivery of service enhancement through BusConnects will facilitate sustainable growth in the short term, but long term Masterplan vision is dependent on further public transport capacity improvements*”.

3.7.1.1 Proposed Scheme Response

The Proposed Scheme is part of the wider BusConnects Programme to deliver service enhancements which will help facilitate sustainable growth, enhanced permeability and accessibility for active travel modes across the City Edge and the wider Greater Dublin Area. The Proposed Scheme will also provide an efficient, reliable and integrated bus system with enhanced capacity. The Proposed Scheme through the provision of enhanced public transport infrastructure will help to achieve the visions and objectives of the CSEF.

3.7.2 Dublin City Development Plan (DCDP) 2022 - 2028

The Dublin City Development Plan 2022-2028 (hereafter referred to as the DCDP 2022-2028) was adopted on 2 November 2022 and came into effect on the 14 December 2022. 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 2022-2028.

The vision of the DCDP 2022-2028 is to establish champion compact city living, distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. Dublin City Council (DCC) aims to establish the city as one of Europe’s most sustainable, dynamic, and resourceful city regions. The DCDP 2022-2028 places sustainable transport as a core principle in the future development of the city and its ‘vision’ sets out the following:

‘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 (inter alia) Bus Connects (2021 – 2023)’

The DCDP 2022-2028 recognises that increasing capacity on public transport including the infrastructure that supports it, such as bus corridors, cycle and pedestrian networks is a means to promoting modal change and active travel. Chapter 8: ‘Sustainable Movement and Transport’ sets out the following:

‘Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. It is important that we transition away from the private car and fossil fuel based mobility to mitigate against the negative impacts of transport and climate change. A considerable shift towards sustainable modes has been achieved over the last 15 years and this must be accelerated over the next decade with an emphasis on increased active travel and public transport use and decarbonisation of transport. A focus on local travel patterns, promotion of active mobility within communities and connectivity by walking and cycling are key themes in this plan.’

Chapter 8 also comments in regard to creating greater accessibility to transport options and notes the role transport has to play in achieving climate change targets. It continues to set out:

‘This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO2

emissions. This plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles (EV) and the application of technology in the mobility sector.'

DCC commits to 'optimising the interconnection between land use and transport planning' and advocates for initiatives such as the 15-minute city to improve transport and active travel infrastructure.

Under the heading 'Challenges' it includes among others: 'Addressing Climate Change through Sustainable Mobility', effective integration of land use and transportation, regional connectivity and approach to mobility, city centre and urban villages – access and functional needs and 'embracing new forms of mobility'. The Plan seeks to create a 'modal shift' that will underpin sustainable transport provision and unlock new forms of mobility.

Chapter 8 Table 8-1 'Current and Target Mode Share' outlines that in the period 2019 – 2028 DCC will seek to increase walking by 2%, cycling and micro mobility by 7%, public transport by 3% and private vehicle reduction by 12%. It noted that the relatively modest level of public transport increase is due to the impact major public transport infrastructure works is likely to have over the lifetime of the plan and that the benefits of the various public transport infrastructure works including BusConnects will be felt in the following plan period.

Under the section 8.5.2 'Effective Integration of Land use and Transportation' it states 'This plan encourages higher density development along public transport routes, (i.e. Transit Orientated Development), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presenting by (among others), the existing and planned bus improvements under BusConnects.' The DCDP 2022 therefore recognises the key link between high capacity sustainable transport and what can be achieved in terms of density.

BusConnects is also highlighted in regard to public realm, place making and healthy streets as it is recognised by the plan as providing an opportunity to improve same.

Figure 8-3 'BusConnects' outlines each of the 'Radial Core Bus Corridors' comprising BusConnects, including the subject Scheme, number 11 Tallaght to City Centre.

BusConnects is referred to as a 'Key strategic transport project' that forms part of the 'expansion of an integrated public transport system for the Dublin region.' It goes on to say 'Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.'

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.

Table 3.13: DCC Key Transport Policies and Objectives

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p>SC1 Consolidation of the Inner City</p> <p><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</p> <p><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</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 (MASP) (EMRA 2019b).</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<p><i>infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure</i></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 services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.</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.</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> <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 <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 mitigation measures such as reusing materials and sourcing materials locally, it is expected that there will be a negative, minor adverse and short-term residual impact on climate as a result of the Construction Phase of the Proposed Scheme.</p> <p>The operational traffic GHG emissions associated with the Operational Phase of the scheme is predicted to be negligible and long-term. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be negligible and long-term.</p> <p>It is concluded that the Proposed Scheme will make a 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 <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 (DTTAS 2009a), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the 2019 Implementation Plan (NTA 2019c).</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 <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</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
	thereby contributing to an efficient, integrated transport system and low carbon and climate resilient communities.
<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 an integrated transport network that services the needs of communities and businesses of Dublin City and the region.</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 bus priority measures for existing (both public and private) and all future services who will use the corridor.</p>
<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>	<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>
<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>	<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) (DCC 2016).</p>
<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>	<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. Crossing points will consist of on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. Appropriate signage will be used to ensure safe use of facilities by pedestrians.</p>
<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>	<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> <p>Other design elements to help improve public realm include:</p> <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.
<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>	<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 route 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>
<p>SMT16 Walking, Cycling and Active Travel</p>	<p>The Proposed Scheme aligns with the objective as it will support sustainable transport modes through infrastructure improvements for</p>

Transport Policies (relevant to Bus Improvements) Transport Policies	How the Proposed Scheme Meets the Policy
<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>	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. 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.
SMT18 The Pedestrian Environment <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 recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</i>	The Proposed Scheme aligns with the objective as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings.
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:</i> • <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 (DTTAS 2009a), the 2016 GDA Transport Strategy (NTA 2016), the new 2022 GDA Transport Strategy (NTA 2022b) and the RSES (EMRA 2019a).

3.7.2.1 Local Area Plans within the DCC Area Relevant to the Proposed Scheme

The Proposed Scheme is within the Liberties LAP 2009 (DCC 2009, extended to May 2020) along the R110 from Cork Street to the junction of Dean Street and Patrick Street, and along R137 Patrick Street. The Proposed Scheme is also within the Naas Road LAP 2013 (DCC 2013, extended to January 2023) along the R110 Long Mile Road. It is noted that Liberties LAP is not included with DCDP 2022 Written Statement Table 2-12 which contains a list of Operational Local Area Plans. The Naas Road LAP has also recently lapsed. However, whilst the LAPs are no longer deemed operational and now beyond their lifetime, they have been included below to show the Proposed Scheme's compliance with the aims and aspirations of these LAPs.

Table 3.14: DCC LAPs

LA	Reference / Section	Objective	Scheme Response
Liberties Local Area Plan 2009 (extended to May 2020)	1.2 Overarching Objectives	1. To improve the quality of life so that the Liberties becomes a great place for people to live, work and visit.	The Proposed Scheme aligns with the objective as it will encourage the use of different travelling modes reducing reliance on the private car and therefore helping to reduce congestion. The 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. In addition, opportunities have been sought to enhance the urban realm and landscape, where possible therefore creating a better place for people to live, work and visit.

LA	Reference Section	Objective	Scheme Response
		2. To provide for appropriate social and community infrastructure to support the existing population, which is growing and becoming increasingly diverse.	Diverse community infrastructure will be provided through segregated cycling and walking lanes which will encourage different ways of travelling such as cycling and walking which will support the existing and growing community.
		4. To stimulate the local economy and to include a critical mass of appropriate development and investment to provide significant employment opportunities, including in the digital media sector as the Digital Hub has the potential to rejuvenate the economic profile of the Liberties	The Proposed Scheme will bring enhanced access options to Dublin's employment by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures.
		6. To identify and protect the distinctive heritage of the area and encourage sustainable and innovative re-use of historic spaces and structures.	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, therefore no significant negative residual impacts have been identified. The Proposed Scheme design was informed by relevant legislation, guidelines, policy, and advice notes.
		8. To promote the principles of good urban design including improving connectivity and enhancing the legibility and permeability of the Liberties in relation to the wider cityscape.	The Proposed Scheme will facilitate this objective as it will create attractive, consistent, functional and accessible places for people alongside the core bus and cycle facilities.
		10. To promote sustainable modes of transport by making them convenient and attractive including walking and cycling routes and by facilitating the provision of public transport infrastructure and optimising its use.	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 measures for existing (both public and private) and all future services who will use the corridor.
Naas Road LAP 2013 (extended to January 2023)	4.4 Movement and Access	<i>To deliver a quality movement and access infrastructure that prioritises public transport, cyclists and pedestrians while managing an appropriate role for the car</i>	The Proposed Scheme provides 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 ensure management of the private car. Refer to Chapter 4 (Proposed Scheme Description) and Chapter 6 (Traffic & Transport) in Volume 2 of this EIAR.

