

Luas Finglas

Environmental Impact Assessment Report 2024

Appendix A1.1: Emerging Preferred Route Consultation Report

Luas Finglas - Non-statutory Public Consultation on the Emerging Preferred Route

Consultation Report

November 2020

Quality information

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1. Executive summary

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

1.1 Engagement and consultation overview

The non-statutory public consultation on the Emerging Preferred Route (EPR) for Luas Finglas took place from Tuesday 28th July to Thursday 17th September 2020. Engagement commenced at the launch of the non-statutory public consultation and included online and face-to-face meetings, including with local representatives, accessibility groups, landowners, businesses and residents.

636 responses were received to the consultation, however once multiple responses were consolidated into one coded submission, the number of submissions totalled 626. Of the 626 submissions, nine were petitions, 33 were received from stakeholders and 584 were received from the local community and wider public. For the purpose of the report, stakeholders are defined as groups, organisations and individuals identified as having a specific interest in the proposals (see Appendix B).

1.2 Stakeholder feedback

Submissions were received from 33 stakeholders. There was a significant amount of positive feedback from stakeholders, which focused on the benefits the proposals will bring. These included; connectivity, the environmental impact, local regeneration and the extended public transport reach.

Suggestions for the EPR included; extending the route both north and west; improving the cycling proposals and improving the location and access to the Finglas Village and Mellows Park stops. Stakeholders also suggested providing Luas stops at Jamestown Road, St Margaret's Road, Tolka Valley Park and the linear park at Tolka Valley. All additional stop suggestions were in relation to providing connectivity for employment areas and local communities.

Stakeholder concerns included:

- the impact on residents, particularly at Mellows Crescent, St Margaret's Court, Lakeglen Estate and Barnamore Grove, and Casement Road and Dunsink Road. Concerns raised focused on visual impact, safety risks, parking loss and anticipated anti-social behaviour;
- the location of a surface car park at the location of the Park and Ride facility because this would impact future development of the land. Relocation suggestions included; outside the M50, north of the Melville junction and the Baleskin lands. Other concerns included the lack of pedestrian provision at Charlestown; and
- the impact on the environment, the loss of public space and safety risks.

1.3 Landowner and tenant feedback

Nine formal submissions were received from landowners and occupiers. Although most landowners and occupiers supported the principle of extending the Luas Green Line to Finglas, they did raise the following concerns:

- Impact on vehicular and pedestrian access to businesses;
- Alternative routes and stop locations suggested;
- Impact of the proposals on potential development (new or extended);
- EPR causing existing businesses to become unviable;
- Safety and security concerns regarding proposed access arrangements; and
- Requests for alternative access to existing businesses.

1.4 Non-statutory public consultation feedback

Of the 576 people who filled out the online consultation response form, 90% support the principle of extending the Luas Green Line to Finglas. Well over half (59%) rated the EPR as good or very good and only 25% rated it as poor or very poor, demonstrating that the majority of respondents support the proposals. Furthermore, the majority of respondents expected the Luas Finglas proposals to improve their journey times.

Satisfaction with the location of the proposed stops in the EPR proposals varied, with over 50% of respondents satisfied with Charlestown, Finglas Village and Mellows Park, but less than 25% satisfied with the St Helena's stop. Almost two thirds of respondents rated the proposals to provide a Park and Ride facility at Charlestown as good or very good.

When analysing the consultation responses, key themes were identified. Feedback on the themes that received the most comment are described in more detail below. The percentages are based on the total 584 submissions received from the public. Popular feedback included:

- **Alternative routes:** 22% of respondents suggested the route needed to be extended north and east, reaching IKEA, Ballymun, Northwood and the airport. 10% of respondents suggested the route should serve the west of the area, via routes including Ratoath Road or Ballyboggan Road. Areas that could be served by an alternative route would include Ashtown, Cabra, Royal Canal Park and Pelletstown.
- **Public transport:** 13% said they support the Luas extension as an additional option for public transport and these respondents listed the benefits this would bring.
- **Benefits:** 13% of respondents commented on the benefits of Luas Finglas, stating it is a much-needed extension that will have a positive impact on the community.
- **Impact on green space:** 11% of respondents did not support the EPR running through three parks because they argued there is already limited green space in Finglas.
- **Impact on residents:** 10% raised concerns about the negative impact of the route cutting through cul-de-sacs. Specific areas listed included Mellowes Crescent, Casement Road and Barnamore Grove.
- **Impact on commuters:** 9% said they wouldn't be impacted by the proposals, however 7% said the proposals will provide quicker journeys and a further 5% said the proposals will provide an alternative to driving.

1.5 Key issues

During the consultation, key areas of concern were identified by both residents and public representatives. These were:

- **Mellowes Crescent:** residents were concerned about the impact on traffic and parking, destruction of the local community, risk to resident safety and the visual impact on homes;
- **Casement Road and Dunsink Road:** residents would like to see the route changed to Finglas Road. If the route is kept along Casement Road, they argue should be moved away from houses and towards Farnham Crescent;
- **Lakeglen estate:** (Carrigallen Drive, Carrigallen Park, Carrigallen Road, Gortberg Avenue, Gortmore Road and Gortmore Drive) residents raised objections to opening up the cul-de-sacs in their area.
- **St Margaret's Court:** residents were concerned about the impact of changes to the estate layout, including vehicular access issues and loss of green space, in addition to the impact of Luas and loss of parking for homes fronting St Margaret's Road.

1.6 Next steps

As the design of the proposals continues to develop, further consultation will help determine the Preferred Route and the details of the design.

2. Introduction

2.1 This report

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

The non-statutory public consultation on the EPR ran from 28th July to 17th September 2020 and was supported by a programme of stakeholder and community engagement activities. The consultation was designed to provide those likely to be interested in or affected by the proposals an opportunity to provide their feedback. Considerable effort was made to let all those impacted by or interested in the proposals know that the consultation was taking place so they could use this valuable opportunity to have their say on the proposals at this early stage.

This report outlines the consultation and engagement activities undertaken and provides a summary of the feedback received. The feedback received and summarised in this report will be taken into consideration in the further development of the scheme.

2.2 Proposals overview and context

Luas Finglas is the proposed extension of the Luas Green Line from its current terminus in Broombridge to Finglas. The EPR for the proposed extension is approximately 4km long, includes four new stops, a cycle and pedestrian path along much of the route, a Park and Ride facility at Charlestown and an extension to the tram storage area at the Hamilton Depot at Broombridge. The route, which is shown in Figure 1, will provide interchange opportunities with bus and rail networks at most of the new stops it serves.

Figure 1. Luas Finglas EPR



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

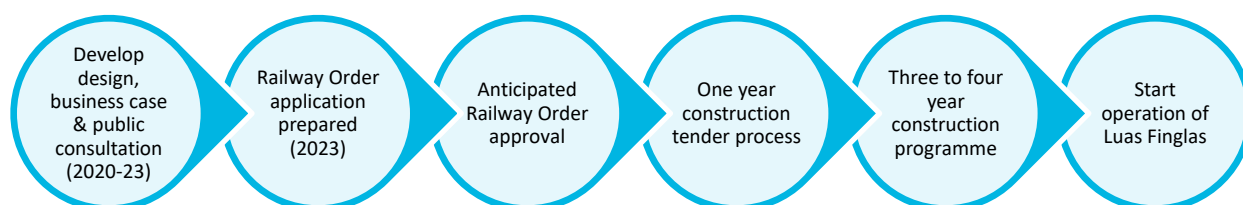
Finglas and the surrounding areas need improved public transport services to connect with Dublin’s wider public transport network. The arrival of Luas Finglas will bring significant benefits to the area by providing a reliable, efficient and high-capacity public transport service to the city centre via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

The proposed extension will also:

- support development of Finglas as a key centre within the Greater Dublin Area;
- help Ireland reduce emissions from transport by providing an attractive alternative to car use;
- create safe, segregated, family-friendly cycle and walking paths along much of the route, improving quality of life for all; and
- support ambitions for further development of Dublin as an attractive, vibrant location and focus for economic growth.

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

Figure 2. Luas Finglas milestones



3. Consultation delivery

3.1 Responding to Covid-19

TII had originally planned to deliver the consultation with mixed methods, including face-to-face consultation events. However, the social distancing restrictions put in place as a result of Covid-19 meant that many in-person activities could no longer be delivered. TII assessed the situation and decided to pursue the consultation to ensure the project continued to run to schedule and people were given an early opportunity to review and provide feedback on the proposals. This section of the report demonstrates how TII ensured the consultation was accessible and wide-reaching despite the unprecedented social distancing restrictions in place throughout the consultation period.

The approach included focusing on digital engagement, including delivering consultation materials online, providing an email address and promoting the consultation via social media. Participants were encouraged to review materials and feedback online in order to remove any risk of infection due to leaving their homes. To ensure all members of society, including those who don't have access to or chose not to use the internet, were able to participate, postal submission and telephone enquiry services were also included and promoted via a leaflet delivered to 10,000 residential and commercial properties within 1km walking distance from the EPR. A small number of socially distanced face-to-face meetings took place when request by local residents. More detail about these meetings is provided in Section 3.6.

3.2 Who we consulted

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

A geographical consultation zone was identified around the EPR to define the communities most likely to be interested or affected by the proposals. The zone included over 10,000 residential and commercial properties within 1km walking distance from the EPR, as shown in Appendix A. Information about the proposals and the consultation was sent to every property in the identified consultation zone (see Table 1 below).

In addition to the consultation zone, a number of individuals and organisations were identified on the basis of their specialist expertise or their potential to be impacted or interested in the proposals. These stakeholders included transport service users, politicians representing Finglas and the Park and Ride areas, environment groups, business groups and heritage groups. A full list of stakeholders identified are included in Appendix B.

3.3 Publicising the consultation

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

Table 1. Promotional activity

Activity	Description
Letters to residents and landowners	Sent to all potentially affected residential and commercial landowners prior to launch of the consultation. The letters introduced recipients to the proposals, included a copy of the consultation booklet and asked them to contact the Luas Finglas team to discuss the potential impact of the proposals. These stakeholders included residents on St Margaret's Road, St Margaret's Court, Mellows Crescent and Patrickswell Court, and owners and tenants of the businesses at Broombridge Road industrial estate and along St Margaret's Road. An example of the letter template is included in Appendix C.
Launch event	On 28 th July, at the Hamilton Depot at Broombridge, Eamon Ryan T.D., Minister for Climate Action, Communications Networks and Transport, launched the non-statutory public consultation for Luas Finglas. The event was attended by media outlets; RTE, The Irish Times, The Irish Independent, Virgin Media News and Newstalk. See Appendix D for a photo of the event.
Senator, TD and Councillor briefing	These 26 representatives were invited to attend an online briefing on the day of the consultation launch, which was delivered by the Luas Finglas Project Manager, Marcello Corsi. The aim of the briefing was to introduce the proposals and ensure local representatives were able to discuss the proposals with the local community. A list of the Senators, TDs and Councillors invited to the briefing is included in Appendix B.
Press release	A press release was issued by TII on 28 th July 2020 and a copy of this release is included in Appendix E. Articles about the consultation were published by various digital and print news outlets, including the main evening news on national television and radio programmes (RTE, Virgin Media and Newstalk). A summary of the coverage with links to the articles is included below: <ul style="list-style-type: none"> The Irish Times - Plans to extend Luas to Finglas 'to bring 30,000 within 1km' of Green line Irish Independent - Luas extension to make trip from M50 to city centre a 30-minute jaunt

- RTE - [Finglas Luas extension would see 'grass track' through three parks](#)
- The Journal - ['Sustainable' Luas Finglas extension plans open for virtual non-statutory public consultation](#)
- Joe.ie - [Four new stops to be added to Luas green line with Luas Finglas extension](#)
- Breaking News - [New 4km extension to Luas Green Line revealed](#)
- Lovin Dublin - [The four stops on the proposed 'FingLuas' line have been unveiled](#)
- The Sun - [LUAS EXTENSION Plans for 4km addition to Luas Green Line to Finglas unveiled as non-statutory public consultation begins](#)
- Extra.ie - [Discussions begin for an extension of the Luas Green Line into Finglas](#)
- Today FM - [Plans for Luas Green Line Extension to Finglas Revealed](#)
- 98FM - [Route for Luas Extension to Finglas Unveiled](#)
- FM104 - [New Luas Route Revealed](#)
- Dublin Live - [Luas Finglas: Plans for extension that will link north Dublin suburb to city centre in 30 minutes unveiled to public](#)

Stakeholder emails	The stakeholders identified in Section 3.2 were contacted via email on the day of the consultation launch. The emails outlined the proposals, provided information about the consultation and requested that stakeholders participate in the consultation via the various channels available. A list of the 44 organisations that received the email can be found in Appendix B.
Leaflet	While electronic media was the primary method of promotion, the leaflet drop to 10,000 local residents and businesses, ensured the consultation was accessible to non-internet users and those who don't regularly follow local news. Appendix A provides a map of the area where leaflets were distributed throughout the first week of the consultation period. A copy of the leaflet is included in Appendix F.
Newspaper adverts	A shown in Appendix G, adverts were placed in national newspapers between 29 th July and 2 nd August. The following newspapers have a combined reach of 27% of the country's adults: <ul style="list-style-type: none"> • Evening Herald • Irish Times • Irish Independent • Irish Daily Mirror • Sunday Independent
Social media	Content was provided to the following organisations and accounts to promote on their social media channels: <ul style="list-style-type: none"> • Luas for posting towards the end of the consultation to encourage consultation responses. Luas posted promotion content on its Twitter and Facebook accounts, which have 49,000 and 57,000 followers respectively. Examples of the twitter and Facebook posts are included in Appendix H. • MetroLink for posting on Twitter and LinkedIn • NTA TfI Updates for posting on twitter <p>Social media content was also tweeted and retweeted by Luas, Dublin Commuters, MetroLink, Transport for Ireland, Irish building Magazine, Q4PR and Fingal County Council.</p>

3.4 Feedback and enquiry channels

The following formal feedback channels were established and tested prior to the launch of the consultation online consultation response form on the Luas Finglas website;

- Luas Finglas email address (info@luasfinglas.ie); and
- Luas Finglas postal address.

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

In addition, a dedicated phone line was set-up for enquiries; Freephone 1800 666 888. The phone line and the info@luasfinglas.ie email address were continually monitored throughout the consultation period to ensure timely responses were provided to all enquiries.

3.5 Consultation materials

Information on the EPR was provided via the following:

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

¹ See Luas Finglas website at www.luasfinglas.ie

- Proposals information including key benefits, key facts, EPR description and map, transport integration, policy and climate change information;
- Downloads, including the consultation response form, consultation booklet, Park and Ride stage 1 and stage 2 reports, Options Selection stage 1 and stage 2 reports and annexes, and detailed drawings of the EPR;
- Contact information including mailing address, phone number and email address;
- Media Review Notice, detailing news and social media reporting processes;
- Data Protection Notice; and
- Link to the Virtual Consultation Rooms described in more detail below.

During the consultation period the website had over 6,300 individual users and over 20,000 webpage views.

- **Virtual consultation room**² – the virtual consultation room was developed to provide consultees with the opportunity find out more about the proposals and have their say in an online forum that mirrored the set-up of a traditional public drop-in event. This approach was developed as traditional public events could not be because of social distancing restrictions in place due to the Covid-19 pandemic. The virtual consultation tool, shown in Appendix I, linked from the website, provided an opportunity for participants to engage with the materials from their computer or mobile device at any time during the consultation period. The room included a series of information display boards, which presented the main details of the proposals, including large scale plans, infographics of key facts, a delivery timeline and artist's impressions of the route (see Appendix J).
- **EPR booklet**³ – the booklet provided the central source of information on the proposals for all consultees, including:
 - an overview of the objectives of the proposals and the associated benefits;
 - a summary of the options selection process;
 - detailed information about the EPR;
 - information about transport network integration;
 - a summary of the challenges and issues;
 - a timeline for delivery;
 - information about the consultation questions; and details of the feedback channels.

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

- **Response form** – this was used to collate people's views during the consultation process. The form presented the specific questions about the proposals and the EPR as well as providing space for people to make any additional comments. Included in Appendix K, the response form was made available as a downloadable version for printing, a printed version for sending to consultees and online on the website.

Accessibility

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

3.6 Additional stakeholder engagement activities

Directly impacted commercial landowners and businesses

Although letters had been posted to directly impacted landowners at the start of the consultation period, a need for further engagement with directly impacted commercial landowners and tenants was identified as the consultation progressed. A series of phone calls were made to businesses occupying sites on Broombridge Road and St Margaret's Road on which it was determined the EPR could have a major impact. Some phone calls generated a request for information to be forwarded to an appropriate person by email. These attempts to engage further with stakeholders commenced on 25th August and continued over the following three weeks.

Following initial contacts by the consultation team to verify landowners and/or commercial tenants were aware of the consultation and to identify individual points of contact, the Luas Finglas Project Manager then engaged directly with contacts who wished to discuss technical details of the project in more detail. These engagements included some on-site meetings as

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

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

well as phone calls and emails. Some landowners also sent follow up emails/submissions to formally document their feedback on the EPR.

A summary of all engagement to date with commercial landowners and businesses is provided in Table 2. Engagement is still ongoing and will continue throughout detailed design and project delivery. The land parcels referenced in the table are displayed in numbered aerial photos in Appendix L.