3.7.2.2 Proposed Scheme Response

At a strategic level, the DCDP (DCC 2016) supports an integrated transport network that offers a greater choice of public transport and active travel. The DCDP also sets out an extensive number of policies and objectives relevant to the Proposed Scheme. These are set out in Table 2.1 in Appendix 1 (Local Policy).

3.7.2.3 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. The Proposed Scheme is limited to a very small section of the masterplan area at Nicholas Street.

3.7.2.4 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 comprehensive 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.

3.7.2.5 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 A section of Crumlin Road, Dolphins Barn Street, Cork Street, Patrick Street and Nicholas Street are classed as Historic Approaches in the Strategy. St. Luke’s Avenue and Dean Street are classed as Linking Routes in the Strategy. The design principles for these areas are set out in Table 3.15.

Table 3.15: City Centre Public Realm Strategy Design Policies

Public Spaces	Desired Character and Experience	Design Policies
Historic Approach Routes	<i>These major routes are high quality routes for moving around and navigating the inner suburbs.</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.
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>	Improve the quality of experience by rebalancing pedestrian, cycle and vehicular movement and improve the environment through greening and decluttering.

3.7.2.6 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 Your City Your Space – Dublin City Public Realm Strategy.

3.7.1 DCC Climate Change Action Plan 2019 - 2024

DCC's Climate Change Action Plan was adopted in May 2020. A SEA, AA and NIS were produced as part of the plan. It is a collaborative response to the impact that climate change is having on the Dublin Region, and their commitment to lead by example in tackling this global issue. DCC's Climate Change Action Plan is unique to its functional area and 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:

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.*

DCC's Climate Change Action Plan focuses on the sustainable transport measure 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; '*DCC to liaise with NTA on BusConnects programme*'

3.7.1.1 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 Climate Action Plan.

4. Proposed Scheme Sections

4.1 Introduction

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

4.2 Section 1: Tallaght to Ballymount

4.2.1 Zoning

The lands are within the functional area of SDCC at the Old Blessington Road / Cookstown Way to the M50 bridge. Lands are zoned in the SDCDP 2022-2028 (SDCC 2022a). For a detailed description of the zonings, refer to Table 1.2 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.1.

Construction Compounds TC1, TC2, TC3, TC4 and TC5 for the Proposed Scheme will be located within the SDCC area on lands zoned within the SDCDP 2022-2028 (SDCC 2022a), as follows:

- OS – Open Space; and
- RES – Existing Residential.

Table 4.1: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
SDCC	REGEN	<i>'To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery'</i>
	OS	<i>'To preserve and provide for open space and recreational amenities'</i>
	VC	<i>'To protect, improve and provide for the future development of Village Centres'</i>
	RES	<i>'To protect and/or improve residential amenity'</i>
	TC	<i>'To protect, improve and provide for the future development of Town Centres'</i>

As noted above, the areas required for Construction Compounds TC1, TC2, TC3, TC4 and TC5 will be for a temporary period. Reinstatement works will be carried out following construction. All compounds will be located on sites which currently have no development. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

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 2022-2028 SDCDP (SDCC 2022) as outlined in Table 4.2.

Table 4.2: Map Based Objectives

Map Based Objective	Description	Scheme Response
SDCC		
Specific Local Objective E5 SLO.1	<i>To prioritise the development of low carbon district heating networks in the identified areas of potential for Low Carbon District Heating at Tallaght, Grange Castle / Clonburris and Clondalkin in line with Policy E5 and supporting objectives in the written statement.</i>	The Proposed Scheme will not impact on the ability to develop low carbon district heating networks for the identified areas within this section of the Proposed Scheme.
Cycleways (Cycle South Dublin) (Tallaght Plaza, Tallaght to Clondalkin, Oldbawn Road, Oldbawn Road to Dodder Greenway via Avonbeg Road, Bancroft Park; and Dodder Greenway to Greenhills Road)	<i>'Cycle South Dublin is a Council programme of works that aims to provide a well connected, well-designed, and safe walking and cycling network that offers people of all ages and abilities an attractive and credible alternative to using the car'.</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 (R187888, R187959, R187890 and R149440)	<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. 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, therefore no residual negative impacts have been identified. The Proposed Scheme therefore aligns with this objective. Refer to Chapter 15 (Archaeological and Cultural Heritage) in Volume 2 of this EIAR.
Road Proposals - 6 Year (Greenhill Road Upgrade and Links)	<i>'Upgrade of Greenhills Road from Airton Road to Walkinstown Roundabout with new links to Ballymount Avenue, Limekiln Road and Calmount Road for BusConnects provisions and long-term residential communities'.</i>	The Proposed Scheme is part of the BusConnects Dublin Programme. The Proposed Scheme seeks to align with the principles of this objective as it proposes development of bus lanes, cycle tracks and upgraded traffic lanes to accommodate sustainable movement throughout the area. The Proposed Scheme caters for sustainable modes of transport (i.e. bus / cycling / pedestrian). The Proposed Scheme help facilitate the upgrade of Greenhills Road. Refer to Chapter 4 (Scheme Description) and Chapter 6 (Traffic and Transport) in Volume 2 of this EIAR.
Sites of Geological Interest (Greenhills Esker)	<i>'The County Geological Sites are recognised as an intrinsic component of South Dublin County's natural heritage resource, to be protected from potentially damaging development and to be promoted for their educational, scientific, recreational, and geo-tourism potential'.</i> <i>'The Greenhills esker includes a large accumulation of sands and gravels'.</i>	The Proposed Scheme will have a small/adverse and moderate/slight impact on Greenhills Esker Geological site during construction due to the loss or damage of topsoil. Following the adoption of the proposed mitigation there will be a negligible and imperceptible residual impact on this site as a result of the construction of the Proposed Scheme. No significant residual impacts on land, soils, geology and hydrogeology as a result of the operation of the Proposed Scheme are anticipated. Refer to Chapter 14 (Land, Soils, Geology and Hydrology) in Volume 2 of this EIAR.
Architectural Conservation Areas (Tallaght Village)	<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

Map Based Objective	Description	Scheme Response
		operation of the Proposed Scheme Refer to Chapter 16 (Architectural Heritage) in Volume 2 of this EIAR.
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

4.2.1.2 Local Area Plans / Masterplans

4.2.1.2.1 Tallaght Town Centre LAP 2020-2026

The Tallaght to Ballymount section of the Scheme is located within the Tallaght Town Centre LAP 2020-2026. The Tallaght Town Centre LAP was published on 8 June 2020 and came into effect from 20 July 2020. The Proposed Scheme is within the LAP area from Cookstown Way to the Greenhills Road.

The overall vision for the Tallaght Town Centre LAP is to create “*An inclusive and vibrant Town Centre, a connected and accessible place with an attractive built environment for families of all kinds, workers, visitors and tourists. A place where people can live, work, visit and have fun in lively and liveable spaces*” (pg. 6).

The Proposed Scheme is located on existing/improved primary, secondary and cycle routes as per Figure 2.1 and Figure 2.2 of the LAP. Figure 2.3 also indicates the High-Capacity Bus Route along Belgard Square West, Belgard Square North, Blessington Road and Greenhills Road located within the Proposed Scheme.

The Objectives relevant to the Proposed Scheme contained in the Proposed Tallaght Town Centre LAP are set out in Table 4.3.

Table 4.3: Tallaght Town Centre LAP Objectives

Section	Policy / Objective	Project Response
1	<i>'Overarching Objective: Deliver a network of connected neighbourhoods: To provide a vision for each of the neighbourhood areas and provide guidance on future building form in these areas, in terms of land use, building frontage, access and movement, green infrastructure and building height.'</i>	The Proposed Scheme will connect neighbourhoods by improving the access and movement within them through the provision of improved transport modes such as walking, cycling and the use of the bus system.
2.2.1	<i>'It is an objective of the LAP to provide cycle and pedestrian routes which facilitate ease of access across the N81 between the Town Centre and Sean Walsh Park, surrounding residential areas, The Stadium and ultimately the Dublin Mountains. Alternative options to be assessed, including the provision of a landbridge, subject to a detailed traffic study and subject to agreement of Transport Infrastructure Ireland, National Transport Authority and landowners, where relevant (Objective AM1).'</i>	The Proposed Scheme will provide cycle and pedestrian routes along particular roads such as Belgard Square West, Belgard Square North, Blessington Road and Greenhills Road which will encourage ease of access within the LAP area. Whilst the Proposed Scheme does not include the provision of a landbridge it will not impact on the ability for this to be taken forward separately.
2.2.2	<i>'It is an objective of the LAP to encourage the principle of filtered permeability at suitable locations throughout the LAP area (Objective AM2).'</i>	The Proposed Scheme encourages filtered permeability by promoting cycling and walking within the area.
2.2.3	<i>'It is an objective of the Plan to maximise existing and proposed public transport opportunities, including high quality Luas and bus services, and to support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling (Objective AM4).'</i>	The Proposed Scheme promotes the use of sustainable modes of transport including the bus system, walking and cycling. The Proposed Scheme will encourage an easier interchange between bus services and with other transport modes such as the Luas.

4.2.1.3 Planning History

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 SDCDP 2022-2028 (SDCC 2022a) 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. Where larger portions of lands are required to facilitate, for example Construction Compounds, these will be primarily temporary in nature and will revert back to their original use.

4.3 Section 2 - Ballymount to Crumlin

4.3.1 Zoning

The lands are within the functional area of SDCC at the existing M50 bridge crossing to Walkinstown Roundabout and DCC at Walkinstown Roundabout along Bunting Road and St. Marys Road. Lands are zoned in the SDCDP 2022-2028 (SDCC 2022a) and DCDP 2022-2028 (DCC 2022). For a detailed description of the zonings, refer to Table 1.2 and Table 2.2 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.4.

Construction Compounds TC6 and TC7 for the Proposed Scheme will be located within the SDCC area on lands zoned within the SDCDP 2022-2028 (SDCC 2022a), as follows:

- OS – Open Space;
- EE – Enterprise and Employment; and
- REGEN – Regeneration.

There are no proposed construction compounds within the DCC lands.

Table 4.4: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
SDCC	REGEN – Regeneration	<i>'To facilitate enterprise and/or residential led regeneration.'</i>
	OS – Open Space	<i>'To preserve and provide for open space and recreational Amenities.'</i>
	LC – Local Centre	<i>'To protect, improve and provide for the future development of Local Centre'</i>
	RES-Existing Residential	<i>'To protect and/or improve residential amenity'</i>
	EE – Enterprise and Employment	<i>'To provide for enterprise and employment related uses'</i>
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities.'</i>
	Z3 – Neighbourhood Centres	<i>'To provide for and improve neighbourhood facilities.'</i>

The areas required for Construction Compounds TC6 and TC7 will be for a temporary period on lands that currently have no development. Reinstatement works will be carried out following construction.

The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

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 SDCDP 2022-2028 (SDCC 2022a) as outlined in Table 4.5. There are no Map Based Objectives from the 2022-2028 DCDP (DCC 2022) within this section of the Proposed Scheme.

Table 4.5: Map Based Objectives

Map Based Objective	Description	Scheme Response
SDCC		
Cycleways (Cycle South Dublin) (Tymon to Greenhills Park, Bothar Katharine and Tynan Cromwellsfort Road and Kimmage Road West)	<i>'Cycle South Dublin is a Council programme of works that aims to provide a well connected, well-designed, and safe walking and cycling network that offers people of all ages and abilities an attractive and credible alternative to using the car'.</i>	The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.
Road Proposals - 6 Year (Greenhill Road Upgrade and Links)	<i>'Upgrade of Greenhills Road from Airton Road to Walkinstown Roundabout with new links to Ballymount Avenue, Limekiln Road and Calmount Road for BusConnects provisions and long-term residential communities'.</i>	The Proposed Scheme is part of the BusConnects Dublin Programme. The Proposed Scheme seeks to align with the principles of this objective as it proposes development of bus lanes, cycle tracks and upgraded traffic lanes to accommodate sustainable movement throughout the area. The Proposed Scheme caters for sustainable modes of transport (i.e. bus / cycling / pedestrian).
Sites and Monuments Record and Sites and Monuments Record Zone of Notification (R140469)	<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. 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, therefore no residual negative impacts have been identified... The Proposed Scheme therefore aligns with this objective. Refer to Chapter 15 (Archaeological and Cultural Heritage) in Volume 2 of this EIAR.

4.3.1.2 Local Area Plans / Masterplans

4.3.1.2.1 City Edge Strategic Framework 2022-2040

The Ballymount to Crumlin section of the Proposed Scheme is located within the City Edge Strategic Framework 2022-2040, in particular along Greenhills Road, Ballymount Avenue, Calmount Road and Calmount Avenue. The key principles relevant to the Proposed Scheme contained in the City Edge Strategic Framework are set out below in Table 4.6.

Table 4.6: Key Principles within the City Edge Strategic Framework

Key Principle	Scheme Response
<i>Connectivity To develop City Edge in a way that maximises the benefit of existing and future public transport investment, supported by an integrated network of streets and routes that promote walking and cycling.</i>	The Proposed Scheme will support public transport infrastructure through the provision of improved bus services and routes. The Proposed Scheme will support an integrated network of streets and routes that will promote walking and cycling through improvements in walking and cycling routes. The

Key Principle	Scheme Response
	Proposed Scheme aims to achieve better connectivity for communities within the surrounding areas of the Framework.
<i>Placeshaping To create an attractive place for people to live, work and meet through a 'people first' design approach, promoting opportunities for safe and attractive ways of travelling by active modes.</i>	The Proposed Scheme will create an attractive place for people to live and work through the development of a safe and reliable public transport system. The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects and encourage active modes of travel through improved cycling and walking facilities such as segregated lanes, bicycle parking and safer pedestrian crossings.
<i>Sustainable mobility To create an environment where sustainable travel becomes the preferred method of movement for people and goods.</i>	The Proposed Scheme will create an environment where sustainable modes of transport will be made available to the user of the area. The modes of transport will be reliable, safe and user-friendly.

4.3.1.3 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.

4.3.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the SDCDP 2022-2028 (SDCC 2022a) and DCCDP 2022-2028 (DCC) 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 Section 3: Crumlin to Grand Canal

4.4.1 Zoning

The lands are within the functional area of DCC from Walkinstown Roundabout to Parnell Road/Dolphin Road. Lands are zoned in the DCDP 2022-2028 (DCC 2022). For a detailed description of the zonings, refer to Table 2.2 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.7.

Construction Compound TC8, TC9 and TC10 for the Proposed Scheme will be located within the DCC area on lands zoned within the DCDP 2022-2028 (DCC 2022) as follows:

- Z9 - Amenity / Open Space Lands / Green Network

Table 4.7: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
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 Z3 – Neighbourhood Centres	<i>'To provide for and improve neighbourhood facilities.'</i>
	Zone Z4 – Key Urban Villages / Urban Villages	<i>'To provide for and improve mixed-services facilities.'</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity, open space and ecosystem services.'</i>

Planning Authority	Zone	Objective
	Zone Z14 - Strategic Development and Regeneration Areas (SDRAs)	<i>'To seek the social economic and physical development and / or rejuvenation of an area with mixed use, of which residential would be predominant use.'</i>
	Zone Z15 – Community and Social Infrastructure	<i>'To protect and provide for community uses and social infrastructure'</i>

As noted above, the area required for the Construction Compound TC8, TC9 and TC10 will be for a temporary period. Compound TC8 will be located on Bunting Park. Compounds TC9 and TC10 will be located on sites which currently have no development. Reinstatement works will be carried out following construction.

The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.4.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the 2022-2028 DCDP (DCC 2022) as outlined in Table 4.8.

Table 4.8: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Strategic Development and Regeneration Areas (SDRA) 5: Naas Road	<i>'The Naas Road SDRA sets out guiding principles for lands within the current Naas Road Local Area Plan and part of the future City Edge project. The guiding principles of this SDRA are in place to support development in the area pending the finalisation of the City Edge Project and Statutory Plan for the area. Linking the re-development of these sites into the wider surrounding environment, and creating sustainable successful communities is central to the successful regeneration of this SDRA.'</i>	In general, the Proposed Scheme is confined to existing pavement, roads or planted areas. The Naas Road SDRA fully supports creating good neighbourhoods and successful communities and promotes enhanced access to existing facilities in the wider community. Improvements to the public realm, public transport expansion, walking and cycling routes and integration of open space into green networks will provide opportunities to connect the community with locations of social, community and recreational activity in the wider locality. It is noted that the Proposed Scheme runs along approximately 900m section of the Naas Road, Walkinstown Avenue and approximately 930m section of the Long Mile Road. The SDRA includes a proposed Public Transport Hub on the Naas Road as well as proposals for increased permeability in the adjoining lands. The Naas Road and Walkinstown Avenue sections are within the 'Core Pedestrian Spine'. The Proposed Scheme will improve accessibility for active travel modes serving the adjoining lands in this area and will generally enhance the public realm.
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 once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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 (Grand Canal and along St. Mary's Road also located within St Agnes Road ACA.	<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</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the

Map Based Objective	Description	Scheme Response
	<i>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 opportunities to protect and enhance the character and appearance of the area and its setting</i>	Construction Phase. 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.
Architectural Conservation Areas (St Agnes Road ACA)	<i>'Architectural Conservation Areas (ACAs) are designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. Development within or affecting an ACA 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 wherever possible.</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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

4.4.1.2 Local Area Plans / Masterplans

There are no LAP's or Masterplans within this section of the Proposed Scheme.