Table 2. Engagement with directly impacted commercial landowners and businesses

PRAI reference	Engagement notes
DN-XXX	<ul style="list-style-type: none"> No formal feedback received from landowner
Unknown/ not in Land Registry	<ul style="list-style-type: none"> Pending confirmation from landowner of suitable day and time as of 19/10
DN-XXX DN-XXX DN-XXX	<ul style="list-style-type: none"> Formal submission received, which is summarised in Section 4
DN-XXX DN-XXX DN-XXX	<ul style="list-style-type: none"> Formal submission received, which is summarised in Section 4
Unknown/ not in Land Registry	<ul style="list-style-type: none"> Call with owner on 14/08 focused on the significant impact of the project on the land and potential solutions No formal submission was made to the consultation
DN-XXX DN-XXX	<ul style="list-style-type: none"> Formal submission received, which is summarised in Section 4
DN-XXX DN-XXX	<ul style="list-style-type: none"> No formal feedback received from landowner or tenants
DN-XXX	<ul style="list-style-type: none"> No formal submission was made to the consultation by the landowner; therefore, the notes of the engagement are included here. The owners fed back that they are concerned regarding the impact that extinguishing the direct access will have on the businesses. No formal submission was made to the consultation by one of the tenants; therefore, the notes of the engagement are included here. The tenant noted their concerned regarding the impact of customers not be able to drive in will have on the business. Formal submission received from tenant, which is summarised in Section 4
N-XXX DN-XXX	<ul style="list-style-type: none"> No formal feedback received from landowner
DN-XXX	<ul style="list-style-type: none"> No formal feedback received from landowner
DN-XXX	<ul style="list-style-type: none"> Formal submission received from landowner, which is summarised in Section 4
DN-XXX	<ul style="list-style-type: none"> Formal submission received from landowner, which is summarised in Section 4
	<ul style="list-style-type: none"> No formal feedback received from landowner

Local residents, representatives and other stakeholders

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

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

Table 3. Engagement with residents, public representatives and community organisations

Organisation	Engagement and notes
Casement Road and Lower Casement Road residents	<p>The discussion focused on the residents' objection to the Luas running past their homes. Project team explained the change in alignment, which moves it slightly further away from the homes. Although residents would prefer not to see a tram running in front of their windows, they accept that Luas Finglas will be environmentally friendly, a great connectivity opportunity, the grass track will have low noise and no vibrations, and the community will benefit from the cycle track.</p> <p>Following feedback from multiple residents on Lower Casement Road regarding information on the consultation, booklets posted to all houses on Lower Casement Road facing Farnham Crescent Park on 23/08.</p>
Dublin City Council (Area Manager)	<p>Discussions regarding:</p> <ul style="list-style-type: none"> • DCC support and suggestions for additional community engagement. • Provide information on Mellowes Crescent community engagement. • Provide copies of the consultation booklet.
Dublin Cycling Campaign	<p>A summary of the discussion is provided below, and more detailed feedback is provided in Appendix M:</p> <ul style="list-style-type: none"> • The proposals needed to provide safe proposals that are suitable for people of all ages and abilities. • Additions should be provided, including additional secure bike parking spaces and lockers at Broombridge, filling the missing sections in order to create a continuous route and ensuring safe transitions between the sections of cycle routes. • The proposals should intersect with other cycling routes in the Finglas area.
Lakeland Residents' Association (Carrigallen-Gortmore)	<p>Only the topic of opening up cul-de-sacs was discussed with residents. The residents object to opening up the various cul-de-sacs towards the linear park, not even with gated pedestrian only accesses or one only opening on a trial basis. Residents worked for 20 years to close and fence off all those roads to prevent high rate of crime and anti-social behaviour.</p>
Liam Mellowes Memorial Committee	<p>Concerns of the committee are listed below:</p> <ul style="list-style-type: none"> • Impact of the proposed footbridge removal on the Liam Mellowes Memorial Garden. • Potential for anti-social behaviour around the Mellowes Park stop, whether the stop can/will be designed in a way that will mitigate against this and what security measures can be implemented once operational. • In response to anti-social behaviour, suggestion move the EPR alignment closer to Finglas Road and remove the mature trees on the eastern perimeter. • Concern regarding how the new signalised junction (Finglas Road/St. Margaret's Road) will function for traffic without causing congestion and other traffic risks.
Luas User Group	<p>A summary of the feedback received is provided below:</p> <ul style="list-style-type: none"> • Need to 'design in' safe delineation of pedestrians and cyclists to avoid conflict for vulnerable walkers. Segregation would be preferred. • The need for good, useable, accessible links from the Park and Ride to the Luas stop was emphasised. • Project needs to conform to the Disability Act 2005 and the new EU Accessibility Requirements for Products and Services, which is relevant to this and all Luas projects. • Need to draw on lessons from previous projects including, a distinction between road and footpath, a defined kerb, avoidance of shared space, etc.
Mellowes Crescent residents	<p>A summary of resident concerns is listed below:</p> <ul style="list-style-type: none"> • An alternative route that does not go through Mellowes Crescent needs to be identified. • Request for extended non-statutory public consultation response deadline to ensure all residents can provide feedback. • Negative impacts on the estate, which includes the elimination of the quiet cul-de-sac, noise and disruption during construction and operation, safety risk for both children and elderly residents, devaluation of homes, lack of accessibility for emergency services, reduction in parking, increase in congestion and visual impact. • Natural route for the EPR should be via the Garda Station through the car park and then on to Mellowes Park.

St. Margaret's Court (residents in the back of the estate)	<p>A summary of resident concerns is listed below:</p> <ul style="list-style-type: none"> • Residents would prefer that an alternative route to St Margaret's Road is found, such as North Road which should be reconsidered as an option. • The loss of green space in front of the houses. • The change in access and the need for the existing entrance to be walled or fenced off to discourage anti-social behaviour. • Suggestion to include extended green area and planting at the closed entrance. • Impact of people parking on the cul-de-sac to access nearby stops. • Accessibility for emergency services and refused vehicles. • Impact of new entrance on safety due to high volume of traffic using industrial estate conflicting with resident vehicles and pedestrians. • Noise disruption from Luas and additional traffic on St Margaret's Road.
St. Margaret's Court, adjacent St Margaret's Road	<p>A summary of resident concerns is listed below:</p> <ul style="list-style-type: none"> • Loss of existing secure off-street parking outside of front doors. • Do not reduce back garden sizes to accommodate parking solution. • Houses will require rear access in order to accommodate relocation of household bins. • Alternative parking at the side of number 4 may prove problematic because vehicles could not be easily accessed in the same way they are now. In addition to the problems it raises with security, there are issues in relation to bringing goods in from the vehicles, access for young children and people with mobility issues etc. • House numbers 1 to 4 are more adversely impacted by the proposals on a number of issues and they would welcome ongoing consultation.
TDs and Councillors	<p>Engagement regarding:</p> <ul style="list-style-type: none"> • General enquiries, including requests for consultation booklets for local residents. • Issues regarding the consultation, including leaflet drop reach and website issues. • Concerns regarding local resident issues, including Mellows Crescent and St Margaret's Court.
Tolka Valley parkrun	<p>A summary of the discussion with the parkrun is listed below:</p> <ul style="list-style-type: none"> • Suggestion that the continued ability of the parkrun to run throughout construction is written into the construction contract. • Suggestion that when construction is completed, the park provides suitable pedestrian, buggy and wheelchair access between the two halves of the park so that the park continues to operate as a single space. • Suggestion that during construction, suitable access between both halves is maintained throughout so the weekly parkrun and community use of the park in general continues. • Would welcome engagement with project team to discuss the proposals and how the contract will be phased to accommodate community use of the park. They can also engage the contractor to ensure any work or disruption is communicated with the parkrun forum. • Clarification sought regarding the priority right of way for either the parkrun or the tram stop. Priority would need to be given to the run for it to continue to run successfully.

4. Summary of feedback received

4.1 Methodology

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

Figure 3. Themes of feedback

Accessibility	Alternative routes	Alternative solutions	Alternative stations
Anti-social behaviour	Benefits	Congestion	Connectivity
Construction	Consultation	Cost	Cycling
Disruption	Environment	Growth	Heritage
Impact on commuters	Impact on green and public space	Impact on residents	Noise
Parking	Pollution	Public transport	Safety
Sustainability	Timeline	Visual impact	Wildlife

Where it has been possible to link responses from one consultee across multiple feedback channels, their comments have been consolidated into one coded response. Where it hasn't been possible to identify a link, these have been counted as multiple responses. 636 responses were received to the consultation. However, once multiple responses were consolidated into one coded submission, the number of submissions totalled 626. Of these 626 submissions, nine were petitions, 33 were received from stakeholders identified in Appendix B, and 584 were received from the local community and wider public.

Petitions have been classed as one response in the coding framework, however they are described in more detail, including the number of signatories and the issues identified later in Section 4.4.

4.2 Overview of responses

636 responses were received across the below channels. This table excludes feedback received as part of the additional stakeholder engagement activity, which is described in Section 3.

Table 4. Feedback channels

Feedback channel	Number of responses received
Online consultation response form	567
Email	48
Written response	21

4.3 Stakeholder feedback

33 submissions were received from stakeholders in the following groups:

Figure 4: Stakeholder submissions categorised by group

Business representative groups	Governmental	Lobby groups	Local Authority officials
Residents' Associations	Education institutions	Community and sports groups	Public representatives
Landowners and tenants	Planning consultants	Disability groups	Residents groups

This section of the report is divided into stakeholder feedback and landowner and tenant feedback. The stakeholder feedback is divided into a summary of local authority feedback and a summary of all other stakeholder feedback,

Local authorities

Formal submissions were received from Dublin City Council and Fingal County Council, which are summarised below:

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

- Recognises the need for an efficient, integrated, and coherent transport network. DCC commented on the welcome features and benefits Luas Finglas will deliver, which includes; high quality, high-frequency public transport option for the north of the city, opportunities for the development and regeneration of the areas along the route; better connected existing communities, integrated sustainable movement network for the area, significant potential for future development; and the usage of grass tracks;
- Concerns raised regarding the proposals for the Park and Ride, including the use of urban land within the M50, the location of the tram storage and the surface car parking on land that is optimal for urban consolidation as sought for in Project Ireland 2040. Suggestion for further discussion regarding this topic. There are also concerns about the impact of the proposals on the local street network in this area. DCC suggest a detailed traffic analysis is required.
- Stated Luas Finglas should be designed to optimise the future use of land and the Luas Finglas requires full coordination with other major transport projects in the city.
- DCC welcome the segregated cycle and pedestrian paths alongside the route. Suggestions to provide segregated cycle ways, expand the track further along the Luas line to link directly with the Tolka Valley Greenway and Royal Canal Greenway, to provide cycle parking at each stop and to provide parking and electric bikes charging at the Park and Ride facility. Specific cycling infrastructure suggestions were made in the submission.
- Will look to investigate if new housing can be provided in Barnamore Grove Linear Park, fronting onto the Luas line, to provide an element of passive supervision. DCC would like to work closely with TII on this analysis to ensure the optimal alignment and urban design layout is achieved.
- DCC would welcome a study of the broader area around the new stops, which should report on the social and commercial impacts and benefits of the proposals.
- DCC requested additional information as the project progresses, including more detailed drawings so that the proposals can be properly assessed in terms of the streetscape and urban design analysis. Other additional information required included details about the impact on parks, playing pitches and trees, how the Percent for Art scheme will be met across the route and how artworks will be integrated into the public realm, the impact of overhead line equipment, including visual impact assessments, locations of utility cabinets and tree survey and tree impact reports along the route. Details of intersections at Luas road crossings should also be provided to demonstrate how pedestrian, cyclist and public transport prioritisation will be delivered. DCC also requested detailed information about specific areas of the route.
- DCC will work with TII on the location and provision of the stops, which will include land use, movement routes, and volumes of pedestrians and cyclists accessing each stop to ensure maximum connectivity.
- Pedestrian facilities should be designed into and delivered as part of the project and should acknowledge the priority of pedestrians in the vicinity of the stops. DCC suggest a Pedestrian Environment Review system (PERs) should be carried out and the findings fed into the design process for the public realm. DCC suggested the public realm needs to be a central focus of the project.
- Guidance provided regarding the impact of the proposals on DCC land, which includes compensation advice and accommodation works requirements.
- A Universal Access Audit on the design demonstrating how equal access for all users is being delivered is recommended.
- Protected structures that should be carefully considered and protected include; Broom Bridge, Wood Bridge, King William Ramparts and St Patrick's Well. Suggest employing a full-time conservation architect to advise on proposals at all project stages and to prepare a Heritage Impact Assessment Report.

- Request TII engage City Archaeologist to ensure the Project impacts are continuously monitored to mitigate against any adverse impacts on the historical village of Finglas. Also suggested early landscape architectural expertise to be involved in the process to review the impact on the existing landscape resources.
- Stated a Heritage Impact Assessment and an Environmental Impact Assessment (EIA) need to be carried out along the route.
- Concerns that will need to be addressed as part of the EIA include the impact on River Tolka and its tributaries, the EPR crossing Integrated Constructed Wetland (ICW) in Tolka Valley Park, Leachate and Soil, groundwater, surface water management along the route and impact on flora and fauna. Suggest that the EIA also needs to consider the River Tolka status under the Water Framework Directive and the EU Birds and Habitats Directives. DCC request to be involved in the landscape assessment for the EIA.
- DCC has concerns over the loss of habitat and severance of green spaces and how this will affect the connectivity of species.
- DCC also provided feedback on specific areas of the route, which are summarised below:
 - DCC is proposing to examine the proposed route in the context of an urban design analysis of the surrounding land. Ideally, new housing can be provided here fronting onto the Luas line to provide an element of passive supervision, whilst also addressing issues of the exposed rear and gable walls to existing houses.
 - DCC would like to explore alternative options to providing access to Patrickswell Court and Wellmount Parade.
 - DCC has prepared a feasibility study of Mellows Court to explore options for redevelopment of the senior citizen complex. This can be made available to TII.
 - Concerns raised regarding the impact on parking and safety at Mellows Crescent and St Margaret's Court.
 - Current location of the St Helena's stop is remote and DCC suggest the stop would be better placed slightly north.
 - DCC and TII should explore options for their land at the Finglas Village stop to provide high-quality public realm and address the impact on local car park operations at Finglas Village
 - DCC would like to explore the possibility of creating a new focal entrance point into Mellows Park alongside the Luas line at this location.

Fingal County Council (FCC), Planning and Strategic Infrastructure Department:

- FCC is fully supportive of this strategic infrastructure and Stated the proposed infrastructure will facilitate the delivery of national and regional policy objectives for future compact sustainable growth and transport mobility, as well as facilitating a transport to a low carbon and climate resilient society. FCC provided an overview of the policy objectives that the Luas Finglas proposals will support.
- Stated Luas Finglas will foster sustainable growth and transport mobility for the area and facilitate the integration of Charlestown with the adjoining communities. They noted that the EPR aligns with local and national policy for integrated sustainable land-use and transport planning. FCC also highlighted that the proposals, including the walking and cycling infrastructure, provide a sustainable transport alternative to the private car.
- Stated the Park and Ride proposals require a careful balance regarding the provision of facilities to ensure development lands adjoining high capacity corridors are utilised to provide trip intensive development.
- Suggested that to fully optimise the future development potential of the landbank at Dunsink and critically, to facilitate sustainable development and transport mobility for the area, the final route alignment for Luas Finglas should come within the closer environs of the Dunsink lands and the final route design to reflect such an alignment. This would further support future high-density development at Dunsink as well as existing high-density development at Pelletstown rather than the current proposed alignment serving lower density established residential areas.
- FCC Stated the proposed Luas extension to Finglas will foster sustainable growth and transport mobility for the area and facilitate the integration of Charlestown with the adjoining communities within the area and Dublin City in line with development plan policy for the area. However, they raised a number of concerns regarding the large-scale Park and Ride facility at Charlestown. These concerns included, unsustainable under-use of prominent town centre lands and impact on character and visual amenity due to the large-scale car parking. Their concerns also related to the location of the facility, which has limited connectivity across the N2 corridor. They suggested the future development of the lands around the facility should occur within an overall comprehensive and coordinated development framework to ensure an innovative and sustainable development approach with the integration of a traffic calmed environment.

Stakeholders

The table below provides a summary of the feedback received categorised into the consultation feedback themes identified in Figure 3. A more detailed description of feedback received from stakeholders, categorised into the groups displayed in Figure 5, is included in Appendix M.

Table 5. Summary of feedback received from stakeholders

Theme of feedback	Summary of feedback
Accessibility	<ul style="list-style-type: none"> Ensure the proposed route, the proposed new stops and the proposed Park and Ride will meet the needs of persons with disabilities or will enable more persons with disabilities and older people to access public transport services. It was recommended that Luas Finglas should create a universal design by following the Accessibility of Public Transport for People with Disabilities report and carrying out a Universal Access Audit on the design.
Alternative routes	<p>The most popular suggestion amongst stakeholders was to extend the route north to areas including Ballymun (connecting to MetroLink), Swords and the airport. Several stakeholders also suggested the route should extend west to serve Pelletstown, Ashington and Scribblestown.</p> <p>Additional suggestion:</p> <ul style="list-style-type: none"> Other suggestions included North Road as an alternative route to St Margaret's Court, Ratoath Road, Cardiffsbridge Road, Ballyboggan Road to Finglas Road and right into Charlestown closer to the M50, turning right along St Helena's and left up Farnham Drive. The latter two suggestions would minimise the impact on green space. Closer proximity to the Dunsink strategic land bank would be preferred in the context of future development. The route would run better through Farnham Drive rather than Farnham Crescent Park. An alternative route for Patrickswell Place and Mellows Crescent needs to be identified due to a number of resident objections.
Anti-social behaviour	<p>The majority of concerns related to the opening of cul-de-sacs at both Mellows Crescent and the Lakeglen estate and the anticipated increase in anti-social behaviour.</p> <p>Suggestions included:</p> <ul style="list-style-type: none"> Question regarding additional security in the park sections, such as CCTV. Engage local schools and youth groups regarding anti-social behaviour and its effects on transport services. Providing extra security by helping to extend the Garda camera system to cover the whole line area.
Benefits	<p>There was a significant amount of positive feedback from stakeholders focused on the benefits the proposals will bring. This included connectivity, the environmental impact, local regeneration and the extended public transport reach. Other benefits included; accessibility, interchange options, cycling and pedestrian proposals, reduction in car use and reduction in journey times.</p>
Connectivity	<p>All feedback on connectivity was regarding potential improvements, which included; introducing pedestrian crossings that prioritise pedestrians in the vicinity of the stops, providing safe walking routes by improving footpaths and junctions in Finglas village and providing improved pedestrian access to the business parks to the south and south east of the Charlestown stop.</p>
Construction	<p>There were concerns regarding the impact of the construction on the parks access and the impact of noise, maintenance and working hours. Suggestion that pitches need to be accessible during construction.</p>
Consultation	<p>Several stakeholders noted the need for continued consultation or for more proactive community consultation. The initial lack of consultation with St Margaret's Court residents was highlighted.</p>
Cycling	<p>Although several stakeholders praised the cycling proposals, there were recommendations for improvements, which included:</p> <ul style="list-style-type: none"> Removing shared spaced for pedestrians and cyclists. Creating a continuous end-to-end cycle route along the EPR or following alternative routes to access the stops. Ensuring proposals serve all range of cycles, not just bicycles. Providing secure cycle parking spaces, electric charging points and lockers. Ensuring safe transitions between the sections of cycle routes, particularly at road junctions. Extending the cycle track to link with the Tolka Valley Greenway and Royal Canal Greenway.
Environment	<p>Stakeholders requested that as the design progresses, the following are considered in more detail; flora and fauna, areas for integrated constructed wetlands, fish passes, ground water, surface water management and clear span designed bridges across waterways.</p> <p>Concerns about the environmental impact of the proposals included:</p> <ul style="list-style-type: none"> Landscaping and tree replacement approach.