4.4.1.3 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.

4.4.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022-2028 (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 Section 4: Grand Canal to Christchurch

4.5.1 Zoning

The lands are within the functional area of DCC from Parnell Road/Dolphin Road to the junction of Christchurch Place and Winetavern Street. Lands are zoned in the DCDP 2022-2028 (DCC 2022). For a detailed description of the zonings, refer to Table 2.2 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.9.

Construction Compound TC11 for the Proposed Scheme will be located within the DCC area on lands which have not been zoned within the DCDP 2022-2028 (DCC 2022).

Table 4.9: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>'To protect, provide and improve residential amenities.'</i>
	Zone Z3 – Neighbourhood Centres	<i>'To provide for and improve neighbourhood facilities.'</i>
	Zone Z4 – Key Urban Villages / Urban Villages	<i>'To provide for and improve mixed-services facilities.'</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>
	Z8 - Georgian Conservation Areas	<i>'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.'</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>'To preserve, provide and improve recreational amenity, open space and ecosystem services.'</i>
	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 Z11 – Waterways Protection	<i>'To protect and improve canal, coastal and river amenities.'</i>
	Zone Z14 - Strategic Development and Regeneration Areas (SDRAs)	<i>'To seek the social economic and physical development and / or rejuvenation of an area with mixed use, of which residential would be predominant use.'</i>
	Zone Z15 – Community and Social Infrastructure	<i>'To protect and provide for community uses and social infrastructure.'</i>

As noted above, the area required for the Construction Compound TC11 will be for a temporary period. Reinstatement works will be carried out following construction. The compound will be located on sites which currently have no development. The Proposed Scheme will not prevent any long-term zoning objective for the land from being achieved.

The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.5.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the DCDP 2022-2028 (DCC 2022) as outlined in Table 4.10.

Table 4.10: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Protected Structures	<i>'To protect the structures of special interest which are included on the Record of Protected Structures'</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. All

Map Based Objective	Description	Scheme Response
		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.
Architectural Conservation Areas (Thomas Street)	<i>'Architectural Conservation Areas (ACAs) are designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. Development within or affecting an ACA 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 wherever possible.'</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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 (Grand Canal, Patrick Street and High Street and Christchurch Place)	<i>'Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city... All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest.'</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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.
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 once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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.
SDRA 11 - St Teresa's Gardens and environs	<i>'These represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city... Key objectives that must be achieved are set out on issues such as: mix of uses; street network and linkages within the area and to surrounding areas; provision of urban spaces, parks and playgrounds; and provision of retail and recreational facilities'</i>	The Proposed Scheme will provide the infrastructure necessary to encourage street network and linkages throughout the area. The Proposed Scheme will therefore align with this objective.
SDRA 12 - Dolphin House	<i>'These represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city... Key objectives that must be achieved</i>	The Proposed Scheme will provide the infrastructure necessary to encourage street network and linkages throughout the area. The Proposed Scheme will therefore align with this objective.

Map Based Objective	Description	Scheme Response
	<i>are set out on issues such as: mix of uses; street network and linkages within the area and to surrounding areas; provision of urban spaces, parks and playgrounds; and provision of retail and recreational facilities'</i>	

4.5.1.2 Local Area Plans / Masterplans

4.5.1.2.1 Liberties Local Area Plan

The Grand Canal to Christchurch section of the Proposed Scheme is located within the Liberties LAP 2009 (DCC 2009, extended to May 2020) along the R110 from Cork Street to the junction of Dean Street and Patrick Street, and along R137 Patrick Street. It is noted that Liberties LAP is not included with DCDP 2022 Written Statement Table 2-12 which contains a list of Operational Local Area Plans so whilst is it no longer deemed operational and now beyond its lifetime it has been included below to show the Proposed Scheme's compliance with the aims and aspirations of the LAP.

'The objective of the LAP is to set out an inspirational vision that will guide the sustainable regeneration of the Liberties' (pg5). This section of the Proposed Scheme passes through identified Character Areas within the Liberties LAP including:

- Character Area 3: Liberties / The Coombe (including the Historic Core);
- Character Area 4: Pimlico / Marrowbone Lane;
- Character Area 6: Maryland;
- Character Area 7: Newmarket / Chamber Weavers'; and
- Character Area 8: Cork Street / The Coombe Corridor.

The Objectives relevant to the Proposed Scheme contained in the Liberties LAP are set out in Table 4.11.

Table 4.11: Liberties Local Area Plan Objectives

Section	Policy / Objective	Project Response
1	<i>'Overarching Objective 10: To promote sustainable modes of transport by making them convenient and attractive including walking and cycling routes and by facilitating the provision of public transport infrastructure and optimising its use.'</i>	The Proposed Scheme is being developed to promote sustainable modes of transport including public transport (bus), cycling and walking. The Proposed Scheme aims to create attractive, consistent, functional and accessible routes for people alongside the core bus and cycle facilities. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
5.1.5	<i>'Key Objectives for Character Area 4: Improve pedestrian and vehicular connections from Pimlico to the Guinness Storehouse, Thomas Street, Meath Street and Cork Street.'</i>	The Proposed Scheme will improve pedestrian and vehicular connections along Ardee Street which links into Pimlico and also Saint Luke's Avenue which will link to Meath Street and Thomas Street. The Proposed Scheme is being promoted by the NTA which will provide the infrastructure necessary to support enhanced public transport/active travel options along this route and others within the region. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
5.1.8	<i>'Key Objectives for Character Area 7: The public realm should be designed to encourage walking and cycling, providing shared surfaces and easy street crossing. Pedestrian priority should be particularly enhanced on the central market square.'</i>	The Proposed Scheme encourages walking and cycling. Opportunities have been sought to enhance the public realm and landscape design where possible throughout the Proposed Scheme corridor for example a new landscaped area is proposed on the south eastern corner of the junction with South Circular Road to improve the urban realm aspects of the junction area whilst also improving safety. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
5.1.9	<i>'Key Objectives for Character Area 8: The public realm should be designed to encourage walking and cycling. Opportunities have been sought to enhance the public realm and landscape design where possible throughout the Proposed Scheme corridor for example a new landscaped area is proposed on the south eastern corner of the junction with South Circular Road to improve the urban realm aspects of the junction area whilst also improving safety. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.'</i>	The Proposed Scheme encourages walking and cycling. Opportunities have been sought to enhance the public realm and landscape design where possible throughout the Proposed Scheme corridor for example a new landscaped area is proposed on the south eastern corner of the junction with South Circular Road to improve the urban realm aspects of the junction area whilst also improving safety. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.

Section	Policy / Objective	Project Response
	<i>walking and cycling, providing shared surfaces and easy street crossings.'</i>	possible throughout the Proposed Scheme corridor for example a new landscaped area is proposed on the south eastern corner of the junction with South Circular Road to improve the urban realm aspects of the junction area whilst also improving safety. Signalised crossings will be provided where required. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
5.1.9	<i>'Key Objectives for Character Area 8: Improve permeability by delivering links from Cork Street to other areas, enhancing connectivity within the wider emerging street network in the Liberties.'</i>	The Proposed Scheme will join other Proposed Schemes for this area including other BusConnects Corridors and The future proposed Liffey Valley to City Centre Core Bus Corridor Scheme. This will help improve links within this area. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
6.6	<u>'Movement</u> <i>Promote the development of a legible urban structure with a well-defined network of routes which establishes internal links and provides connections and integration with the wider urban area and city context including providing people with a choice of routes and modes of Transport.'</i>	The Proposed Scheme will improve internal links and provide connects throughout the Dublin Area with improvements in sustainable modes of transport including walking, cycling and the use of public transport (bus). Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
6.6	<u>'Routes</u> <ul style="list-style-type: none"> <i>Make Connections to areas outside of the Liberties so that Local residents can avail of a wider range of facilities, public spaces and services.'</i> 	The Proposed Scheme is part of the wider BusConnects Programme which will help link facilities, public spaces and services throughout the Dublin Area through the improvements in modes of transport options. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
6.6	<u>'New Routes</u> <ul style="list-style-type: none"> <i>Create new routes for cyclists and pedestrians, to contribute to ease of movement and connect existing spaces, public transport and circulation patterns while promoting permeability</i> <i>Ensure that new routes support an active mix of uses and direct patterns of movement to public transport nodes.</i> <i>Establish internal links to encourage pedestrian and cycle movement through the area.'</i> 	Cycling and walking routes will be upgraded or newly provided throughout the Proposed Schemes route corridor. The new routes will support an active mix of uses and movement to public transport nodes and establish internal links to encourage pedestrian and cycle movement throughout the area. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.
6.6	<u>'Calming</u> <ul style="list-style-type: none"> <i>Maintain the traditional street as the primary circulation network, with provision for traffic calming, on street parking, slow traffic speeds and pedestrian priority measures.</i> <i>Create an urban structure network, which facilitates convenient pedestrian access to local facilities, amenities and public transport services.'</i> 	As part of the Proposed Scheme traffic calming measures will be introduced or revised, such as traffic calming speed humps, where required – e.g., along Bunting Road and Kildare Road. Refer to Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR.

4.5.1.3 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.

4.5.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the DCDP 2022-2028 (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.

4.6 Section 5: Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

4.6.1 Zoning

The lands are within the functional area of SDCC from the junction at Woodford Walk / New Nangor Road (R134) to Naas Road (R810)/New Nagor Road (R134) junction. Lands are zoned in the SDCDP 2022-2028 (SDCC 2022a). For a detailed description of the zonings, refer to Table 1.1 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.9.

The lands are within the functional area of SDCC and are zoned in the 2022-2028 SDCDP (SDCC 2022) outlined in Table 4.12.

Construction Compounds TC12 and TC13 for the Proposed Scheme will be located within the SDCC area on lands zoned within the 2022-2028 SDCDP (SDCC 2022) as follows:

- EE – Enterprise and Employment.

Table 4.12: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
SDCC	RES – Existing Residential	<i>'To protect and/or improve residential amenity'</i>
	OS – Open Space	<i>'To preserve and provide for open space and recreational Amenities'</i>
	EE – Enterprise and Employment	<i>'To provide for enterprise and employment related uses'</i>
	REGEN - Regeneration	<i>'To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery.'</i>

As noted above, the areas required for Construction Compounds TC12 and TC13 will be for a temporary period. Compound TC12 will be located on land associated with the Harris Industrial Complex. Compound TC13 will be located on a site which currently has no development. Reinstatement works will be carried out following construction. The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.6.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the SDCDP 2022-2028 (SDCC 2022a) as outlined in Table 4.13.

Table 4.13: Map Based Objectives

Map Based Objective	Description	Scheme Response
SDCC		
Road Proposals Six Year – Ballymount Industrial Estates Street Network	<i>'Various streets within the Ballymount employment area lands subject to regeneration and LAP. Formation of a strategic street network within the Ballymount and Robinhood employment areas.'</i>	The Proposed Scheme is part of the BusConnects Dublin Programme. The Proposed Scheme seeks to align with the principles of this objective as it proposes development of bus lanes, cycle tracks and upgraded traffic lanes to accommodate sustainable movement throughout the area. The

Map Based Objective	Description	Scheme Response
(Naas Road Framework)		Proposed Scheme caters for sustainable modes of transport (i.e., bus / cycling / pedestrian). The Proposed Scheme help facilitate the upgrade of Greenhills Road. Refer to Chapter 4 (Scheme Description) and Chapter 6 (Traffic and Transport) in Volume 2 of this EIAR.
Cycleways (Cycle South Dublin) (Greenhills Road to Grand Canal and Clondalkin to the Grand Canal).	<i>'Cycle South Dublin is a Council programme of works that aims to provide a well-connected, well-designed, and safe walking and cycling network that offers people of all ages and abilities an attractive and credible alternative to using the car'.</i>	The Proposed Scheme will deliver safe, segregated cycling facilities along the corridor as part of BusConnects.
Proposed Natural Heritage Areas (pNHA) (Grand Canal)	<i>'Natural Heritage Areas (NHAs) are designated to conserve and protect species and habitats of national importance in Ireland and are established under the Wildlife Acts. NHAs normally relate to habitats that are considered to be ecologically important or host flora and fauna species whose habitats are considered to need protection'.</i>	The Proposed Scheme will not impact on any pNHAs. Refer to Chapter 14 (Land, Soils, Geology and Hydrology) in Volume 2 of this EIAR.
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. As part of the mitigation the appointed contractor will provide site hoarding of 2.4m height between the construction site and the watercourse to mitigate potential impacts associated with otter. The hoarding will be installed to retain as far as is practical, a narrow riparian corridor for use by otter

4.6.1.2 Local Area Plans / Masterplans

4.6.1.2.1 Naas Road Local Area Plan (2013)

This section of the Scheme is located within the Naas Road Local Area Plan 2013 (extended to January 2023) along the R110 Long Mile Road. Whilst the LAP is no longer deemed operational and now beyond its lifetime, it has been included below to show the Proposed Scheme's compliance with the aims and objectives of the LAP.

The overall vision for the Naas Road LAP is *"to create a great place to work and live and create a new urban identity for the Naas Road lands area plan by regenerating existing developed lands as a sustainable mixed use area, capitalising on the area's locational advantages and improving the relationship of the lands to their immediate surroundings through improved linkages, green infrastructure and permeability. As part of this transformation there will be an increase in the range of land-uses, and improvements in the visual environment, resulting in an increase in street level activity and the general revitalisation the area"* (p. 20).

The Policies relevant to the Proposed Scheme contained in the Naas Road LAP are set out in Table 4.14.

Table 4.14: Naas Road LAP Policies

Section	Policy	Project Response
4.4	<i>'Policy MA1. To provide for a new high quality pedestrian and cycle network within the LAP area which will connect existing and new communities and redefine the character of the LAP area; including (i) creation of new segregated green routes within the LAP area; (ii) improvement and upgrading of existing routes; (iii) improvement and increased number of pedestrian/cycle crossings on main roads; and (iv) connect into existing and planned networks surrounding the LAP area.</i>	The Proposed Scheme promotes walking and cycling within the LAP area. The Proposed Scheme will improve and increase pedestrian/cycle crossings on roads within the Proposed Scheme route and connect into existing and planned networks surrounding the LAP area.

Section	Policy	Project Response
4.4	<i>Policy MA2. Increase permeability to existing public transport routes by providing attractive, legible and direct walking and cycling links to bus and Luas stops.</i>	The Proposed Scheme encourages filtered permeability by promoting cycling and walking within the area.
4.4	<i>Policy MA3. To protect the role of the key strategic roads within the LAP area so that they continue to serve and benefit the city economically, whilst also seeking visual improvements to these routes so that they are more urban in character and provide better movement for the public bus services utilising them. New vehicular access points onto the Naas Road cannot be accommodated as this would impact on the strategic role of this important route</i>	The Proposed Scheme protects the role of strategic roads within the LAP area. Access is not proposed as part of the Proposed Scheme.
4.4	<i>Policy MA4. Ensure that sustainable development within the LAP area is cognisant of the proximity of the plan area to the city centre and to existing and future public transport infrastructure and that residential densities, access points, layouts, are compatible with this.</i>	The Proposed Scheme provides the infrastructure for sustainable travel in the LAP including walking, cycling and the use of public transport which will cater for the residential areas within and surrounding the LAP area.
4.4	<i>Policy MA5. To insure integration between the LAP lands with initiatives such as 'Smarter Travel' and strategic cycle routes connecting South Dublin County Council and Dublin City and to develop improved connectivity to surrounding communities including Walkinstown, Ballyfermot, Drimnagh and Bluebell.</i>	The Proposed Scheme will encourage integration with Smarter Travel by proposing cycling, walking and public transport within the area. The Proposed Scheme aims to achieve better connectivity for communities within the surrounding areas of the LAP.

4.6.1.2.2 Naas Road Development Framework (2010)

This section of the Proposed Scheme is located within the Naas Road Development Framework (NRDF) (2010) along Nangor Road, Naas Road and R110 Long Mile Road. Whilst the NRDF is now beyond its lifetime, it has been included to show the Proposed Scheme's compliance with the aims and aspirations of the NRDF. The specific objectives of the NRDF are included in Table 4.15.