Theme of feedback	Summary of feedback
	<ul style="list-style-type: none"> Impact of contaminants and emissions during construction. Impact on the river and its tributaries. Loss of trees in the Tolka Valley Park.
Heritage	Suggestion to engagement by City Archaeologist on historic village of Finglas and note that protected structures should be carefully considered including Broom Bridge, Wood Bridge, King William Ramparts and St Patrick's Well.
Impact on commuters	Comments on commuters focused on the benefits the EPR would deliver, including quicker journeys and few people driving.
Impact on residents	<p>The majority of representatives raised concerns about the negative impact of the proposals on Mellowes Crescent, St Margaret's Court and Lakeglen estate residents. Issues reported by residents included, noise and vibration, congestion, impact on currently limited parking spaces, proximity of the route to their homes, loss of green space and potential anti-social behaviour due to opening up cul-de-sacs</p> <p>Areas of the route that need further consideration include; access to Patrickswell Court and Wellmount Parade, safety at Mellowes Crescent and safety and parking at St Margaret's Court.</p>
Loss of public space	A number of stakeholders raised concerns about the impact of the EPR on the parks and playing fields. Specific areas of concern included St Margaret's Court green space. There was, however, positive feedback regarding Erin's Isle not being impacted.
Parking	Representation on behalf of residents who have expressed concerns about Luas parking bringing additional cars into the Lakeglen estate and Mellowes Crescent.
Public transport	Luas Finglas was recognised as a much-needed public transport option for the north of the city.
Safety	<p>Majority of comments related to the safety impact of the proposals on Mellowes Crescent and St Margaret's Court residents. A positive response commented on the security of the Tolka Valley Park as a result of the increase in passive security in the park.</p> <p>Concerns included:</p> <ul style="list-style-type: none"> The proximity of two playing pitches in Farnham Crescent to the proposed line. The three uncontrolled crossings for children and cyclists along the route through Tolka Valley Park. Design of junctions throughout the EPR for pedestrians and cyclists.
Timeline	Stakeholders who commented on the timeline would like to see the project expedited.
Visual impact	Suggestions to include utilities and service cabinets on the drawings as early as possible and to heighten the walls at the back of the houses along Barnamore Grove to reduce visual impact.
Wildlife	One stakeholder noted that care must be taken not to damage the river valley, which is a haven for nature and biodiversity.

Outside of the consultation themes, stakeholders provided feedback on the proposed stops and the Park and Ride facility. Feedback included:

- concerns regarding the location of a surface car park at the location of the Park and Ride facility because this would impact future development of the land. Relocation suggestions included; outside the M50, north of the Melville junction and the Baleskin lands. Other concerns included the lack of pedestrian provision at Charlestown;
- alternative stops suggested included; Jamestown Road, St Margaret's Road, Tolka Valley Park and the linear park at Tolka Valley. All suggestions were in relation to providing connectivity for employment areas and local communities; and
- stakeholders also made suggestions for improving the location and accessibility of the Finglas Village and Mellowes Park stops.

Landowners

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

Table 6. Summary of feedback received from landowners and tenants

Land reference	Summary of feedback
DN-XXX	<ul style="list-style-type: none"> A drawing outlining a proposed alternative access to both businesses was provided
DN-XXX	<ul style="list-style-type: none"> Landowner would like to retain the existing pedestrian entrance on St Margaret's Road The EPR blocks the existing access to yards of the businesses on their land. The EPR will result in the loss of an existing ESB substation, which currently serves XXX.
DN-XXX	<ul style="list-style-type: none"> Welcome the proposed extension of the Luas Green Line, the EPR and the incorporation of a cycle and pedestrian path along the route. Supportive of the proposed location of Charlestown stop in principle, but would query if it would be better located immediately opposite the shopping centre on lands that abut Melville Lawn. Concerns about how the EPR will impact the shopping centre, namely; the potential impact of construction, increased traffic and concern that shopping centre car park will be used as an overspill for the Park and Ride. Would welcome advance engagement to ensure the Park and Ride can be delivered in conjunction with their proposals (specifically the live proposals to deliver 590 apartments on lands south of Charlestown Place). Question regarding the potential to deliver the Park and Ride in a phased manner. Would like further information about the demand for the Park and Ride and how pedestrian links can be established from the Luas stop and the Park and Ride to their residential development and the shopping centre. Suggestion that these proposals should assist pedestrian flow and minimise traffic disruption.
DN-XXX	<ul style="list-style-type: none"> Suggestion that the routing of the northern part of the line along Jamestown Road with an additional stop at the junction of this road with Melville Road would increase the catchment of the route and bring a greater quantum of lands with the potential for compact growth and redevelopment. Positive feedback included; promotion of sustainable and multi-modal forms of travel, the reduction in vehicular journeys, which will improve safety, reduce air pollution, and contribute to a healthier urban environment for residents and visitors. Submission welcomes the proposed stops at Mellows Park and Charlestown, which will bring the Jamestown business park within short walking distance of Luas Finglas. Client is highly supportive of the proposals and acknowledges the overall enhancement of the area associated with the Luas. Proposes an alternative alignment to the EPR between the proposed Mellows Park stop and the Charlestown stop to include the lands to the east at the XXX and to provide for a new stop to serve the XXX lands.
DN-XXX	<ul style="list-style-type: none"> Anticipation that the proposed plans do not impact the park positively and has the potential to sterilise the units, rendering them potentially worthless as they become unviable for an existing owner occupier to trade from the premises. Removal of parking will create a funnelling effect between Blocks 1 to 4 and would further increase congestion and bottlenecks. Proposals will take away around 22 car parking spaces within the park, which will cause occupiers to either; park elsewhere, park at the back of the units that they occupy or source new premises. However, the back of the units presents a health and safety hazard to pedestrians because they are used for loading purposes. Anticipation that the Charlestown Luas Stop could create an anti-social impact, which would be to the detriment of XXX.
DN-XXX	<ul style="list-style-type: none"> EPR proposals don't show the extent that the business will be impacted.
DN-XXX	<ul style="list-style-type: none"> A raised platform from Broombridge stop, which traverses close to the landowner buildings could cause concern from an insurance, security and health and safety aspect.
DN-XXX	<ul style="list-style-type: none"> Request an alternative route that doesn't impact their long tenure and the 70 plus jobs that they provide.
DN-XXX	<ul style="list-style-type: none"> Site will not be able to expand if the EPR is delivered, which they are currently planning for.
DN-XXX	<ul style="list-style-type: none"> Staff and the majority of visitors require free, secure, off-street parking. The loss of this parking would be a considerable problem. The option of using a gate on Lagan Road would be unworkable because it would limit the number of HGV movements and would make them dangerous. It would also reduce the amount of parking available.

	<ul style="list-style-type: none"> The option to reconfigure the building, with goods movements switched to the Lagan Road end, would only offer a partial solution and would be very costly. The whole operation is dependent on the easy movement of goods in and out of the premises and having a reasonably large and secure off-street area is essential.
DN-XXX	<ul style="list-style-type: none"> Support the principle of extending the line but not in its current proposed structure because it would interfere radically with the business. Anticipate a severe reduction in the business and therefore the 21 employees so suggest the route needs reconsidering. Business uses five vans on the road supplying services to garages in the area. Business also provides an order and collect service from the premises and. There are approximately 160 vehicles accessing the forecourt every day.
DN-XXX DN-XXX	<ul style="list-style-type: none"> The EPR blocks the existing access to the business and impacts the existing internal vehicle movements within the business. The pedestrian and vehicular access to the site will be severely impacted by the location of the track. Currently, the business has approximately 414 vehicles movements and 120 pedestrian visitors every day, using the St Margaret's road entrance. The EPR is located within a portion of the site. Therefore, the occupiers will be unable to maintain their current one-way vehicular movement system. Business noted that two of the existing external fire exists are located on the St Margaret's Road elevation of the building. These will also be impacted by the EPR. Suggestion to provide an alternative access route to the business. This will ensure the existing access can continue without any impact on the EPR. The alternative access route would be via a new arm off the St Margaret's Road roundabout.

4.4 Petitions

Nine petitions were received and are described in more detail in the table below:

Table 7. Summary of feedback received from petitions

Number of signatories	Area of concern	Summary of feedback categorised by theme
27	Impact on the residents of Casement Road and Dunsink Road	<p>Alternative routes: Preference for route that uses Finglas Road (R135). The alternative route is already well developed, and signatories think this would avoid ruining one of the last remaining green spaces in Finglas. If the route needs to run in front of the houses on Casement Road, it should be located on the opposite side of the park, towards Farnham Crescent.</p> <p>Consultation: Printable version of the response form is not prominent enough on the website. Concern that residents only received a leaflet, while other residents received consultation booklets.</p> <p>Loss of public space: Strong objection to the proposed route crossing St Helena's Road, running directly between two playing fields and then through Farnham Park. Expectation that these parks will be tarnished by having a railway running through them.</p> <p>Heritage: Casement Road and Dunsink Road houses are some of the oldest in Finglas and should be protected as a matter of historical significance.</p> <p>Impact on residents: Signatories anticipate that the Luas running metres from their homes will negatively impact the residents and will increase stress-related health issues.</p>
84	Several areas of concerns described by People Before Profit Dublin, which include the impact on Lakeglen and Mellowes Crescent residents	<p>Consultation: Consultation process could have been more proactive, engaging residents directly, informing them of the impact of the EPR and taking their concerns into account in future planning.</p> <p>Environment: The possibility of toxic fumes coming from the tip head at Lakeglen during construction pose a risk to residents living in the area, so there needs to be clarity on what precautions are being taken.</p> <p>Loss of public space: Signatories suggest that any facilities (parks, football pitches etc.) lost in the development of the route should be redistributed and improved in the area.</p> <p>Impact on residents: There are issues with the proposed route running directly through Mellowes Crescent, which include noise impact and safety concerns regarding construction and operation.</p>

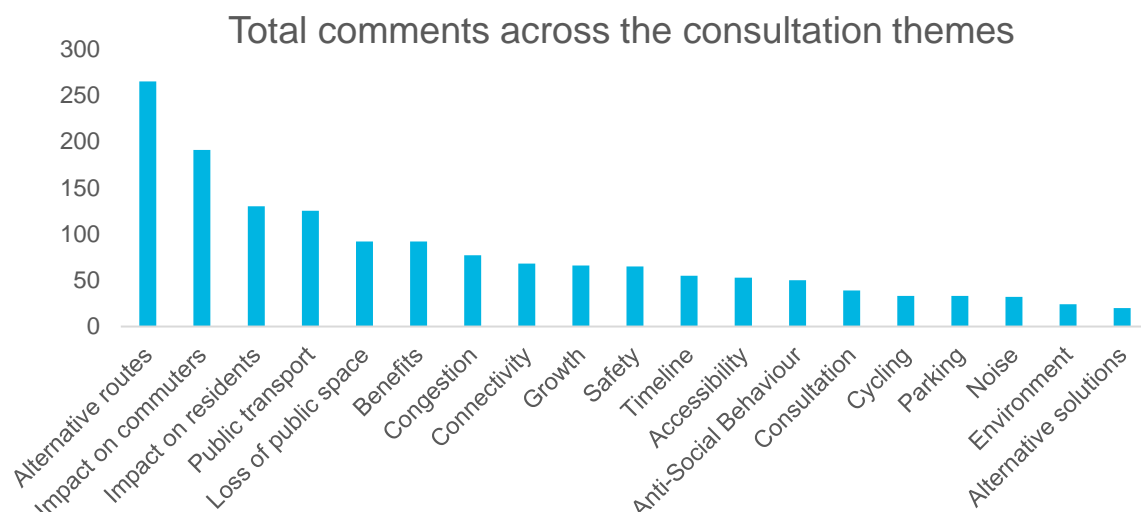
		<p>Public transport: Fully support Luas Finglas project and would like to see it delivered as early as possible.</p> <p>Anti-social behaviour: Oppose proposals to re-open side entrances to Lakeglen estate. Residents previously campaigned to have these entrances shut as there had been issues with antisocial behaviour associated with them.</p>
138	Six petitions were received with the same content included from residents from the following areas of Lakeglen: Carrigallen Drive, Carrigallen Park, Carrigallen Road, Gortberg Avenue, Gortmore Road and Gortmore Drive	<p>Anti-social behaviour: Signatories expressed concern that twenty years ago it was proposed to extinguish the public right of way because of anti-social behaviour. This was supported by Gardai and local councillors. The quality of life and mental health of Lakeglen residents would be seriously impacted if the cul-de-sacs are re-opened.</p>
26	Impact on residents of Mellowes Crescent	<p>Alternative routes: Signatories think that route 2A was only chosen because it is the lowest cost option because the scores in the other criteria are not good, particularly for safety. Signatories think that routes 3Ja and 3Jb are the best options because they bring the Luas along existing roadways, have less impact on residents and serves the whole community of Finglas better.</p> <p>Consultation: Virtual meeting invitation was not inclusive of elderly residents. Perception that the design team had not visited the estate and seen kids play, elderly people making trips to the village or seen the amount of existing traffic.</p> <p>Congestion: Mellowes Road traffic will worsen with the introduction of the Luas line. Estate already exists as an overflow car park for the Finglas leisure centre and social welfare offices. Concern over the impact of additional congestion on emergency service response times.</p> <p>Impact on residents: The route is unacceptable to all residents of Mellowes Crescent because the proposals will destroy the community.</p> <p>Parking: Proposals result in the loss of eight car parking spaces and well as reducing the driveway of number 17.</p> <p>Safety: Residents will be put at risk when they have to cross the tracks because there is no proposed barrier and there is a high number of elderly people and children.</p> <p>Visual impact: The EPR passes by the front doors of the majority of homes in the estate. There is potential for more houses to be visually impacted as the plans have yet to factor in the supporting infrastructure such as electric poles and sub stations that will be also required.</p>

4.5 Community feedback

2,101 comments were received from the 584 respondents. 1,584 of these comments were regarding the themes of the consultation, identified in Figure 3, and 517 of the comments were regarding the proposed stops and Park and Ride facility.

Figure 6 below demonstrates the distribution of the comments across the themes of the consultation. Themes that received fewer than 20 comment are not displayed in this table. These themes and the number of comments are; heritage (2), cost (5), wildlife (6), pollution (11), disruption (11), visual impact (11), sustainability (13) and construction (15).

Figure 6. Total community comments across the consultation themes



Tables 8 to 27 below summarise the feedback received. The tables are categorised into the themes described in Figure 6 above. This section is ordered from highest number of comments to lowest. The percentages provided in this section represent the number of comments received in relation to the total number of 584 respondents.

Feedback is only summarised in these tables if more than five comments were received on the same topic. Therefore, the number of comments in the table does not reflect the total number of comments received in each theme.

Alternative routes

Of the 584 respondents, 265 (45%) made comments about this theme. In summary, the majority of respondents who commented on this theme would either like to see the line extended further or reconsidered. These respondents wanted to see additional areas being served. The table below summarises the main themes arising from this feedback. Figure 7 shows that only 11% of comments in this theme were negative.

Figure 7: Types of feedback

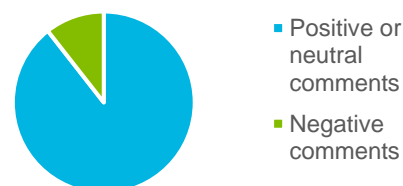


Table 8. Alternative routes feedback

Number of comments	Percentage of respondents	Feedback
130	22%	Suggested the route needed to be extended north and east (most respondents suggested this was achievable by extending the Luas Finglas along St Margaret's Road). Specific locations suggested included the airport, IKEA, Ballymun, the Metro at Northwood, Metrolink and as far north as Ashbourne and east as Malahide. An extension would benefit residents at Lanesborough, Creston, Mayeston Hall and Hamptonwood.
58	10%	Suggested the route should serve the west of the area, via routes including Ratoath Road or Ballybogan Road. Towns that could be served by an alternative route would include Ashtown, Cabra, Royal Canal Park and Pelletstown. Some respondents suggested the route could be extended as far as Blanchardstown.
21	4%	Suggested the dual carriageway (R135/N2, Finglas Road) running to the south west of Finglas Village to Charlestown should be used as an alternative route. Respondents suggested this route would minimise disruption to local communities and green spaces.
16	3%	Suggested a new or improved route is required but gave no specific suggestion as to what route the Luas Finglas should take. Seven of these respondents suggested the route needs to move away from quiet residential areas.
13	2%	Noted their preference the discarded alternative options to the EPR. These options included route 1a, 1b, 1e and 1h. A number of these respondents referenced an expected lack of connectivity with the west of the area and the reason for preferring these alternative options.
>five and <10	N/A	Alternative routes that received between 5 and 10 suggestions included: <ul style="list-style-type: none"> North Road as a better suited option for supporting the Luas Finglas route than St Margaret's Road. Providing a better route to serve Finglas East as well as Finglas South and West. One respondent noted that this would better serve DCU students.

Number of comments	Percentage of respondents	Feedback
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- Avoid cutting through the Tolka Valley Park. They suggested Cardiffsbridge, taking another route west of the park or running the route underneath.

Impact on commuters

Of the 584 respondents, 191 (33%) made comments about this theme. In summary, the majority of respondents who commented on this theme (102), anticipated significant benefits from the proposed route. Of the remaining 89 comments, 19 of these were negative and 70 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 8: Types of feedback

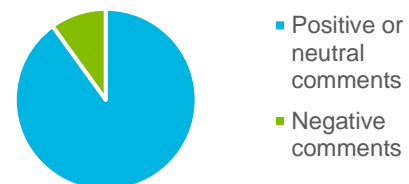


Table 9. Impact on commuters feedback

Number of comments	Percentage of respondents	Feedback
55	9%	No impact on journeys because they won't use the Luas, or they don't live near the route so won't benefit from the proposals. A number of these respondents live west of Finglas, in areas including Royal Canal Park and Ashtown, and don't anticipate any benefits to the current proposals.
42	7%	The proposals will provide quicker journeys for all transport modes.
27	5%	The proposals will help more people to use Luas and will provide an alternative to driving.
20	3%	There are general benefits for commuters, which include easier access to the city centre, Finglas and Charlestown and more reliable journeys.
>5	N/A	Additional comments: <ul style="list-style-type: none"> • Improvement for existing bus users, including leading to fewer connections. • Improved proximity to a Luas stop. • This will make the Luas overcrowded, which may mean having to make additional time for journeys or will make Luas journeys a less viable option. Some respondents said this won't be the case if the number of services is increased to serve all potential users. • The proposals will cause an increase in congestion, due to the Park and Ride and additional crossings, which will negatively impact journeys.

Impact on residents

Of the 584 respondents, 130 (22%) made comments about this theme. In summary, the majority of respondents who commented on this theme (89), anticipated a negative impact on residents. Of the remaining 41 comments, 29 of these were positive and 11 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 9: Types of feedback

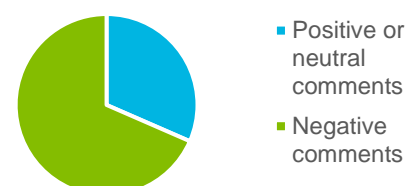


Table 10. Impact on residents feedback

Number of comments	Percentage of respondents	Feedback
57	10%	Concerns about the line cutting through the cul-de-sacs and being too close to homes, particularly at Mellowes Crescent, Lower Casement Road and Barnamore Grove. Cutting through the cul-de-sacs will have a negative effect on the green space and residents parking.
21	4%	Concern that opening up cul-de-sacs to vehicles will increase anti-social behaviour.
14	2%	Anticipate that the proposal will be a huge benefit to both the community of Finglas and the people travelling for work, as public transport is needed in the area.
8	1%	EPR is minimising negative impacts in the area while gaining great public transport.
>five	1%	Additional comments: <ul style="list-style-type: none"> • The proposed will provide a better quality of life and social life. • Concerns about security, loss of privacy from increased footfall and the devaluation on the impacted properties.