Table 4.15: Naas Road Development Framework Objectives

Objective	Project Response
<i>Providing a permeable pedestrian environment within the Development Framework and good connections to surrounding areas; including providing at-grade crossings wherever practicable.</i>	The Proposed Scheme aligns with this objective as it will create a permeable pedestrian environment as along the route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. This will create good connections throughout the area.
<i>Providing suitable cycling facilities including secure, well-lit, convenient and covered cycle storage at stations encouraging commuters to travel to stations by bicycle rather than car.</i>	The Proposed Scheme will include cycle parking where possible to encourage integration between modes. Bicycle parking will be secure, covered, convenient for users and well-lit, where required.
<i>Providing a cycle network that is designed to connect directly with a number of cycle routes in surrounding areas to encourage travel to other areas by bicycle.</i>	The Proposed Scheme aligns with this objective as it provides segregated cycling routes throughout which will connect to other cycling routes within the area to encourage travel by bicycle.
<i>Providing enhancements to the integrated transport network by providing high quality facilities that provide easy and efficient interchange between different public transport modes.</i>	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.

Objective	Project Response
<i>Providing commuters with reassurance when they are walking to and from the public transport stations by giving the information, they need at each decision point. The information should be comprehensive without being confusing.</i>	The Proposed Scheme aligns with this objective as 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>Creating a new bus network through the site which would comprise of diverting and increasing headway on existing bus routes as well as development of potential new routes.</i>	The Proposed Scheme aligns with this objective as it promotes a new bus network through the area in which the NRDF is located.
<i>Ensuring that bus stops are located near key destinations such as schools, public transport stations and key retail and employment centres.</i>	The Proposed Scheme includes additional bus shelters, seating, accessible footways and bus infrastructure to make the bus transit experience more accessible for users. These bus stops have been designed to ensure they are convenient and easy to reach by users.
<i>Managing and reducing car usage and implementation of the car parking strategy proposed for the Development Framework area in this overall strategy.</i>	The Proposed Scheme aligns with this objective as it will reduce car usage through the implementation of a reliable and convenient public transport system, including options for active modes of travel.

4.6.1.2.3 Clondalkin Framework Plan

This section of the Proposed Scheme is located within a small section of the Clondalkin Framework Plan (CFP) (2011) along the Naas Road. There are no specific objectives within the CFP to note, however, refer to Section 3.7.1.1 for the overall vision of the CFP.

4.6.1.2.4 City Edge Strategic Framework

This section of the Proposed Scheme is located within the City Edge Strategic Framework 2022-2040. Refer to Section 4.3.1.2.1 for the relevant key principles.

4.6.1.3 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.

4.6.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the SDCDP 2022-2028 (SDCC 2022a) 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.

4.7 Section 6: Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

4.7.1 Zoning

The lands are within the functional area of SDCC along a section of the New Nangor Road (R134) where it then joins DCC and routes to the junction with Walkinstown Avenue (R112) to Slievebloom Park. Lands are zoned in the SDCDP 2022-2028 (SDCC 2022a) and DCDP 2022-2028 (DCC 2022). For a detailed description of the zonings, refer to Table 1.1 and 2.1 in Appendix 1 (Local Policy). The application boundary that incorporates the Proposed Scheme works includes lands within the following zoning objectives outlined in Table 4.16.

There are no construction compounds located within this section of the Proposed Scheme.

Table 4.16: Zoning Objectives Potentially Affected by the Proposed Scheme

Planning Authority	Zone	Objective
SDCC	REGEN – Regeneration	<i>‘To facilitate enterprise and/or residential led regeneration.’</i>
DCC	Zone Z1 – Sustainable Residential Neighbourhoods	<i>‘To protect, provide and improve residential amenities.’</i>
	Zone Z4 -Key Urban Villages / Urban Villages	<i>‘To provide for and improve mixed-services facilities.’</i>
	Zone Z6- Employment / Enterprise	<i>‘To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.’</i>
	Zone Z9 – Amenity / Open Space Lands / Green Network	<i>‘To preserve, provide and improve recreational amenity, open space and ecosystem services.’</i>
	Zone Z14 - Strategic Development and Regeneration Areas (SDRAs)	<i>‘To seek the social economic and physical development and / or regeneration of an area with mixed use, of which residential would be predominant use.’</i>
	Zone Z15 – Community and Social Infrastructure	<i>‘To protect and provide for community uses and social infrastructure</i>

The Proposed Scheme, for the most part comprises lands within the existing public road and pedestrian pavement area where there is no specific zoning objective.

4.7.1.1 Map Based Objectives

Along this section of the Proposed Scheme there are a number of distinct map-based objectives from the 2022-2028 DCDP (DCC 2022) as outlined in Table 4.17. There are no objectives from the 2022-2028 SDCC (SDC 2022).

Table 4.17: Map Based Objectives

Map Based Objective	Description	Scheme Response
DCC		
Strategic Development and Regeneration Areas (SDRA) 5: Naas Road	<i>‘The Naas Road SDRA sets out guiding principles for lands within the current Naas Road Local Area Plan and part of the future City Edge project. The guiding principles of this SDRA are in place to support development in the area pending the finalisation of the City Edge Project and Statutory Plan for the area. Linking the re-development of these sites into the wider surrounding environment, and creating sustainable successful communities is central to the successful regeneration of this SDRA.’</i>	In general, the Proposed Scheme is confined to existing pavement, roads or planted areas. The Naas Road SDRA fully supports creating good neighbourhoods and successful communities and promotes enhanced access to existing facilities in the wider community. Improvements to the public realm, public transport expansion, walking and cycling routes and integration of open space into green networks will provide opportunities to connect the community with locations of social, community and recreational activity in the wider locality. It is noted that the Proposed Scheme runs along approximately 900m section of the Naas Road, Walkinstown Avenue and approximately 930m section of the Long Mile Road. The SDRA includes a proposed Public Transport Hub on the Naas Road as

Map Based Objective	Description	Scheme Response
		well as proposals for increased permeability in the adjoining lands. The Naas Road and Walkinstown Avenue sections are within the 'Core Pedestrian Spine'. The Proposed Scheme will improve accessibility for active travel modes serving the adjoining lands in this area and will generally enhance the public realm.
KUV 6 Naas Road	<i>Provision is made for quality public transport systems. Provide improved access to these systems and incorporate travel plans, which prioritise the primacy of pedestrian and cyclist movement and address the issue of parking facilities and parking overflow. Ensure that enhanced connectivity and permeability is promoted". The Proposed Scheme provides improved bus services and enhanced opportunities for walking and cycling.</i>	The Proposed Scheme will also include infrastructure that will improve connectivity and permeability throughout.
Conservation Areas (Drimnagh Castle)	<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 opportunities to protect and enhance the character and appearance of the area and its setting</i>	Along the Proposed Scheme once the mitigation measures have been implemented, there will be no significant residual adverse impacts on the architectural heritage resources identified within this section of the Proposed Scheme as a result of the Construction Phase. 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.
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. As part of the mitigation the appointed contractor will provide site hoarding of 2.4m height between the construction site and the watercourse to mitigate potential impacts associated with otter. The hoarding will be installed to retain as far as is practical, a narrow riparian corridor for use by otter

4.7.1.2 Local Area Plans / Masterplans

This section of the Proposed Scheme is located within the Naas Road LAP 2013, the Naas Road Development Framework Study (2010) and the City Edge Strategic Framework 2022-2040 along the R110 Long Mile Road. Refer to Section 4.6.1.2.1 for the relevant Policies and Objectives for the Naas Road LAP 2013, Section 4.6.1.2.2 for the relevant Policies and Objectives for Naas Road Development Framework Study (2010) and Section 4.3.1.2.1 for the relevant key principles for the City Edge Strategic Framework 2022-2040.

4.7.1.3 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.

4.7.1.4 Proposed Scheme Response

The Proposed Scheme is consistent with the policies and objectives of the SDCDP 2022-2028 (SDCC 2022a) and the DCDP 2022-2028 (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

This EIAR includes four volumes and is structured as set out below.