Number of comments	Percentage of respondents	Feedback
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- The proposed does not benefit the East Finglas residents.

Public transport

Of the 584 respondents, 126 (21%) made comments about this theme. In summary, the majority of respondents who commented on this theme (74), anticipated a positive impact on residents. Of the remaining 52 comments, 27 of these were negative and 25 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 10: Types of feedback

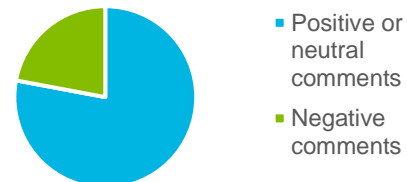


Table 11. Public transport feedback

Number of comments	Percentage of respondents	Feedback
74	13%	Support the Luas extension as an additional option for public transport. Journeys will be significantly shorter, buses won't be overcrowded, and people will not have to rely on their vehicles as much. An efficient public transport system is welcomed in the area.
24	4%	Currently the buses are overcrowded and have significantly slow journey times. Residents are concerned the Luas will be equally as overcrowded, however the need for additional public transport in the area and outside of Finglas is recognised.
>5	1%	Additional comments: <ul style="list-style-type: none"> • The buses are efficient and therefore the Luas is not needed. • Bus stops are being lost due to the EPR and the proposed Dublin Bus plans. • Suggestions to increase capacity, to run trams more frequently during peak hours and to integrate the proposed BusConnects and Luas projects. • Observation that improved public transport options and their frequency is needed for all of Ireland.

Benefits

Of the 584 respondents, 92 (16%) made comments about this theme. In summary, the majority of respondents who commented on this theme (76), anticipated a positive impact on residents. Of the remaining 16 comments, 10 of these were negative and six were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 11: Types of feedback

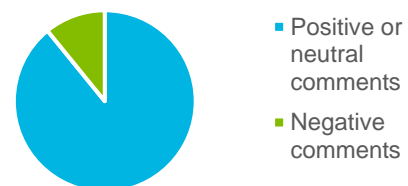


Table 12. Benefits feedback

Number of comments	Percentage of respondents	Feedback
75	13%	The EPR is a much-needed Luas extension. It will have a positive impact on the communities as well as being a welcoming addition to Finglas.
9	2%	Respondents do not see the benefits of the Luas extension, particularly those in Finglas east.
>5	1%	Additional comments: <ul style="list-style-type: none"> • The value of the land will increase. • The funding for the proposals should be spent on housing and homeless support. • General concerns about the proposed route.

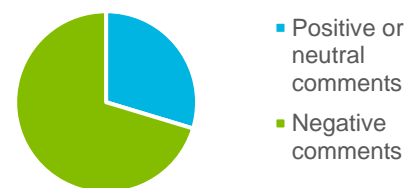
Loss of public space

Of the 584 respondents, 91 (15%) made comments about this theme. In summary, the majority of respondents who commented on this theme (64), anticipated a negative impact on residents. Of the remaining 27 comments, 13 of these were positive and 14 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 13. Loss of public space feedback

Number of comments	Percentage of respondents	Feedback
64	11%	The EPR running through three parks is not supported. There is already a small amount of green space that is used by the local community regularly. An alternative route needs to be considered to preserve these green spaces.
13	2%	The proposed route will use existing green space, which will cause little disruption and have a negative impact on the communities.
>5	1%	Additional comments: <ul style="list-style-type: none"> Queries about protecting the existing parks, making sure no additional building takes place. Suggestions for the EPR to run over a bridge over Tolka Valley Park, which would maintain the entirety of the green space, and to consider some enhancement at Casement Road to compensate for loss of green space. Tolka Valley Park should be assessed to maintain the natural features of the park as much as possible.

Figure 12: Types of feedback



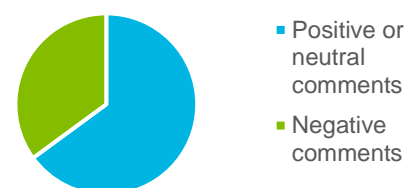
Congestion

Of the 584 respondents, 77 (13%) made comments about this theme. In summary, the majority of respondents who commented on this theme (44), anticipated a positive impact on residents. Of the remaining 33 comments, 23 of these were negative and 11 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 14. Congestion feedback

Number of comments	Percentage of respondents	Feedback
44	8%	The proposals will relieve the congested roads, provide more options for commuting and less reliance on vehicles.
23	4%	The proposals will worsen the traffic in the surrounding areas.
>5	1%	Additional comments: <ul style="list-style-type: none"> Concerns about the impact of construction on congestion. Concerns about the impact of the EPR on the N2, R135 and at the proposed junction on Wellmount Road. Suggestions to review the location of the Park and Ride due to current local congestion.

Figure 13: Types of feedback



Connectivity

Of the 584 respondents, 68 (12%) made comments about this theme. In summary, the majority of respondents who commented on this theme (48), anticipated a positive impact on residents. Of the remaining 20 comments, six of these were negative and 14 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 14: Types of feedback

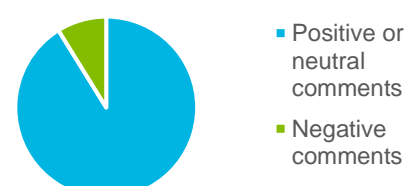


Table 15. Connectivity feedback

Number of comments	Percentage of respondents	Feedback
48	8%	The proposals will have a positive impact on the community by providing more travel options that will link the surrounding communities and the city, as well as making travel easier for all.
>5	1%	Additional comments: <ul style="list-style-type: none"> Concerns that the EPR only provides connectivity for the west of Finglas and about the lack of bus connectivity, particularly when Dublin Bus plans come into effect. Suggestions to integrate a rail and light rail station at Broombridge to provide a more efficient service and to have the tram and bus work alongside each other. Connecting more towns will improve the standard of living.

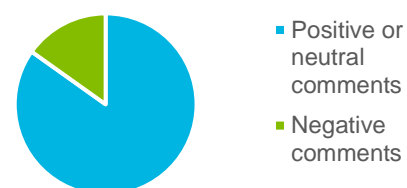
Growth

Of the 584 respondents, 66 (21%) made comments about this theme. In summary, the majority of respondents who commented on this theme (31), anticipated a positive impact on residents. Of the remaining 35 comments, 10 of these were negative and 15 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 16. Growth feedback

Number of comments	Percentage of respondents	Feedback
31	5%	The proposals will generate more income, development and business opportunities for Finglas. It is as an asset that will regenerate the area as well as bring value to the areas around the route.
14	2%	Adequate public transport is needed with the growing population and new developments in Finglas.
>5	1%	Concerns that the proposals don't benefit the most densely populated areas as they are not included in the plans and if more apartment blocks are built, the worse the traffic will be with inadequate public transport.

Figure 15: Types of feedback



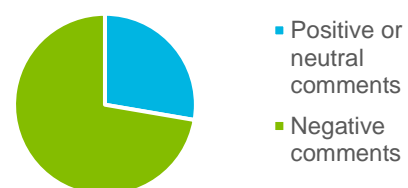
Safety

Of the 584 respondents, 65 (11%) made comments about this theme. In summary, the majority of respondents who commented on this theme (47), anticipated a negative impact on residents. Of the remaining 18 comments, seven of these were positive and 11 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 17. Safety feedback

Number of comments	Percentage of respondents	Feedback
28	5%	The proposed is an unsafe option for the children that play outside and the elderly that walk around the area, this has the potential for accidents.
15	3%	Security concerns with the opening of the estates, including Mellowes Crescent and Lakeglen, and having the footpath so close to the properties as well as for pedestrians walking in unlit areas.
>5	1%	Additional comments <ul style="list-style-type: none"> Positive comments that the proposals will make journeys safer, particularly for cyclists and runners at night. Suggestions to improve safety, including visible security presence at Broombridge station and a pedestrian crossing through Tolka Valley Park. Noted that passengers would feel safer waiting for the tram in populated areas.

Figure 16: Types of feedback



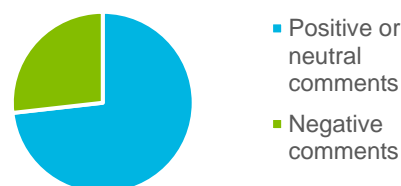
Timeline

Of the 584 respondents, 56 (9%) made comments about this theme. In summary, the majority of respondents who commented on this theme (22), were either suggestions or neutral comments. Of the remaining 31 comments, 19 of these were positive and 15 were negative. The table below summarises the main themes arising from this feedback.

Table 18. Timeline feedback

Number of comments	Percentage of respondents	Feedback
42	7%	Respondents would like to see the plans expedited so construction can begin as soon as possible. Specifically, some commented that they were disappointing in the lengthy timeline for delivery.
>5	1%	Respondents would like to see Luas Finglas up and running as soon as possible

Figure 17: Types of feedback



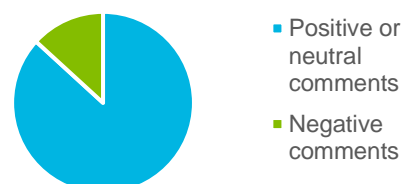
Accessibility

Of the 584 respondents, 53 (9%) made comments about this theme. In summary, the majority of respondents who commented on this theme (30), anticipated a positive impact on residents. Of the remaining 23 comments, seven of these were negative and 16 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 19. Accessibility feedback

Number of comments	Percentage of respondents	Feedback
30	5%	The proposed will provide the communities with more travel options as well as providing an easier route into the City and surrounding areas.
>5	1%	Additional comments: <ul style="list-style-type: none"> Concerns that there is potential for delays and risks for both the Luas and vehicular traffic, including emergency services, at the junctions and crossings. Suggestions that walking facilities need improving, prioritising sustainable transport over cars, widening footpaths and removing the fencing in the parks near the stops so they are accessible for all. Suggestion that the proposals needs futureproofing. There is an opportunity to work with neglected neighbourhoods, hospitals, new developments, adjacent boroughs, sports clubs, leisure and the observatory.

Figure 18: Types of feedback



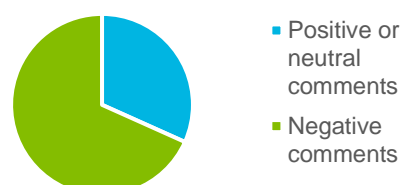
Anti-social behaviour

Of the 584 respondents, 50 (8%) made comments about this theme. In summary, the majority of respondents who commented on this theme (37), anticipated a negative impact on residents. Of the remaining 13 comments, six of these were positive and seven were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 20. Anti-social behaviour feedback

Number of comments	Percentage of respondents	Feedback
26	4%	Current anti-social behaviour will increase if the Luas is extended to Finglas.
11	2%	Reopening cu-de-sacs and footpaths near the properties will increase anti-social behaviour.
6	1%	Anticipate a reduction in anti-social behaviour, particularly discouraging people from riding their quads and bikes in the open field.

Figure 19: Types of feedback



Number of comments	Percentage of respondents	Feedback
>5	1%	Additional comments: <ul style="list-style-type: none"> Suggestion for an increase in CCTV and Garda presence. Concerns about potential incidents as a result of anti-social behaviour will cause delays to Luas.

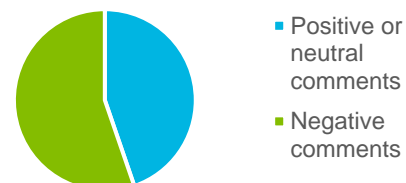
Consultation

Of the 584 respondents, 38 (6%) made comments about this theme. In summary, the majority of respondents who commented on this theme (21), anticipated a negative impact on residents. Of the remaining 17 comments, six of these were positive and 11 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 21. Consultation feedback

Number of comments	Percentage of respondents	Feedback
10	2%	Either there was no consultation with the affected residents or very little information was provided on the proposed and the impact it will have on their properties.
6	1%	Satisfied with the project and would like to see it go ahead.
>5	1%	Additional comments: <ul style="list-style-type: none"> Respondents Suggested there was not enough detail provided on the impact of the EPR on residents and Tolka Valley Park and the route of the EPR. Requests for additional consultation with local stakeholders. Issues included difficulty navigating the website and character limit of the online response form.

Figure 20: Types of feedback



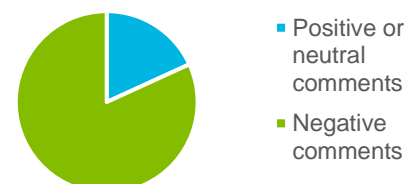
Parking

Of the 584 respondents, 33 (5%) made comments about this theme. In summary, the majority of respondents who commented on this theme (27), anticipated a negative impact on residents. The remaining six comments were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 22. Parking feedback

Number of comments	Percentage of respondents	Feedback
27	5%	Concerns about the issues the parking will cause, particularly for those residents of Mellows Crescent. Residents already have limited parking and problems with people using the estate as an 'overflow' parking facility for the leisure centre and welfare office
>5	1%	Suggestions to have car parks near the proposed stops that do have space and to introduce parking restrictions for affected residents.

Figure 21: Types of feedback



Cycling

Of the 584 respondents, 33 (5%) made comments about this theme. In summary, the majority of respondents who commented on this theme (14), were either suggestions or neutral comments. Of the remaining 19 comments, nine of these were positive and 10 were negative. The table below summarises the main themes arising from this feedback.

Figure 22: Types of feedback

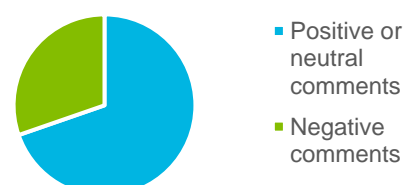


Table 23. Cycling feedback

Number of comments	Percentage of respondents	Feedback
>5	1%	<ul style="list-style-type: none"> The cycle paths will be a great asset. Cycle lanes need to be continuous throughout the route. If this cannot be delivered along the Luas route, alternative routes need to be developed. Suggestions that the cycle lanes and footpaths need improving by segregating from vehicle lanes, providing adequate bike parking at stops, improving the quality of the cycle lanes and linking paths to canal paths and parks. A need for CCTV and disabled access.

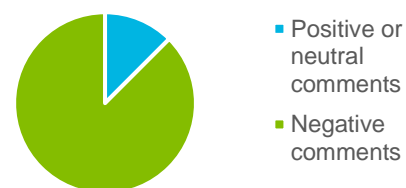
Noise

Of the 584 respondents, 32 (5%) made comments about this theme. In summary, the majority of respondents who commented on this theme (28), anticipated a negative impact of noise on the residents. Of the remaining four comments, one of these were positive and three were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 24. Noise feedback

Number of comments	Percentage of respondents	Feedback
28	5%	The proposals will increase noise in the area, both from Luas as well as the increase in footfall during the day and at night.
>5	1%	Additional comments: <ul style="list-style-type: none"> Request for more information about plans for reducing the noise from the tram. Positive feedback that there will be less noise from the reduced amount of traffic.

Figure 24: Types of feedback



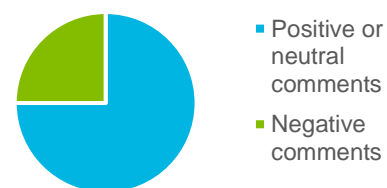
Environment

Of the 584 respondents, 24 (4%) made comments about this theme. In summary, the majority of respondents who commented on this theme (15), anticipated a positive impact on the environment. Of the remaining nine comments, six of these were negative and three were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 25. Environment feedback

Number of comments	Percentage of respondents	Feedback
15	3%	The proposals will have a positive impact on the environment. Specifically, they will reduce the reliance on vehicles and therefore carbon emissions.
6	1%	Concerns about the impacts of the destruction of the mature trees in the area and digging up toxic land in Tolka Valley Park.
>5	1%	Requests to protect and replace the impacted mature trees.

Figure 24: Types of feedback



Alternative solutions

Of the 584 respondents, 20 (3%) made comments on the alternative solutions. In summary, the majority of respondents who commented on this theme (19), made suggestions for alternative solutions and only one negative comment was made. The table below summarises the main themes arising from this feedback.

Figure 25: Types of feedback

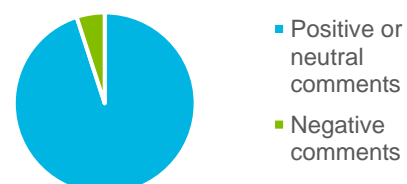


Table 26. Alternative solutions feedback

Number of comments	Percentage of respondents	Feedback
>5	1%	<ul style="list-style-type: none"> • Suggestions for a feeder bus to DCU. • Request to replace track and paths in parks with other options. • Consideration should also be given to implement orbital routes to provide additional connectivity between the Dublin suburbs. • Suggestion for an underground city rail and for a bridge over Finglas to segregate Luas from road traffic.