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 Need for the Proposed Scheme 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.	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. The CEMP sets out how the construction works will be delivered in a logical, sensible and safe sequence and incorporates specific environmental control which will ensure environmental protection during the Construction Phase of the Proposed Scheme.
Chapter 6 - Traffic & Transport	The Traffic & Transport Chapter considers 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 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</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>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 considers 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 neutral and 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 neutral impact on air quality in the vicinity of the Proposed Scheme. The number of receptors where an exceedance of the NO2 limit value is predicted reduces from 24 in the Do Minimum scenario to 12 as a result of the Proposed Scheme. In 2043, all receptors are expected to have ambient air quality in compliance with the ambient air quality standards for the Do Something (and Do Minimum) scenario. There are no substantial or moderate adverse effects expected as a result of the Operational Phase of the Proposed Scheme.</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
Chapter 8 - Climate	The Climate Chapter considered the potential climate impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>Following the application of mitigation measures, it is expected that there will be a short-term, negative and minor residual impact on climate as a result of the Construction Phase of the Proposed Scheme. Although the impact rating post-mitigation is the same as pre-mitigation, the mitigation measures proposed will have the effect of reducing carbon emissions during the Construction Phase.</p> <p>The operational maintenance CO₂e emissions associated with the Operational Phase of the Proposed Scheme, after mitigation, is predicted to be Negligible and Permanent. Overall, when the carbon emissions associated with the maintenance phase and the Operational Phase are combined, the net GHG emissions will be Negligible and Permanent. Thus, the residual impact from Operational Phase traffic as a result of the Proposed Scheme will be Negligible and Permanent.</p> <p>The Proposed Scheme will also support the delivery of government strategies outlined in the 2023 CAP (DCCA 2022) and the 2021 Climate Act by enabling sustainable mobility and delivering a sustainable transport system. 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.</p> <p>It is concluded that the Proposed Scheme achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets.</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 mitigation measures, it is expected that there will be no significant residual noise or vibration impacts as a result of the Construction Phase of the Proposed Scheme.</p> <p>Once operational, 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 only. During this long term phase, residual impacts are calculated as indirect, positive, imperceptible to moderate and long-term to indirect, negative, slight and long-term.</p>
Chapter 10 - Population	The Population Chapter considers the potential population impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concluded that there will be no significant impacts on the community areas during the Construction Phase.</p> <p>In addition, positive, moderate to very significant and long-term impacts are expected on walkers, cyclists and bus users in the community areas of Tallaght Village, Walkinstown, Crumlin and Dolphins Barn, 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.</p> <p>The improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors.</p>
Chapter 11 - Human Health	The Human Health Chapter considers the potential human health impacts associated with	The assessment of health has found that during the Construction Phase the pathways to the greater predicted health effects are

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
	the Construction and Operational Phases of the Proposed Scheme.	temporary changes, but these are not expected to result in a change in population health status. No significant residual impacts on health are therefore predicted. During the Operational Phase, the pathways to the greater predicted health effects are permanent changes which bring multiple pathways associated with health improvement such as opportunities for improved physical activity (active travel), opportunities for more equitable transport and access to services, and opportunities for more social interaction. Therefore positive, very significant / significant and long-term residual effects are predicted during the Operational Phase.
Chapter 12 - Biodiversity	The Biodiversity Chapter considers the potential biodiversity impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Construction Phase will not be significant beyond the local level.</p> <p>The assessment concluded that with the application of the proposed mitigation measures, the impact on biodiversity during the Operational Phase will be not significant.</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 considers 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>During the Operational Phase, no mitigation is required. No significant impacts are anticipated for any other waterbody in the study area.</p>
Chapter 14 - Land, Soils, Geology & Hydrology	The Land, Soils, Geology & Hydrology Chapter considers the potential land, soils, geology & hydrology impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the mitigation measures, it is expected that there will be no significant residual construction and operational impacts on land, soils, geology and hydrogeology.
Chapter 15 - Archaeological & Cultural Heritage	The Archaeological & Cultural Heritage Chapter considers the potential archaeological & cultural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.	<p>The main potential impacts on archaeology and cultural heritage as a result of construction works could arise from pavement construction, repairs, reconstruction works, road resurfacing works, piling, any excavations of soil, including landscaping work, and any ground disturbance for utility works.</p> <p>There is the potential for the discovery of previously unknown below ground archaeological features, materials, and deposits along 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>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
<p>Chapter 16 - Architectural Heritage</p>	<p>The Architectural Heritage Chapter considers the potential architectural heritage impact associated with the Construction and Operational Phases of the Proposed Scheme.</p>	<p>During the Construction Phase it is considered that there will still be a risk of damage to architectural heritage structures, buildings, boundary walls, and street furniture from road widening, land acquisition, construction works to pavements, changes in layout of footpaths and landscaping works, vibration from HGV movement associated with construction activities and collisions and visual impacts during the Construction Phase.</p> <p>During Operation 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 resources due to traffic changes are predicted. 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. Also impacts where the Proposed Scheme requires physical changes to, or the repositioning of, heritage features are predicted.</p> <p>Once the mitigation measures have been applied, there will be no significant 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 considers 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 very moderate, 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 slight to significant, negative, short-term landscape/visual impacts on Conservation Areas, properties fronting the scheme with minimal direct contact, and trees and vegetation.</p> <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 signalization, 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 Compounds, return of temporary acquisition</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>areas, and for replacement or additional tree and other planting where possible along the Proposed Scheme.</p> <p>In the Operational Phase, residual effects will remain for properties experiencing permanent land acquisition, for the open spaces at Birchview / Parkview / Treepark, and for the loss of trees along the Proposed Scheme. There will be positive long-term effects for sections of streetscape at Walkinstown Roundabout, from the Ballymount to Christchurch and from the Woodford Walk / New Nangor Road junction to the junction of Long Mile Road / Naas Road / New Nangor Road. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity. Likewise, the Proposed Scheme provides for improvements in the urban realm, which will provide positive long-term effects for the townscape and visual character in areas such as Kildare Road to Clogher Road.</p>
Chapter 18 - Waste & Resources	The Waste & Resources Chapter considered the potential waste & resources impact associated considers the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the mitigation measures, it is expected that there will be no significant residual impacts on waste and resources during Construction and Operation of the Proposed Scheme.
Chapter 19 - Material Assets	The Material Assets Chapter considers the potential material assets impact associated with the Construction and Operational Phases of the Proposed Scheme.	With the implementation of the proposed mitigation measures there will be no significant impacts on material assets as a result of the Proposed Scheme during the Construction Phase of the Proposed Scheme. There will be no significant Operational Phase impacts on utility 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.
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>Appropriate mitigation measures will be implemented during the Construction Phase, including the implementation of a Construction Environmental Management Plan and Environmental Incident Response Plan. With the application of these mitigation measures, there are no remaining identified major accidents and / or disaster risk events that present a level of risk that would lead to significant impacts or environmental effects.</p> <p>No significant residual impacts have been identified either in the Construction or Operational Phases of the Proposed Scheme.</p>
Chapter 21 - Cumulative Impacts & Environmental Interactions	The Cumulative Impacts & Environmental Interactions Chapter considers the potential cumulative impacts on the environment of the Proposed Scheme with other developments.	<p>No likely significant cumulative effects relating to traffic and transport are predicted, over and above the effects of the Proposed Scheme assessed in isolation.</p> <p>With regard to air quality, as the cumulative traffic effects will be broadly in line with those of the Proposed Scheme in isolation, the associated cumulative air quality effects will not be significant. Dust mitigation at the Construction Phase for the Proposed Scheme, with similar measures in place for other projects, will mean that overall cumulative effects of construction dust will be neutral.</p> <p>The combined impact on climate of the Proposed Scheme with other schemes under construction concurrently is considered to result in a cumulative negative, significant and short-term impact on climate. Impacts on climate associated with the Proposed Scheme cumulatively with the construction of all other Core Bus</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>Corridor schemes are predicted to be negative, minor and short-term.</p> <p>With regards to construction traffic noise, and on the basis of the realistic worst-case scenario for construction traffic, a small number of roads will experience cumulative effects on noise and vibration over and above the effects of the Proposed Scheme in isolation. The roads experiencing cumulative effects from construction traffic noise are the same roads experiencing construction traffic noise impacts when the Proposed Scheme is considered in isolation. All traffic noise impacts are considered temporary in nature.</p> <p>With regard to Biodiversity, the construction of the Proposed Scheme in combination with other projects, will not give rise to cumulative impacts higher than the predicted residual impacts identified for the Proposed Scheme on its own.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur as a result of other projects in conjunction with the Proposed Scheme should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme. Effects would be reduced or negligible if this is not the case. In most cases the potential impacts are likely to be localised and contained, due to enclosing effect of the surrounding built form.</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 Greater Dublin Area Transport 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>No new additional significant adverse air quality impacts are identified in the cumulative operational scenario compared with the standalone scenario.</p> <p>The potential changes in traffic noise due to the cumulative Operational Phase traffic impacts have been assessed and compared with those assessed for the standalone Proposed Scheme. The assessment has concluded that during the year of opening, 2028, there will be more moderate impacts experienced during the short to medium term when compared to the standalone</p>

EIAR Chapter	Summary Descriptive Text	Assessment Outcome
		<p>Proposed Scheme. One road will also be subject to a moderate to significant impact during the short to medium term when the compared to the standalone Proposed Scheme. During the design year, 2043, traffic volumes are lower than the year of opening along the surrounding road network which result in lower calculated impacts along the same identified roads. Furthermore, the Noise and Vibration impact assessment notes that there will be an additional overall reduction in noise emissions due to a reduction in engine noise associated with the future fleet of electric vehicles.</p> <p>The Landscape (Townscape) and Visual assessment identified that while the implementation of the mitigation proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value, there remains potential for moderate, significant, negative, short term cumulative effects for seven other major projects in conjunction with the Proposed Scheme. Medium and long-term cumulative effects are expected to be moderate or significant and positive.</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 Greater Dublin Area Cycle Network Plan and the other 11 Core Bus Corridor schemes and the Proposed Scheme are complementary 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 cumulative effects are assessed as positive, significant and long-term for health for the Greater Dublin Area Cycle Network Plan and positive, very significant and long-term for the other 11 Core Bus Corridor Schemes.</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	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 (WFD) 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 5.2).