Other themes

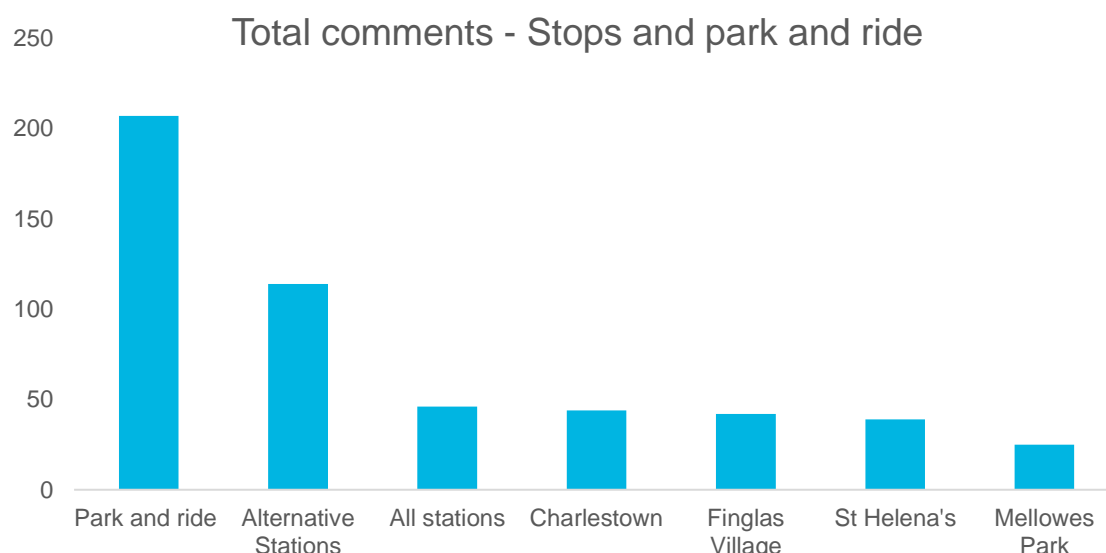
The table below summarises the themes of feedback that received fewer than 20 comments:

Table 27. Comments from other categories

Number of comments	Theme	Feedback
15	Construction	Ten respondents provided negative feedback on this theme. Concerns included disruption during construction, noise, dust and pollution. One respondent also commented that the construction stage will cause congestion in the area. Positive comments supported the choice of route for minimal disruption during construction.
13	Sustainability	Nine respondents commented on the positive impact of the proposals, which will lead to a decrease in car use, encourage people to use sustainable transport modes, and will be environmentally friendly. The only negative comment noted the impact of construction on air quality.
11	Visual impact	Most comments on visual impact were negative, focussing on the impact of seeing the tram at their homes and the resulting loss of privacy, the light pollution of the tram, the visual impact of the overhead wires and traffic lights. loss of trees leading to a view of the tram, traffic and the stop. Requests from respondents included ensuring the areas of construction are left in an aesthetically pleasing condition and ensuring the visual impact is minimised.
11	Disruption	Most comments on disruption were negative. Respondents suggested there will be disruption to traffic, utility services and to their daily lives. Positive comments focused on the EPR being the least disruptive route and the positive track record of the Luas being minimally disruptive.
11	Pollution	Responses on pollution had an even amount of positive and negative comments. Positive comments suggested the proposals provide a clean and direct route, which is important to tackling the climate emergency and reducing the carbon footprint. Negative comments focused on pollution and impact on air quality from both the tram and local traffic.
6	Wildlife	All comments received regarding wildlife were negative. Respondents were concerned about the general impact of the proposals as well as more specifically the impact on wildlife in Mellows Park (foxes and other small animals) and Farnham Crescent (Canada Geese).
5	Cost	Responses about cost included questions about the impact on taxes, the zoning of the Luas and impact on journey costs, the cost of trams and the need to expedite funding to deliver the project quicker.
2	Heritage	The two comments noted the need to protect the ambience of Finglas and the need to protect areas including the bridge at Broombridge.

Figure 26 below demonstrates the distribution of the 517 comments regarding the proposed stops and Park and Ride facility.

Figure 26. Total comments about the stops and Park and Ride



Tables 28 to 34 below summarise the feedback received regarding the stops and the Park and Ride facility and is categorised into the categories described in Figure 26 above. This section is ordered from highest number of comments to lowest. The percentages provided in this section represent the number of comments received in relation to the total number of 584 respondents.

Park and Ride

Of the 584 respondents, 207 (35%) made comments about this theme. In summary, one third of respondents who commented on this theme (69), support the proposed Park and Ride. Of the remaining 138 comments, 43 of these were negative and 95 were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Figure 27: Types of feedback

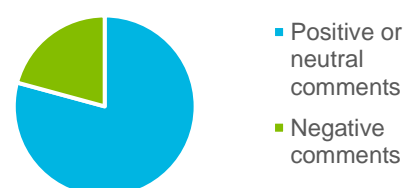


Table 28. Park and Ride feedback

Number of comments	Percentage of respondents	Feedback
44	8%	General positive feedback on the Park and Ride, including the improvement to connectivity for commuters, improved journeys and positive impact on the surrounding area.
36	6%	Park and ride will cause more congestion in the area and add more pressure on local parking.
16	3%	The Park and Ride is in the wrong location. Most respondents suggested it should be outside the M50.
12	2%	Environmentally friendly and will help reduce congestion.
11	2%	Traffic management and pedestrian/cyclist facilities required for introducing the Park and Ride.
10	2%	Good use of existing space.
10	2%	More than 600 spaces needed.
>5	1%	Additional comments: <ul style="list-style-type: none"> The location of the Park and Ride is good The Park and Ride should be underground or multi-storey Secure bicycle parking should be included in the proposals General objections to Park and Ride facilities

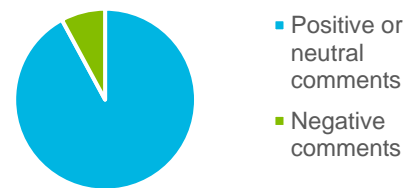
Alternative stops

Of the 584 respondents, 114 (19%) made comments about this theme. In summary, the majority of respondents who commented on this theme (104), were either suggestions or neutral comments. Of the remaining 10 comments, nine of these were negative and one was positive. The table below summarises the main themes arising from this feedback.

Table 29. Alternative stops feedback

Number of comments	Percentage of respondents	Feedback
32	5%	Suggestions for a stop in Royal Canal Park to service the community and large working population.
32	5%	Suggestions to additional stops in the following areas: <ul style="list-style-type: none"> Wellmount Road Aldi or Ratoath Bridge Ashtown Between Broombridge and St Helena's Rathborne Village Cardiffsbridge Road Clearwater Plunkett in Casement Road St Margaret's Road
22	4%	Suggestions for a stop in or near Pelletstown to serve a larger community.
>5	1%	Additional comments: <ul style="list-style-type: none"> More stops are needed, particularly in response to the recent housing development along Tolka Valley Road. Suggestions that the western areas of Ashtown, Royal Canal Park and Pelletstown need stops to serve them.

Figure 28: Types of feedback



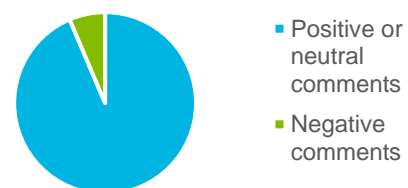
All stops

Of the 584 respondents, 47 (8%) made comments about this theme. In summary, the majority of respondents who commented on this theme (30), anticipated a positive impact. Of the remaining 17 comments, 14 of these were either suggestions or neutral comments and 3 were negative.

Table 30. All stops feedback

Number of comments	Percentage of respondents	Feedback
30	5%	All are satisfied with the proposed stops and see the benefits it will have to the local shops and communities.
>5	1%	Additional comments: <ul style="list-style-type: none"> Suggestion to have all stops integrated with active transport and bus connections, as well as cycle parking at all stations. Concerns about the level of anti-social behaviour at the stop, particularly in areas of the proposed re-opened footpaths. Suggestion for additional road markings to prevent additional traffic and parking outside of properties.

Figure 29: Types of feedback



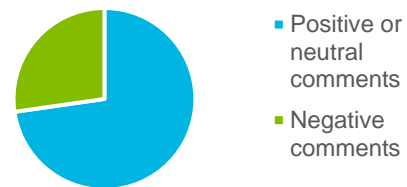
Charlestown

Of the 584 respondents, 44 (7%) made comments about this theme. In summary, half of respondents who commented on this theme (22), were either suggestions or neutral comments. Of the remaining 22 comments, 10 of these were positive and 12 were negative. The table below summarises the main themes arising from this feedback.

Table 31. Charlestown feedback

Number of comments	Percentage of respondents	Feedback
10	2%	The proposed Charlestown stop will cover more areas and provide the residents with easier access to the Charlestown Shopping centre.
>5	1%	Additional comments: <ul style="list-style-type: none"> Overgrown, badly lit paths to the stop will not encourage people to use it. The proposed stop does not serve Finglas east. Pedestrian facilities in the area will need to be improved and pedestrian safety will need to be considered. Concerns about impact of the stop on resident parking and congestion in the area. Suggestions for the stop to move west of the shopping centre to allow for further extension of the line and for a larger covered stop, considering the development in the area which will not make this stop fit for purpose.

Figure 30: Types of feedback



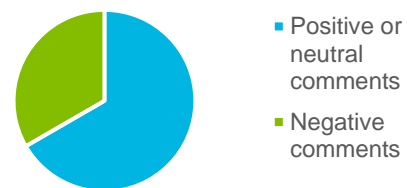
Finglas Village

Of the 584 respondents, 42 (7%) made comments about this theme. In summary, the majority of respondents who commented on this theme (22), were either suggestions or neutral comments. Of the remaining 20 comments, six of these were positive and 14 were negative. The table below summarises the main themes arising from this feedback.

Table 32. Finglas Village feedback

Number of comments	Percentage of respondents	Feedback
11	2%	The stop should be closer to the village.
>5	1%	Additional comments: <ul style="list-style-type: none"> Positive comments focused on the minimal disruption of the stop and its centrality to Finglas. Negative comments suggested the stop is not in the village, is poorly connected to the village, it fails to service the whole of Finglas and will cause increase in traffic. Suggestions for alternative routes for cyclists to bypass the village stop and access Mellows Road from the east and the west. Respondents would like to see the proposed run through the middle of the village. Suggestion to have the stop in the field, to the west of the sports centre and for additional traffic management to make the stop feasible for all users.

Figure 31: Types of feedback



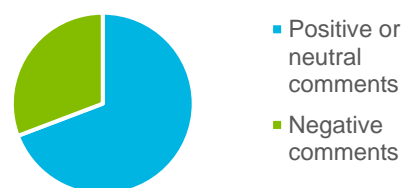
St Helena's

Of the 584 respondents, 39 (21%) made comments about this theme. In summary, the majority of respondents who commented on this theme (21), were either suggestions or neutral comments. Of the remaining 18 comments, six of these were positive and 12 were negative. The table below summarises the main themes arising from this feedback.

Table 33. St Helena's feedback

Number of comments	Percentage of respondents	Feedback
>5	1%	<ul style="list-style-type: none"> Positive feedback focused on the location of the stop and the areas it will serve. Concerns focussed on the impact on sports and recreational days, residents, including the noise levels, opening up access at Lakeglen estate and the potential for anti-social behaviour. Negative feedback also noted that the cycle path is interrupted by the tram stop and the route negatively impacts Tolka Valley Park. Suggestions included moving the stop to the main road for improved safety, moving the stop north for better connectivity, moving the stop between St Helena's and Broombridge and moving the stop behind Tesco's to connect the retail areas. The low-density stop was not seen as beneficial in the current location.

Figure 32: Types of feedback



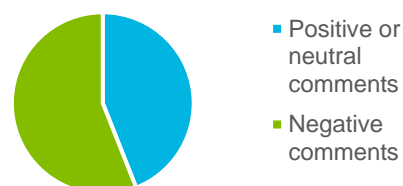
Mellowes Park

Of the 584 respondents, 25 (4%) made comments about this theme. In summary, more than half of respondents who commented on this theme (14), anticipated a negative impact on residents. The remaining 11 comments were either suggestions or neutral comments. The table below summarises the main themes arising from this feedback.

Table 34. Mellowes Park feedback

Number of comments	Percentage of respondents	Feedback
14	2%	The proposal for Mellowes Park stop will cause several problems for the residents with the new proposed pedestrian crossing outside their properties. The stop is not easily accessible, it will cause undue confusion having the same name as a street some distance from the proposed stop and the area is already known for dangerous activities reported at night
>5	1%	Additional comments: <ul style="list-style-type: none"> Agree with the proposed route, however there are concerns about safety Agree with the proposal, however the roundabout at Mellowes park should be over passed Industrial estate on Jamestown road should be made into a pedestrian friendly to link the Mellowes stop The removal of the pedestrian bridge at Mellowes Park is unfortunate due to the usage e.g. runners Proposed Mellowes Park stop is too far and on the wrong side of the busy North Road.

Figure 33: Types of feedback



4.6 Feedback from multiple-choice questions

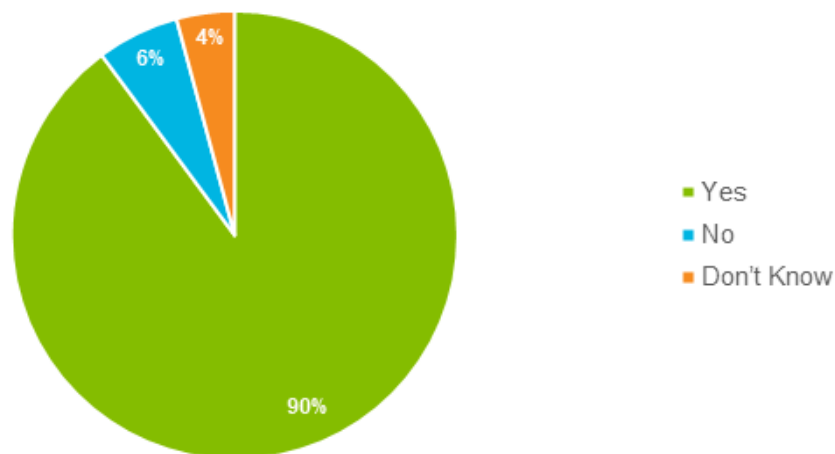
Although all responses have been coded and analysed, this section only summarises the 576 responses received via the online consultation response form.

The consultation response form included five multiple choice questions in addition to free text questions. The main points revealed by these responses are summarised below.

Shown in Figure 34 below, ninety percent of respondents support the principle of extending the Luas Green Line to Finglas, while only six percent do not.

Figure 34. Respondent support for the principle of extending the Luas Green Line to Finglas

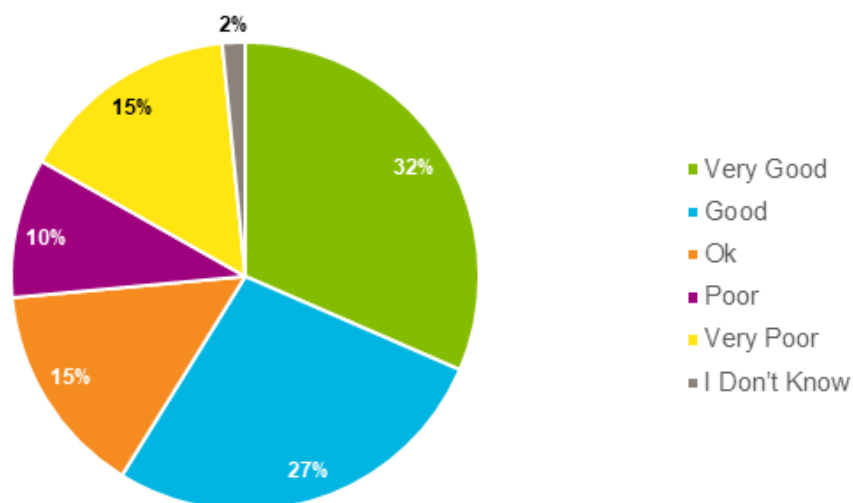
Do you support the principle of extending the Luas Green Line to Finglas?



Almost one third of respondents (32%) rate the Emerging Preferred Route proposals for Luas Finglas as 'Very good', while a further 27 percent rate the proposals as 'Good'. However, as shown in Figure 35 below, a combined one quarter of respondents rate the proposals as either 'Poor' (10%) or 'Very poor' (15%).

Figure 35. Respondent rating of Luas Finglas proposals

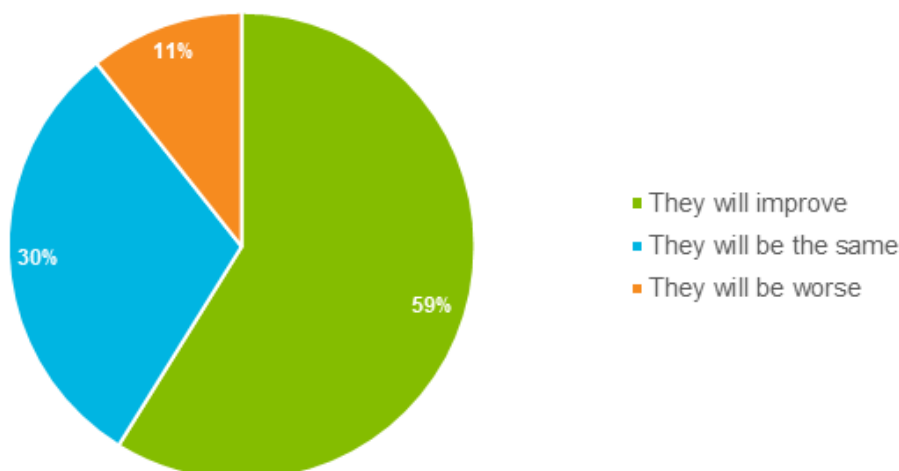
How do you rate our proposals for Luas Finglas?



Fifty-nine percent of respondents believe that the delivery of the Luas Finglas proposals will improve their journeys, which is the same proportion who rate the proposals as either 'Very good' or 'Good'. As shown in Figure 36 below, just under one third of respondents believe that their journeys will be the same, while 11 percent believe they will be worse.

Figure 36. Respondent rating of impact of proposals on their journeys

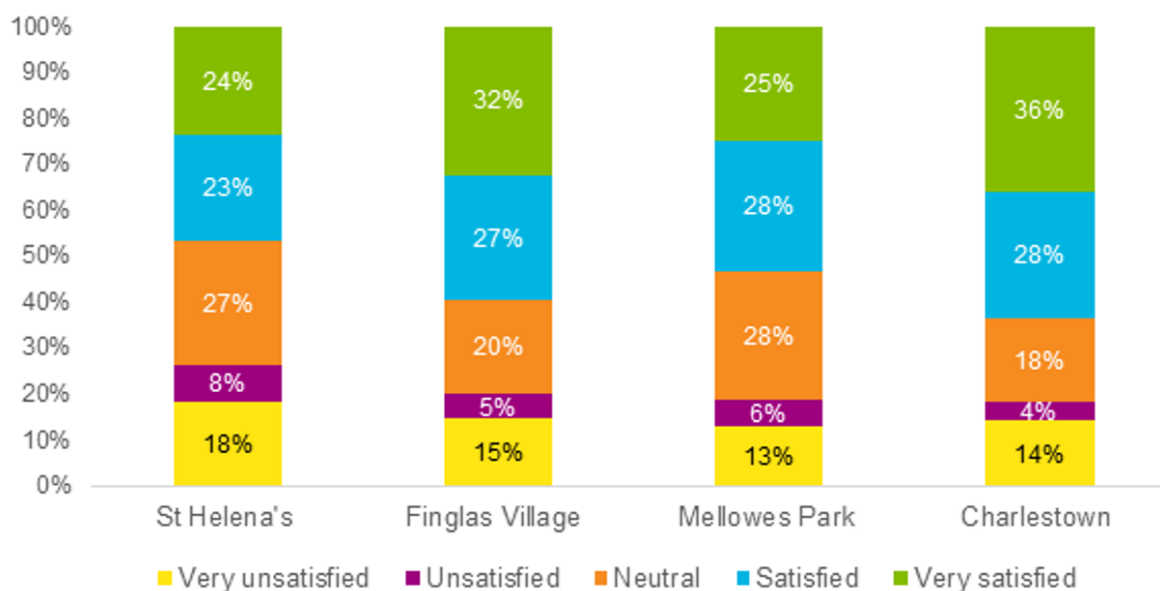
How do you think our proposals will impact your journeys?