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

Environmental Objective	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 good ecological status or potential or result in a deterioration of surface water ecological status or potential	After consideration as part of the detailed compliance assessment, the operation of the Proposed Scheme will not cause deterioration in the status of the water bodies, nor will the Construction Phase, if the mitigation measures detailed in Chapter 13 in Volume 2 of this EIAR, the surface water management plan and the CEMP (Appendix A5.1 in Volume 4 of this EIAR) are implemented in full.	Yes
No changes which will permanently prevent or compromise the Environmental Objectives being met in other water bodies	The Proposed Scheme options 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 options 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 and indirect impacts. 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 1km 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 an Appropriate Assessment Screening Report and the Natura Impact Statement (NIS) submitted with the application.

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 Proposed 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 and will not prevent it from achieving GES or GEP. There will be no cumulative impacts with other developments, 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 (FRA)

A Flood Risk Assessment (FRA) has been carried out as part of the Planning Application for the proposed route from Tallaght / Clondalkin to the City Centre.

A site-specific flood risk assessment for the Proposed Scheme has been undertaken in accordance with the requirements of "The Planning System and Flood Risk Management Guidelines for Planning Authorities". Several historic flood events are noted to be in the vicinity of the Proposed Scheme.

The Proposed Scheme is largely on existing roads and will result in minimal increase in paved surfaces. Therefore, it will not increase the existing flood levels and risks.

There is no tidal flood risk to the Proposed Scheme. Therefore, there is no risk of coastal flooding to the site in the present, or in a future climate change scenario.

The risk of pluvial flooding along most of the Proposed Scheme is low. However, this risk exists in the current scenario and will be reduced as a result of the Proposed Scheme. All proposed surface water sewers provided as part of the Proposed Scheme shall be designed to provide attenuation for a return period of up to 30 years, where possible. This would be an improvement on the existing historical drainage network infrastructure and will reduce the overall risk of pluvial flooding. Proposed drainage infrastructure will be provided which will include new SuDS such as rain gardens, swales and tree pits. These SuDS features will provide source control measures and reduce the risk of pluvial flooding.

The groundwater vulnerability varies along both the Tallaght to City Centre and the Clondalkin to Drimnagh routes. As most of the Proposed Scheme is on existing roads with no known flooding specifically due to groundwater, it is not expected that this risk will increase with the construction of the Proposed Scheme.

There are sections of the Proposed Scheme where there is a risk of fluvial flooding. These sections:

Tallaght to City Centre

- Area 1: Section at Dolphins Barn on the R110 lies within Flood Zone A (1 in 100-year fluvial flood extents);
- Area 2: Section on Clogher Road near St. Kevin's College lies within Flood Zone A (1 in 100-year fluvial flood extents);
- Area 3: Section at the junction between R110 and R137 (near St. Patrick's Cathedral lies within Flood Zone A (1 in 100-year fluvial flood extents);
- The rest of the route is at low risk of flooding from rivers and the coast and is therefore located within Flood Zone C; and
- The risk of pluvial along the route is considered to be medium and this risk will be reduced further as a result of the Proposed Scheme.

Clondalkin to Drimnagh:

- Area 1: Section at the Fox-and-Geese lies within Flood Zone A (1 in 100-year fluvial flood extents);
- Area 2: Section at Drimnagh lies within Flood Zone A (1 in 100-year fluvial flood extents);
- The rest of the route is at low risk of flooding from rivers and the coast and is therefore located within Flood Zone C; and
- The risk of pluvial along the route is considered to be medium and this risk will be reduced further as a result of the Proposed Scheme.

The proposed development is categorised by the Guidelines as a 'highly vulnerable development' and is required to pass the justification test if any part of the development is located within Flood Zone A or Flood Zone B. As there are areas of the Proposed Scheme identified as being within Flood Zone A, a Justification Test is required.

The Plan Making Justification Test and Development Management Justification have been assessed and passed and further investigation of the flood risk in the form of a Stage 2 FRA is not required.

5.1.1.3 Appropriate Assessment (AA) and Natura Impact Statement (NIS)

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 Non-Statutory Public Consultations

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 Services (NPWS), Transport Infrastructure Ireland (TII) and relevant local authorities, and these are considered in the development of the relevant impact assessments chapters in Volume 2 of this EIAR.

In addition to feedback from the non-statutory public consultation process, and with affected landowners, consultations were also undertaken with DCC, SDCC and 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	Health Service Executive (HSE)
An Taisce	The Heritage Council
Dublin City Council (DCC)	Inland Fisheries Ireland (IFI)
Department of the Environment, Climate and Communications	Irish Water
Development Applications Unit (DAU) - Department of Housing, Local Government and Heritage	Office of Public Works (OPW)
Department of Transport	South Dublin County Council (SDCC)
National Tourism Development Authority trading as Fáilte Ireland	Transport Infrastructure Ireland (TII)
Geological Survey Ireland (GSI)	Waterways Ireland

Where practicable, the information and advice received during the consultation process was subsequently incorporated into the design of the Proposed Scheme and addressed in the relevant chapters of the EIAR. Issues raised during the consultation process with the prescribed bodies and interested parties 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 EIA / 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 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 EIAR should address alternatives, cumulative impacts and mitigation. In relation to the Proposed Scheme, DCC identified protected structures, Conservation Areas, historic pavings and gateways etc. which have the potential to be impacted due to the Proposed Scheme;
- South Dublin County Council (SDCC) comments in relation to the BusConnects Dublin - Core Bus Corridors Infrastructure Works related to traffic flow maintenance, existing traffic speed controls, car parking, construction compounds, work time restrictions, active travel protection, drainage / flood risk, dirt and dust controls, noise, air quality, protection of public realm infrastructure and emerging cycle routes. In relation to the Proposed Scheme, SDCC provided comments on the bridge design at the Nangor Road / Naas Road / Long Mile Road junction, the public realm works and mobility hub at Tallaght Village, junction design at the Walkinstown Roundabout and design proposals along Greenhills Road;
- 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)'s 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. Additionally, IFI provided comments on the design, in-stream works and mitigation measures to be implemented;
- The Environmental Health office 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; and
- Geological Survey Ireland (GSI) were consulted on 21 May 2021 to discuss the BusConnects proposals, and the proposed approach to the assessment of Land, Soils, Geology and Hydrogeology.

Since the initiation of the pre-application public consultation process in November 2018 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-19, 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 270 letters of this kind were issued.

In addition, approximately 76 letters were issued in July 2020 to request access to properties to undertake more detailed noise or topographical surveys. In November 2020, approximately 116 further letters were issued which offered a meeting to those affected property owners. However, due to COVID-19 restrictions these meetings took the form of telephone calls.

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 those from potentially impacted owners and as with all other submissions they have been considered in the design development.

During June and July 2021, approximately 190 letters (registered) were issued with a further 235 letters issued during December 2022 and January 2023 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.

5.2 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 (2022). Dublin City Development Plan 2022 – 2028
- DCC (2013). Naas Road Local Area Plan (extended to 2023).
- DCC and SDCC (2022). The City Edge Strategic Framework 2022-2040
- 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
- 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
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- 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
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- Government of Ireland (2018a). Project Ireland 2040 - National Development Plan 2018 – 2027
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- 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
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NTA (2011). National Cycle Manual

NTA (2023). 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 (2023). Transport Strategy for the Greater Dublin Area 2022-2042

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 (2011) Clondalkin Framework Plan

SDCC (2010) Naas Road Development Framework Study

SDCC (2022) South Dublin County Development Plan 2022 - 2028

SDCC (2020) Tallaght Town Centre LAP 2020

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)