Satisfaction with the location of the proposed stops in the Emerging Preferred Route proposals varies by stop, as shown in Figure 37 below. The proposed stop location with which respondents were most satisfied was Charlestown, with 36 percent of respondents 'very satisfied' and a further 28% 'satisfied'. The stop location with which respondents were least satisfied was St Helena's, with less than a quarter of respondents (24%) stating that they were 'very satisfied' with the proposed location and 23 percent stating that they were 'satisfied'. In all four cases, a high proportion of respondents selected the 'neutral' option, with this proportion ranging from 18 percent to 28 percent. If these neutral respondents are excluded from analysis, satisfaction with proposed stop locations (including 'very satisfied' and 'satisfied' responses combined) ranges from 64% in the case of the St Helena's to 78% in the case of the Charlestown.

Figure 37. Respondent satisfaction of the proposed stop locations

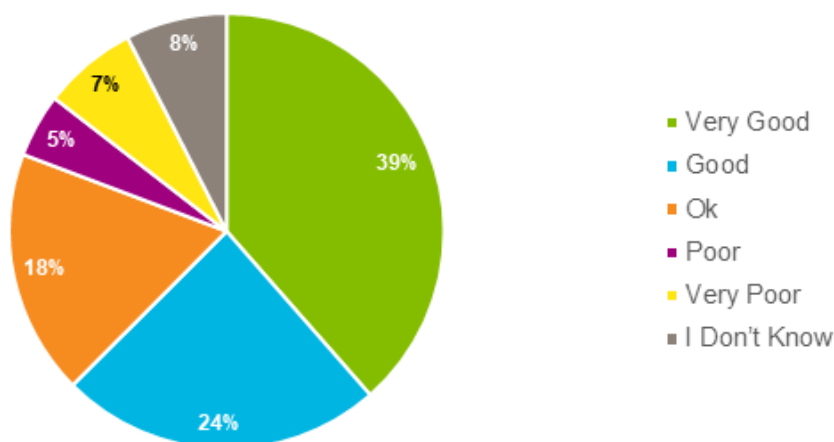
How satisfied are you with the location of the proposed stops?



Almost two thirds of all respondents rate the proposals to provide a Park and Ride facility at Charlestown as either 'very good' (39%) or 'good' (24%), as shown in Figure 38 below. Only 12 percent of respondents rate this proposal as either 'poor' (5%) or 'very poor' (7%). However, a significant proportion of respondents only rated the proposal as 'ok' (18%) or selected the 'I don't know' option (8%).

Figure 38. Respondent rating of Park and Ride proposals

How do you rate our proposals for the Park & Ride at Charlestown?



4.7 Summary of enquiries

A large number of enquiries and comments were received during the consultation via phone and email, all of which were responded to. An overall summary of the general themes of enquiries and how these were addressed is provided below.

32 requests were received to send hard copies of the booklet to local residents and public representatives. Following the initial distribution of booklets at the launch of the consultation, a further 134 were distributed in response to these requests.

Enquiries that were received and responded to, resulting in no further correspondence focused on the following topics:

- route information requests, including stop locations and impact on specific areas;
- questions about the consultation materials;
- requests for information regarding the consultation response channels, leaflet distribution areas, the Luas Finglas timeline and funding and how to provide support for the EPR; and
- website issues (these were all received on one day in the first week of the consultation when the website experienced technical issues).

Enquiries that were received and resulted in several email exchanges and scheduled calls to answer all questions and concerns were in relation to the below issues:

- landowner impact, including request for more detailed information;
- resident impact, including at St Margaret's Court, Mellowes Park and Lakeglen; and
- impact of proposals at Mellowes Park stop and junction in relation to the Liam Mellowes Memorial.

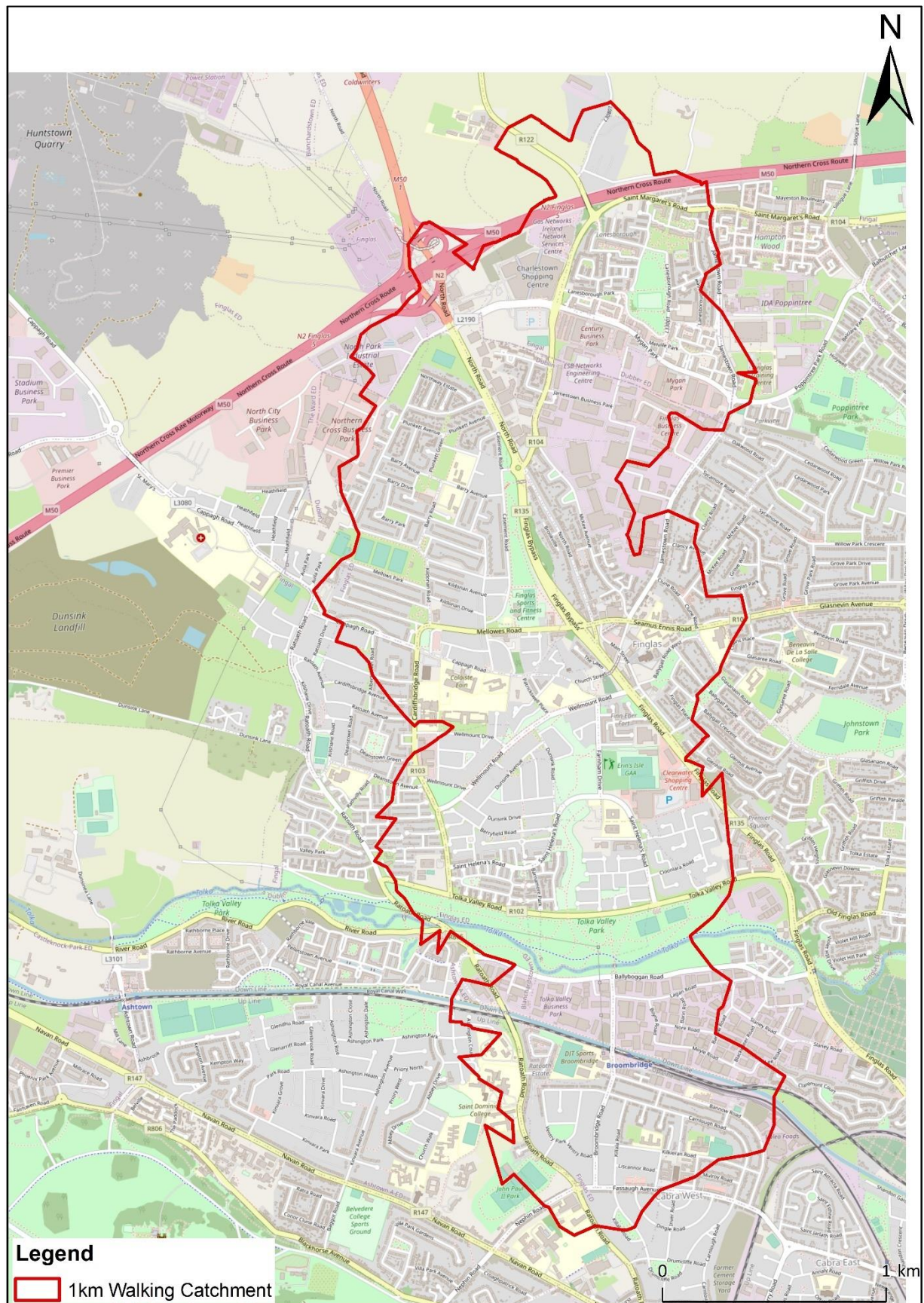
5. Next steps

All feedback received as part of this consultation will be considered during the next design development stage, which will take place between 2020 and 2023. The design will be informed by the areas of the proposals that have received support as well as the areas that have received objections.

This report will inform the statutory public consultation during the upcoming design development stage, drawing on lessons learnt from stakeholder and community engagement and responding to the feedback received.

Constructive engagement with stakeholders and the local community will be crucial to informing the development of the proposals. Therefore, the project team will continue to build relationships by keeping communications channels open for their feedback and enquiries.

Appendix A – Leaflet distribution area



Appendix B – Stakeholders engaged

Category	Stakeholder
Statutory stakeholders	Environmental Protection Agency
	TransDev
	Waterways Ireland
	An Taisce
	An Bord Pleanála
	Irish Wildlife Trust
	Dept of Public Expenditure and Reform
	Health and Safety Authority
	Heritage Council
	Dept of Comms, Climate Action and Environment
	Dept of Culture, Heritage and the Gaeltacht
	Dept of Transport, Tourism and Sport
	Irish Rail (Broombridge)
	National Garda (Garda Commissioner)
	Dublin Fire Brigade
Non-statutory stakeholders	Dublin Commuter Coalition
	Local Government Management Agency
	Department of Housing, Planning, Community and Local Government
	Enterprise Ireland
	Friends of the Earth
	Friends of the Irish Environment
	Housing Agency IBEC
	Irish Tourist Industry Confederation
	The Irish Small and Medium Enterprise Association
	Young Planners Network
	Youth Council of Ireland
	Irish Road Haulage Association
	Construction Industry Federation
	Coach and Tourism Council
	Rail Users Ireland
	Bus Éireann
	Dublin Bus
	Irish Planning Institute
	Association of Consulting Engineers
	Dublin Enterprise Office
	Fingal Enterprise Office
	Dublin Town
	Retail Excellence Ireland
	Fingal Dublin Chamber of Commerce
	Irish Business and Employers Confederation
	Engineers Ireland
	Dublin Cycling
Council Managers	Owen Keegan
	AnnMarie Farrelly
	Cllr Briege MacOscar

Dublin City Council (Ballymun Finglas)	Cllr Mary Callaghan
	Cllr Keith Connolly
	Cllr Caroline Conroy
	Cllr Noeleen Reilly
	Cllr Anthony Connaghan
Dublin City Council (Cabra-Glasnevin)	Cllr Declan Meenagh
	Cllr Cieran Perry
	Cllr Séamus McGrattan
	Cllr Colm O'Rourke
	Cllr Cat O'Driscoll
Fingal County Council (Blanchardstown-Mulhuddart)	Cllr Darcy Lonergan
	Cllr Mary McCamley
	Cllr Punam Rane
	Cllr John Burtchaell
	Cllr Freddie Cooper
TDs (Dublin Central)	Cllr Breda Hanaphy
	Mary Lou McDonald
	Paschal Donohoe
	Neasa Hourigan
TDs (Dublin North West)	Gary Gannon
	Dessie Ellis
	Roisin Shortall
	Paul McAuliffe

Appendix C – Letter template

Parkgate Business Centre
Parkgate Street
Northside
Dublin 8, Ireland

T: 1800 666 888
www.luasfinglas.ie

24 July 2020

Dear NAMED LANDOWNER*,

I am writing to you on behalf of Transport Infrastructure Ireland and the National Transport Authority to inform you about our proposals to extend the Luas Green Line from its current terminus at Broombridge to Finglas.

The Emerging Preferred Route for the proposed extension of the Luas Green Line is approximately 4km long with four stops. It is proposed that a Park and Ride facility is developed at the northern terminus and additional tram storage at the existing Hamilton Depot at Broombridge is provided.

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

What this may mean for you

We believe the Emerging Preferred Route for the proposed extension **may** impact the land around your property, however at this early stage this is not confirmed. As the design progresses, we will contact you directly to discuss this in more detail.

The enclosed booklet provides details on our proposals and includes maps showing the proposed route.

It is important to note that our proposals are at an early stage of development and we welcome your feedback to help inform the design for the proposed extension.

We are about to launch a consultation on the proposals to seek feedback on the Emerging Preferred Route, the location of the proposed stops and the Park and Ride facility – you will see details about this set out in the enclosed booklet. Please be assured that we will take into consideration all of the feedback to the consultation and undertake further environmental surveys and design development before we develop a final proposal for the route.

If you are not the occupier of your property, please share this information with your tenant(s).

If you would like to talk to us in detail about the proposals and what they may mean for you, please contact us at info@luasfinglas.ie or 1800 666 888 so that we can arrange a time and date to discuss any questions you may have.

Yours sincerely,

Marcello Corsi
Luas Finglas Project Manager
Transport Infrastructure Ireland

* TII has obtained your personal data: your name and address from the Land Registry (www.landdirect.ie). We have obtained your personal data to carry out a 'Public Task' (GDPR Article 6(1)(e)), which gives us a lawful basis for processing your data. The processing of your data is necessary for informing you about our proposals for the Luas Finglas project. The information that we hold about you will be used solely for the purpose stated. Full Data Protection information is available at: www.luasfinglas.ie

Appendix D – Consultation launch event photo



Appendix E – Press release

www.Tii.ie > [News](#) > [Luas News](#) > Luas is Growing: Luas Finglas Public Consultation launched and new 55m tram now in service

Luas is Growing: Luas Finglas Public Consultation launched and new 55m tram now in service

Tuesday 28th July Dublin, Ireland

At Luas Broombridge Depot today, Eamon Ryan T.D., Minister for Climate Action, Communications Networks and Transport announced the launch of a Public Consultation for Luas Finglas and welcomed the first of eight new Luas 55m trams into service. These larger trams will increase Luas capacity on some of the busiest sections of the network.

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

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

Luas Finglas will be constructed mostly in grass track, an attractive innovation in Ireland, while a cycle and pedestrian path will be constructed along much of the line, providing family-friendly, sustainable, convenient access between northside communities and the city centre. The final stop at Charlestown, close to the M50 will include a 600-vehicle park and ride facility.

Submissions on the proposed route can be made on www.luasfinglas.ie where all details of Emerging Preferred Route are available. The site includes a virtual consultation facility, a first for public transport projects in Ireland. This user-friendly method to access information allows our infrastructure projects to proceed on schedule despite Covid-19 restrictions.

New bigger Luas trams to increase capacity

The first of eight brand-new Luas 55m trams has just been delivered and is going into passenger service now. Seven more 55m trams will be delivered in the coming months and all will be in passenger service by early 2021. Each of these new trams will carry approximately 100 more passengers than the existing 44m trams.

In addition, work on converting 26 existing 44m trams into 55m trams is now 50% complete with 13 extended trams now in passenger service. By early 2021, the number of trams in the Luas fleet will increase from 73 to 81 with 41 trams being 55m long. Combined, the eight new trams and 26 extended trams will increase capacity on the busiest sections of the Luas network by nearly 30%.

While inspecting the new Luas 55m tram at Broombridge Minister Ryan said; "I am delighted to announce this consultation on the Emerging Preferred Route for Luas Finglas. I encourage the public and stakeholders to take part in this Public Consultation so we can deliver a major public transport improvement to Finglas and north Dublin. I'm also very pleased to see the first of eight new 55m Luas trams going into passenger service and to see that half of the 44m trams have now being extended. I am also pleased there will be a pedestrian and cycling path along most of the route. The government is committed to improving sustainable public transport. I look forward to the Luas network and fleet growing in the coming months and years."

Anne Graham, CEO National Transport Authority said; "The extension of the Luas to Finglas is a clear example of the kind of progress we are making in planning to invest in ambitious and exciting sustainable transport solutions. I believe that Luas has the potential to be transformative for this part of the city and will further enhance the area for people who live here, work here, or want to run a business here. We are anxious to get feedback on this proposal, so I encourage members of the local community to engage with this consultation process and let us know what you think."

Michael Nolan, CEO Transport Infrastructure Ireland said; "Transport Infrastructure Ireland is delighted to achieve this progress for Luas. Public Consultation is always a vital step and we hope anyone interested in the project will make a submission. Transport Infrastructure Ireland, Alstom and Transdev have been working hard to improve Luas capacity and it is great to see the new 55m tram here in Dublin and that we are now half way to extending the 44m tram fleet. We'll continue to work hard over the coming months to get all the new and extended trams into passenger service."

Nick Crossfield, Managing Director, Alstom Ireland and UK, said; "Alstom's trams have served Dublin for over a decade, providing a reliable, efficient and comfortable service for the city's commuters and visitors from all over the world. This brand new 55m tram will create more space for passengers on Luas, and we are proud to be working with Transport Infrastructure Ireland and Transdev to improve the service for everyone that uses it. Dublin was one of the first cities in the world to adopt Citadis trams and now passengers rely on them in over 50 cities worldwide. With this brand new 55m tram, the longest we have ever built, Dublin is leading the world again."

Ends.

Appendix F – Leaflet

Luas Finglas

Public Consultation 2020

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

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

Transport Infrastructure Ireland (TII), in collaboration with the National Transport Authority (NTA), has been exploring options for the proposed route since 2018 and has now developed an Emerging Preferred Route.

Before we proceed further with this proposal, we would like to hear from you.

The consultation will run until 5pm on Thursday 17 September 2020.

www.luasfinglas.ie

 **Project Ireland 2040**
Building Ireland's Future

Since work was completed on the Luas Green Line connection to Broombridge in 2017, the potential to extend the line to Finglas has been explored by Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA).

The Emerging Preferred Route is approximately 4km long with four stops at: St Helena's, Finglas Village, Mellows Park and Charlestown. A park and ride facility will be located at the Charlestown stop, which is located within easy access of the N2 and M50 and will include approximately 600 surface parking spaces.

Most of the route will be built using attractive grass track and will include a cycle and pedestrian path along much of the line, providing family-friendly, sustainable, convenient access between northside communities and the city centre.

Luas Finglas will deliver many benefits for the local community and commuters, which include:

- › Reducing journey times
- › Supporting local regeneration
- › Helping to reduce Ireland's transport carbon emissions
- › Providing safe cycling and walking paths
- › Improving transport interchange
- › Improving accessibility and social inclusion
- › Reducing reliance on private cars

Indicative view of Luas Finglas grass track through St Helena's and Farnham Crescent Park



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



How to find out more

Visit our website to find out more about the project and join our virtual consultation at www.luasfinglas.ie

To help shape our design, we're asking the following questions about our scheme:

Do you support the principle of extending the Luas Green Line to Finglas?

Do you have any comments on the Emerging Preferred Route?

Do you have any comments on the location of the proposed stops?

Do you have any comments on the proposed park and ride facility and its location?

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

How to have your say

You can provide comments on our proposals via:

Online: www.luasfinglas.ie

Email: info@luasfinglas.ie

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



The consultation closes at **5pm on Thursday 17 September 2020**, so please make sure your comments reach us by this date.

Due to current recommendations on social distancing, we are not yet in a position to arrange physical events in the community. When we can, we'll let you know through advertising and leaflet drops in the area.

Get in touch

Ask a question or request a printed copy of the Consultation Booklet and Response Form by calling **1800 666 888** or emailing info@luasfinglas.ie

Appendix G – Newspaper advert



An Bealach is Dealraithí a Roghnófar do Luas Fhionnghlaise Comhairliúchán Poiblí

Is é Luas Fhionnghlaise an síneadh beartaithe le Líne Uaine an Luas ó Dhroichead Broome go Fionnghlas.

Is é an toradh a bheidh air go gcruthófar nasc tábhachtach an iompair phoiblí idir pobail Bhaile Shéarlais, Fhionnghlaise, Theach San Eiléan agus Ghleann na Tulchann le lár na cathrach, agus áireofar leis áis pháirceála agus taistil a sholáthrófar i mBaile Shéarlais gar do bhóthar an M50.

Faigh tuilleadh faisnéise agus cuir do thuairim in iúl

www.luasfinglas.ie

Glaigh orainn

info@luasfinglas.ie

1800 666 888

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

Tiocfaidh an comhairliúchán chun deiridh ag 5pm Déardaoin an 17 Meán Fómhair 2020

Luas Finglas Emerging Preferred Route Public Consultation

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

It will create a key public transport connection between the communities of Charlestown, Finglas, St Helena's and Tolka Valley to the city centre, and includes the provision of a park and ride facility at Charlestown close to the M50.

Find out more and have your say

www.luasfinglas.ie



Contact us

info@luasfinglas.ie

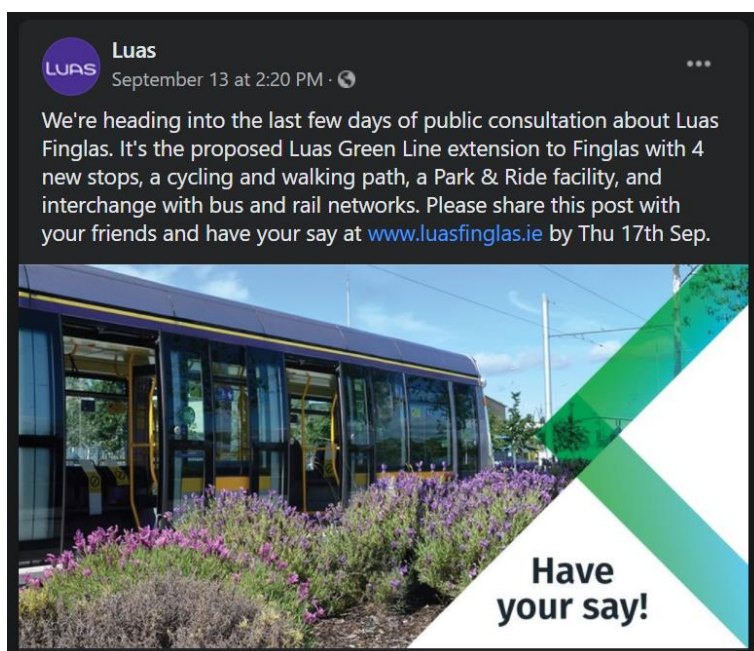
1800 666 888

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

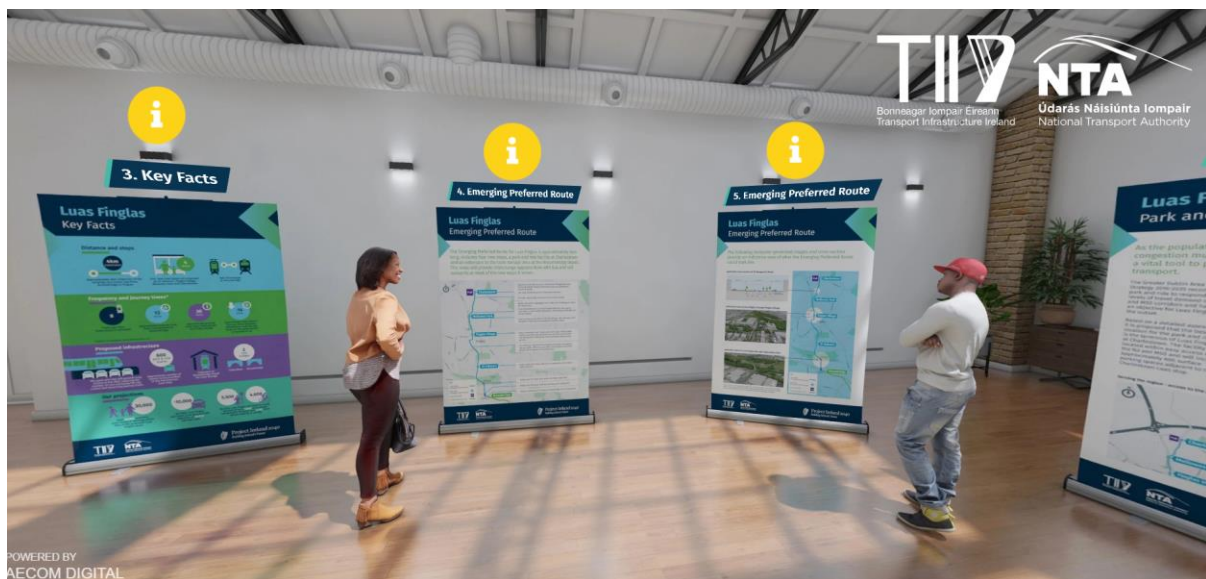
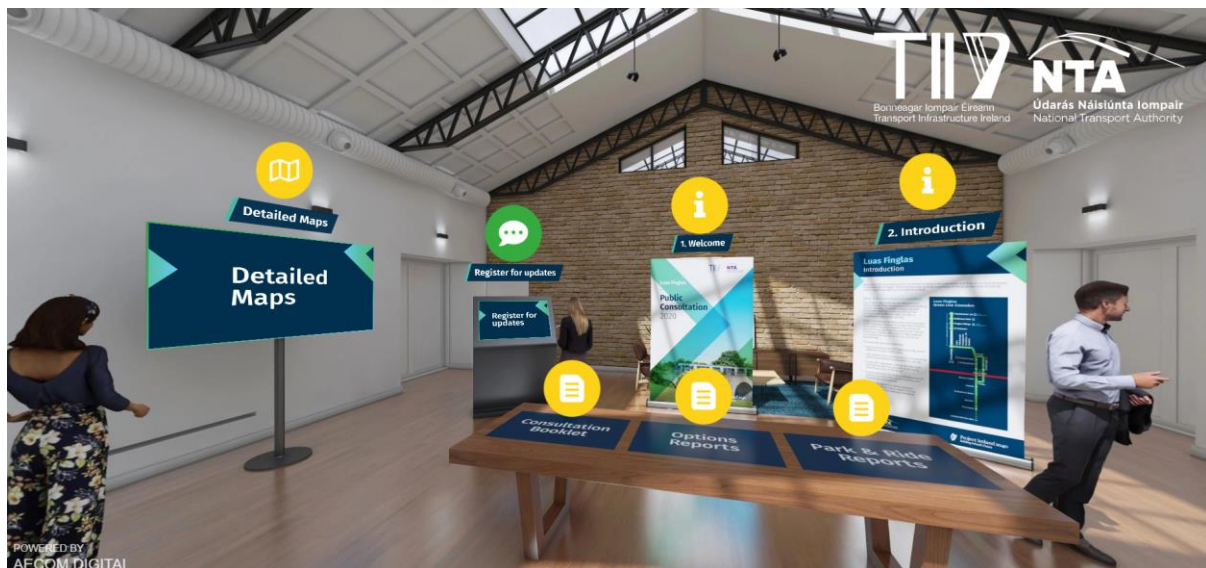
The consultation closes at 5pm on Thursday 17 September 2020



Appendix H – Luas social media posts



Appendix I – Virtual consultation room preview



Appendix J – Virtual exhibition boards

Luas Finglas Introduction

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

Why this extension is needed

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

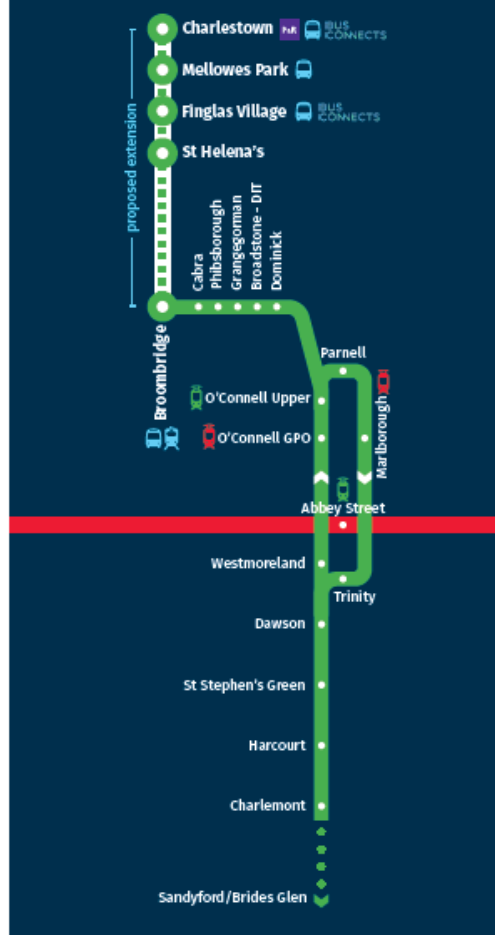
Finglas and the surrounding areas need improved public transport services to connect with Dublin's wider public transport network. The arrival of Luas will bring significant benefits to the area by providing a reliable, efficient and high-capacity public transport service to the city centre via Broombridge.

The proposed extension will also:

- Support development of Finglas as a key centre within the Greater Dublin Area
- Help Ireland reduce emissions from transport by providing an attractive alternative to car use
- Create safe, segregated, family-friendly cycle and walking paths along much of the route, improving quality of life for all
- Support ambitions for further development of Dublin as an attractive, vibrant location and focus for economic growth

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

Luas Finglas Green Line Extension



Luas Finglas

Key Facts

Distance and stops



Approximately 4km extension of the existing Luas Green Line from Broombridge to Finglas



Four new Luas stops are proposed at: St Helena's, Finglas Village, Mellows Park and Charlestown



Rail interchange at Broombridge

Frequency and journey times*



Trams per hour (one every 7.5 minutes)



Approximate journey time from Charlestown to Broombridge



Approximate journey time from Charlestown to Trinity College



Approximate reduction in journey times between Charlestown and the city centre in the peak period compared to car

*Subject to detailed operational planning

Proposed infrastructure



The park and ride will provide easy access to the M50, reducing the number of cars accessing the city centre and improving journey times



Approximate number of spaces to be provided at the Charlestown Luas stop



Extension to Broombridge Depot for tram storage



Tolka River Broombridge

Our projections



Over 30,000 potential users living or working within 1km of the proposed Luas Finglas stops



By 2035, Luas Finglas will result in an approximate reduction of 10,000 car trips daily



By 2035, Luas Finglas will result in a daily increase of up to 5,500 more people taking public transport and 4,600 more people walking or cycling

Luas Finglas

Emerging Preferred Route

The Emerging Preferred Route for Luas Finglas is approximately 4km long, includes four new stops, a park and ride facility at Charlestown and an extension to the tram storage area at the Broombridge Depot. The route will provide interchange opportunities with bus and rail networks at most of the new stops it serves.

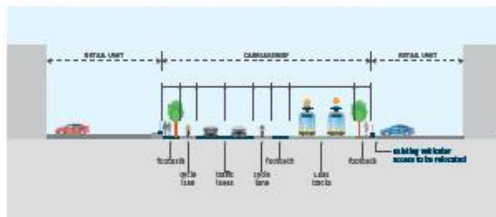


Luas Finglas

Emerging Preferred Route

The following computer-generated images and cross section provide an indicative view of what the Emerging Preferred Route could look like.

Indicative cross section at St Margaret's Road



Indicative view of Luas Finglas through Finglas Village



Indicative view of Luas Finglas through Tolka Valley Park



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



Luas Finglas Park and Ride

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

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

Based on a detailed assessment, it is proposed that the best location for the park and ride, is the terminus of Luas Finglas at Charlestown. The facility is located within easy access of the N2 and M50 and will include approximately 600 surface parking spaces adjacent to the Charlestown Luas stop.

Indicative view of Luas Finglas, including the proposed park and ride, at Charlestown



Serving the region - access to the proposed park and ride from M50, N2 and surrounding areas



Luas Finglas

Key Benefits

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

Reduced journey times

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

Local regeneration

- › Improves access to existing and proposed development in the area
- › Integration with residential areas will create a more attractive and vibrant place to live and work

Climate change

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

Safe cycling and walking

- › New cycling and pedestrian lanes for more than two thirds of the route from Broombridge to Charlestown
- › Provides health benefits for local communities by encouraging an increase in walking and cycling

Improved transport interchange

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

Accessibility and social inclusion

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

Reduced reliance on private cars

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



Luas Finglas Public Consultation

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



- › Do you support the principle of extending the Luas Green Line to Finglas?
- › Do you have any comments on the Emerging Preferred Route?
- › Do you have any comments on the location of the proposed stops?
- › Do you have any comments on the proposed park and ride facility and its location?
- › Do you have any further comments to make on these proposals?

How to have your say

Please get involved and submit your responses by 5pm on 17th September 2020

Email: info@luasfinglas.ie

Web: www.luasfinglas.ie

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

Get in touch

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

Email: info@luasfinglas.ie

Phone: 1800 666 888



Project Ireland 2040
Building Ireland's Future

Luas Finglas

Next Steps

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

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



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

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

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

Appendix K – Consultation response form

Luas Finglas

Consultation Response Form





We want to understand your views about our proposals for the Luas Finglas scheme. Please read the consultation booklet and the other supporting documents to help you complete this form by visiting our website: www.luasfinglas.ie

Share your views with us by:

➤ **Returning this form to us by using our freepost address:**

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

➤ You can make your submission online at www.luasfinglas.ie

The closing date for responses is 5pm on 17th September 2020.

1. Extending the Luas Green Line

- a. Do you support the principle of extending the Luas Green Line to Finglas?
(Please put a tick in the box that applies to you)

Yes ☐

No ☐

Don't Know ☐

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

2. Emerging Preferred Route

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

Very Good ☐ Good ☐ OK ☐ Poor ☐ Very Poor ☐ I Don't Know ☐

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

c. How do you think our proposals will impact your journeys? (Please put a tick in the box that applies to you)

They will improve ☐ They will be the same ☐ They will be worse ☐

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

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

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

- f. Please use the space below to provide any comments to explain your answer regarding the proposed Luas stops. Please reference the specific stop that you are describing in your answer:

3. Charlestown park and ride

- a. How do you rate our proposals for the park and ride at Charlestown?
(Please put a tick in the box that applies to you)

Very Good ☐ Good ☐ OK ☐ Poor ☐ Very Poor ☐ I Don't Know ☐

- b. Please use the space below to provide any comments about the Charlestown park and ride:

4. Further comments

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

If you need additional space to provide your feedback, please use extra pages and submit them with your response form.

5. About you

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

a. Are you responding on behalf of an organisation?

Yes ☐

No ☐

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

c. What are the first three digits of your postcode?

6. Keep in touch

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

Name:

Email address:

Post address:

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

Please make sure your completed response form reaches us by 17th September 2020.

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

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

Luas Finglas Data Protection Notice

This Data Protection Notice is issued by Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10 ("TII" or "we"). The purpose of this notice is to inform you of the data relating to you that we may collect and use in connection with the Luas Finglas Project (the "Scheme") and the uses (including disclosures to third parties) we may make of such data.

TII is the controller of such personal data. If you have any questions about our use of your personal data, please contact our Data Protection Officer: A. O'Shaughnessy, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Tel: +353 1 646 3600, Email: dataprotection@tii.ie

Personal Data that we Process

We may collect and process some or all of the following personal data in relation to you in connection with the Scheme:

- > Your contact details – e.g. your name, address, telephone number, email address;
- > Details in relation to your property including property records (e.g. from the Land Registry and the Registry of Deeds), survey records, photos of the property (both internal and external), property agreements (e.g. legal agreements) and details such as whether you are the property owner or tenant;
- > Personal data relating to you in connection with contacts via email, social media direct messages, postal correspondence, face to face conversations and telephone calls with you;
- > Sensitive personal data relating to your health (if you voluntarily provide us with details of any health issues in communications with us); and
- > Any other personal information that you have provided directly to us, including, for example, through the public consultation process.

We may collect the data described above directly from you (e.g. where you contact us with queries in relation to the Scheme) or from publicly available sources, including media articles and public registers such as the Land Registry and the Registry of Deeds.

Automatically collected data

Like most websites, we gather statistical and other analytical information collected on an aggregate basis of all visitors to our website. The information that we collect cannot be used by us to identify or contact you. This includes demographic information regarding, for example, user IP addresses, browser types and other anonymous statistical data involving the use of our website. For information about the cookies we use to collect some of this information, please see our cookies policy at www.tii.ie/cookies

Purposes of Processing and Legal Basis

The personal data that is referred to above will be processed for the purposes of:

- > Contacting you in order to provide you with updates in relation to the Scheme, including in relation to any development works which might affect you / your property;
- > Generally managing our relationship with you;
- > Managing issues in relation to properties along the emerging preferred route, including any planning or health and safety issues, any complaints, claims or litigation;
- > Our review of public commentary on the Scheme;
- > Generally ensuring that the Scheme is managed in accordance with TII's functions under statute.

Our legal basis for collecting and using this information is that such processing is necessary for us to comply with our legal and regulatory obligations and for us to carry out our tasks in the public interest and/or in the exercise of official authority vested in us.

Further, in the unlikely event that we are required to process any special category of personal data in relation to you (such as data relating to your health) we will do so either on the basis of your consent, if you volunteer the information to us, or on the basis that our processing of such data is necessary and proportionate to the performance of our functions.

If we collect and process such special category of personal data in relation to you, we will retain such data only as long as required, and ensure that it is securely deleted once there is no further need for us to keep it.

In addition, where we contact you with updates and information in relation to the Scheme, we do so on the basis of your consent.

Recipients of Data

We may disclose your personal data to various recipients in connection with the above purposes, including to:

- third parties who we engage to provide services to us in connection with the Scheme, such as professional advisers, auditors and outsourced service providers;
- the National Transport Authority; and
- appropriate public authorities and bodies as requested or required by law.

In addition we may, from time to time, be required to disclose your information to our construction contractor in order to ensure that any works that may impact on you or your property are appropriately managed. However, we shall only do so strictly to the extent required for such purposes.

Retention

We will retain your personal data for the duration of the Scheme and for such a period of time after the Scheme ends as is necessary to comply with our obligations under applicable law and, if relevant, to deal with any claim or dispute that might arise in connection with the Scheme.

Security of Your Information

TII has adopted appropriate technical and organisational security measures to protect your information from unauthorised access and against unlawful processing, accidental loss, destruction or damage. We will also ensure that our agents or third party service providers who process your data are required to keep your data safe and secure.

Your Rights

You have the following rights, in certain circumstances, in relation to your personal data:

- the right to access your personal data;
- the right to request the rectification and/or erasure of your personal data;
- the right to restrict the use of your personal data;
- the right to object to the processing of your personal data;
- the right to receive your personal data, which you provided to us, in a structured, commonly used and machine readable format or to require us to transmit that data to another data controller.

In order to exercise any of the rights set out above, please contact our Data Protection Officer at A. O'Shaughnessy, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10, Tel: +353 1 646 3600, Email: dataprotection@tii.ie

Please contact us at the following email address if your contact details change: info@luasfinglas.ie

Complaints

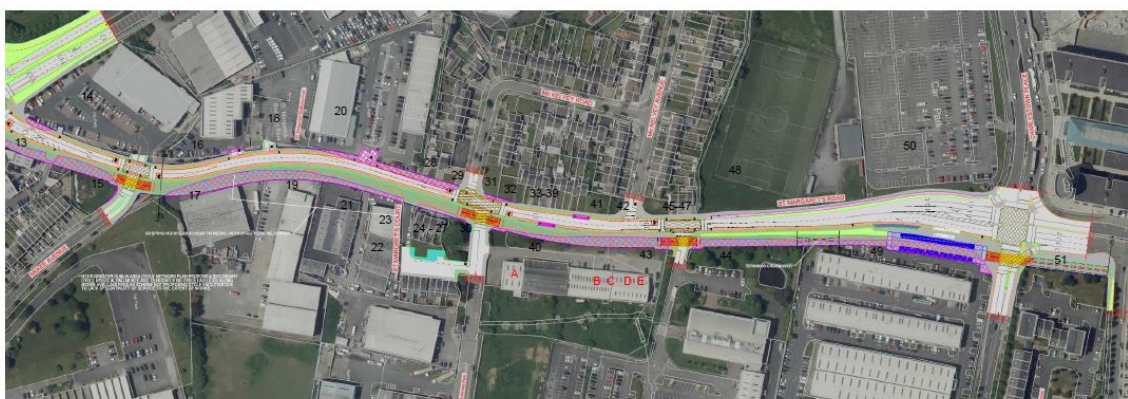
If you are dissatisfied with the way we have used your information or addressed your rights, you have the right to make a complaint to the Data Protection Commission. Please see the Data Protection Commission's website for further details: <https://www.dataprotection.ie/>

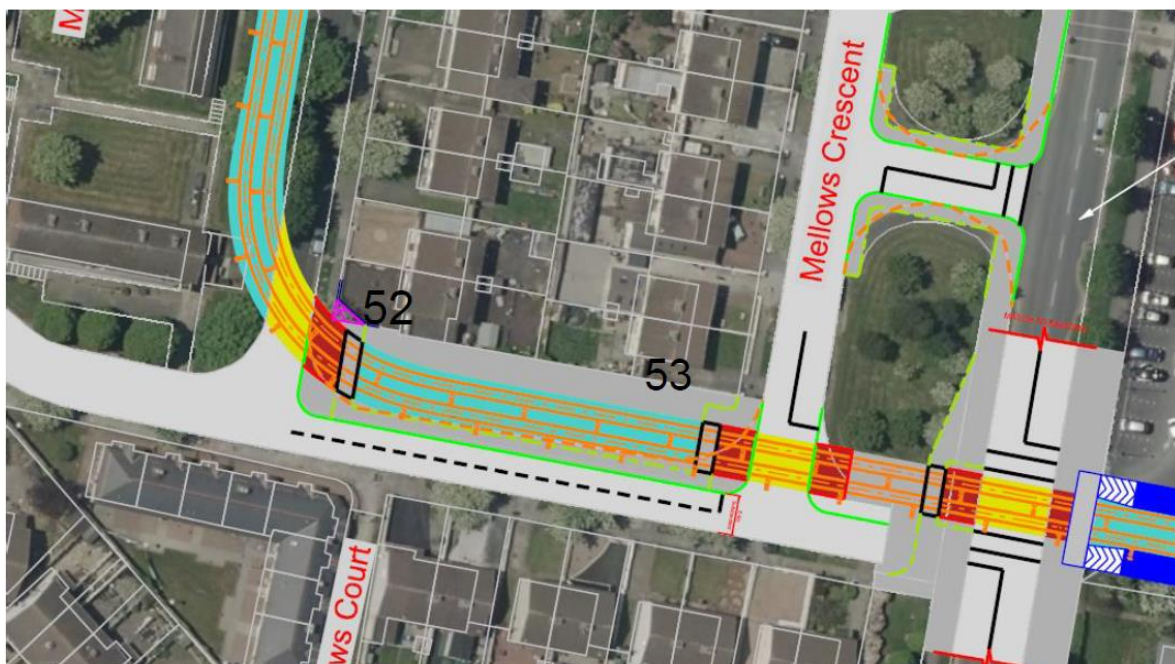
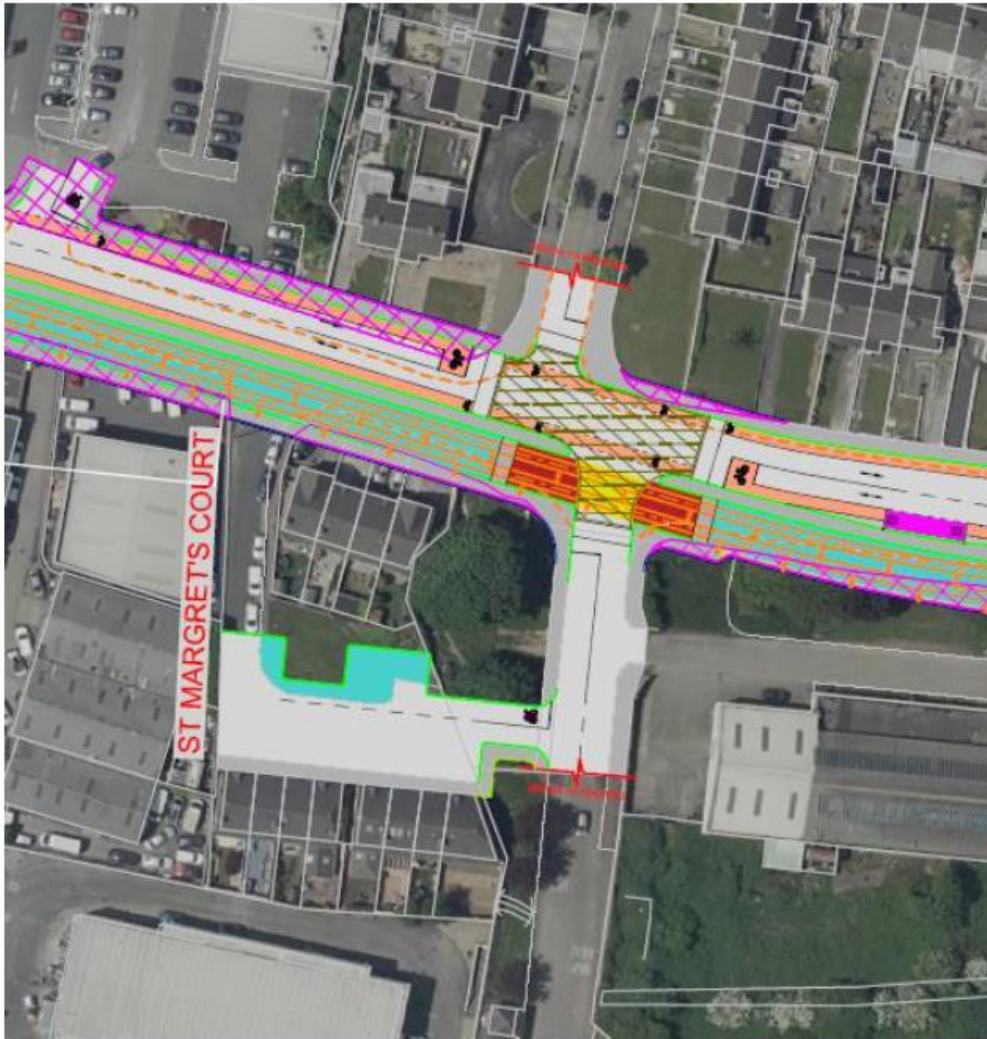


Project Ireland 2040
Building Ireland's Future

Appendix L – Land parcels

LUAS FINGLAS PROPERTY IMPACTS 02/06/2020





Appendix M – Summary of stakeholder feedback categorised by theme

Stakeholder group	Respondent(s)	Summary of feedback categorised by theme
Public representatives	<ul style="list-style-type: none"> • Roisin Shortall T.D. • Dessie Ellis T.D. • Cllr Anthony Connaghan • Cllr Caroline Conroy • Cllr Mary Callaghan 	<p>Alternative routes:</p> <ul style="list-style-type: none"> • All representatives suggested the proposals should extend to Ballymun and the proposed Metrolink, providing links to Swords and the airport. Other suggestions included North Road as an alternative route to St Margaret's Court, Ratoath Road, Cardiffsbridge Road, Ballyboggan Road to Finglas Road and right into Charlestown closer to the M50, turning right along St Helena's and left up Farnham Drive. The latter two suggestions would minimise the impact on green space. <p>Consultation:</p> <ul style="list-style-type: none"> • It was noted that residents of St Margaret's Court were disappointed in the initial lack of engagement during the consultation. <p>Loss of public space:</p> <ul style="list-style-type: none"> • All representatives raised concerns about the impact of the EPR on the parks. One suggested the parks impacted by the route need to remain a safe place for all to use. • Two representatives Stated the loss of green space at St Margaret's Court is unacceptable. • The route should not impact areas used for sports and recreation. <p>Wildlife:</p> <ul style="list-style-type: none"> • Noted that care must be taken not to damage the river valley, which is a haven for nature and biodiversity. <p>Benefits:</p> <ul style="list-style-type: none"> • Two of the representatives Stated they are in favour of the proposed extension of the Luas Green Line to Finglas. <p>Impact on residents, including noise, parking, safety and anti-social behaviour:</p> <ul style="list-style-type: none"> • All representative raised concerns regarding the impact of the proposals on St Margaret's Court residents. Safety was the most common issue and related to the proposed entrance to St Margaret's Court beside the entrance to Jamestown Industrial estate is seen as a problem for these residents. • The majority of representatives raised concerns about the negative impact of the proposals on Mellows Crescent residents. Issues reported by residents included; anti-social behaviour as a result of the removal of the fencing, noise and vibration, congestion, impact on currently limited parking spaces and proximity of the route to their homes. • One representative noted that residents of the Casement Road have requested the introduction of signal-control at the T-junction on Casement Road, directly in front of 407 Casement Road due to safety concerns. <p>Safety:</p> <ul style="list-style-type: none"> • Two issues relating specifically to safety, outside of the impact on residents, included; concerns that the proximity of two playing pitches in Farnham Crescent to the proposed line will create serious safety issues, and the positive impact on the security of the Tolka Valley Park as a result of the increase in passive security in the park. <p>Proposed stops</p> <ul style="list-style-type: none"> • One representative Stated Broombridge Station needs to be future proofed in anticipation of its role as a key transport interchange. • One representative suggested there is scope to turn right down Cappagh Road and then left up the N2 slip road, and potential for a Luas Stop in Mellows park to the right-hand side of • the Fire Station, as opposed to the current proposal on the left-hand side.

Governmental	<ul style="list-style-type: none"> • Geological Survey Ireland (GSI) • Department of Culture Heritage and the Gaeltacht • Inland Fisheries Ireland 	<p>Environment:</p> <ul style="list-style-type: none"> • For Flood Risk Management, suggest using the GSI's National Aquifer, Vulnerability and Recharge maps on our Map viewer to identify areas for integrated constructed wetlands. Encourage TII to use GSI datasets available for bedrock and subsoils geological mapping. • The National Parks and Wildlife Service (NPWS) considers that, provided appropriate mitigation measures are taken, this project is unlikely to result in any significant negative impacts on flora or fauna. • Waterways Ireland should be consulted in relation to any works that could potentially impact on the Royal Canal and Tolka River. IFI should be consulted directly in relation to any proposal to manipulate surface water channels in this area. TII should implement fish passable structures with clear span designs for the new bridges crossing the Royal Canal and the Tolka and should implement a comprehensive and integrated approach for achieving river protection during construction and operation. <p>Heritage:</p> <ul style="list-style-type: none"> • With the current plan, there are no envisaged impacts on the integrity of current County Geological Sites (CGS), as adopted under the National Heritage Plan by the proposed development. However, GSI to be consulted if plans are alternated. <p>Safety:</p> <ul style="list-style-type: none"> • Any significant bedrock cuttings should be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints.
Business representative groups	<ul style="list-style-type: none"> • Dublin Chamber • Dublin Town 	<p>Alternative routes:</p> <ul style="list-style-type: none"> • Consideration should be given to extending the route to connect with the MetroLink at Ballymun. <p>Alternative stops:</p> <ul style="list-style-type: none"> • Consideration should be given to adding a Jamestown Road and St Margaret's stop in order to provide greater connectivity with these employment hubs. <p>Benefits:</p> <ul style="list-style-type: none"> • Both consultees provided significant positive feedback on the proposals. They focused on connectivity, the environmental impact and the extended public transport reach. Other benefits included; accessibility, interchange options, cycling and pedestrian proposals, reduction in car use and reduction in journey times. • The proposed extension offers significantly improved transport to an area of north-west Dublin that was previously limited in its transport options. <p>Cycling:</p> <ul style="list-style-type: none"> • Both consultees welcome the provisions for cycling and pedestrian paths. Dublin Chamber suggest that the possibility of introducing a cycle track along 100% of the route is considered. <p>Timeline:</p> <ul style="list-style-type: none"> • Both organisations would like to see the timeline for the project expedited.
Interest groups	<ul style="list-style-type: none"> • Dublin City Public Participation Network (DCPPN) • Dublin Cycling • Erin's Isle CLG • Finglas Youth Resource Centre 	<p>Park and ride:</p> <ul style="list-style-type: none"> • All consultees supported the principle of a Park and Ride facility, however two noted that this would be more effective outside the M50. <p>Alternative routes:</p> <p>DCPPN highlighted some of the resident concerns and suggestions that they have received:</p> <ul style="list-style-type: none"> • The route should extend west to serve Pelletstown, Ashington and Scribblestown and north to serve Ballymun and the airport. • The route would run better through Farnham Drive rather than Farnham Crescent Park. • An alternative route for Patrickswell Place and Mellowes Crescent needs to be identified due to a number of resident objections. <p>Alternative stops:</p> <ul style="list-style-type: none"> • DCPPN suggested an additional stop at Tolka Valley Park for the works of the industrial estate and the local residents. <p>Consultation:</p>

- Concerns raised that although not shown on the drawings, the proposals will impact the GAA pitch in Mellows park.
- Additional consultation is required with the Finglas community, including the young people in the local community.

Cycling:

- Dublin Cycling noted that the proposals needed to provide safe proposals that are suitable for people of all ages and abilities and should serve all range of cycles, not just bicycles.
- Comments on cycling also focused on additions that should be made, including additional secure bike parking spaces and lockers at Broombridge, filling the missing sections in order to create a continuous route (specifically at Tolka Valley Park and the Royal Canal Greenway and between Patrickswell Place and the Finglas Village stop) and ensuring safe transitions between the sections of cycle routes, particularly at road junctions.
- Specifically, at Patrickswell Place, where the cycling route transitions from an off-road two-way cycle track to an on-road cycle lane, Dublin Cycling recommended that the two-way cycle track beside the road continues.
- Consideration should be given to the NTA's Greater Dublin Area Cycle Network Plan and the proposed cycling routes in the Finglas area that intersect this route.
- At this stage you need to start calculating the quantum of bike parking needed at each stop.

Environment:

- DCPN raised a concern about the potential loss of trees in Tolka Valley Park.

Impact on commuters:

- Comments on commuters were mixed, with one suggesting journeys will speed up and another suggesting they will remain the same due to the additional traffic signals.

Loss of public space:

- Suggestion that to compensation for the loss to parks, that the proposals include improvements to current playing pitches and provide playground equipment for children and teenagers in the area.
- Positive feedback regarding Erin's Isle not being impacted.

Benefits:

- DCPN listed a significant number of benefits that Luas Finglas will deliver, including faster journeys, reduced traffic, improved public transport, environmentally friendly transport and improvement connectivity.
- Erin's Isle CLG recognised that the resource will attract outside investment.

Construction:

- There is a need for the pitches at Farnham Crescent park to continue to be useable during construction.

Impact on residents:

- DCPN highlighted some of the resident concerns and suggestions that they have received, which included objections to the re-opening of the walkways at the Carrigallen and Lakeglen estates due to potential anti-social behaviour and issues with Luas users parking in their estates, and objections to the loss of green space and parking at St Margaret's Court.

Accessibility:

- This will link make it easier for people to get to work or education, which may help people with making choices for employment and education, particularly for young people.

Anti-social behaviour:

- There was a question as to whether Luas will provide extra security in the area by helping to extend the Garda camera system to cover the whole line area.

Lobby groups

Dublin Commuter Coalition

Alternative routes:

- Suggestion to extend the line further north east to MetroLink at Northwood.

Connectivity:

- Provide safe walking routes by improving footpaths and junctions in Finglas village.

- Provide improved pedestrian access to the business parks to the south and south east of the Charlestown stop.

Cycling:

- Shared spaced for pedestrians and cyclists result in unnecessary conflict, particularly between Tolka Valley Road and Finglas Road. Walking and cycling needs to be segregated.
- The walking and cycling route proposed in the EPR has major gaps at a number of locations where walking and cycling provision either disappears or is sub-standard.

Impact on commuters:

- Proposals will result in fewer people driving, which will improve cycle journey safety.

Safety:

- Throughout the route the design of junctions has fallen short of safe design practices for pedestrians and cyclists.

Charlestown stop:

- The proposed Charlestown stop is on the opposite side of a busy junction for residents of Melville, Lanesborough and Charlestown who would make up the majority of users of this stop. Suggestion to relocate the stop to be north of this junction. Risk of drivers using Lanesborough Park instead of the Park and Ride facility poses a risk to nearby residential areas.

Residents' Associations	<ul style="list-style-type: none"> • Finglas South Combined Residents' Association • Lakeglen Residents' Association 	<p>Alternative routes</p> <ul style="list-style-type: none"> • Suggestion of extending the route west to serve Ashington and Scribblestown. <p>Alternative stops</p> <ul style="list-style-type: none"> • Suggestion of adding a stop at the linear park Tolka Valley to serve the industrial estate and local community. <p>Consultation</p> <ul style="list-style-type: none"> • Request to be kept up to date on the proposals as they progress. <p>Environment</p> <ul style="list-style-type: none"> • Concern raised regarding landscaping and tree replacement approach and the impact of contaminants and emissions during construction. <p>Construction</p> <ul style="list-style-type: none"> • Question regarding access to the parks during construction and operation. • Concern regarding construction compounds, including noise, maintenance and working hours. <p>Impact on residents</p> <ul style="list-style-type: none"> • Residents do not want the laneways reopened up from the Lakeglen estate and Barnamore Grove. <p>Parking</p> <ul style="list-style-type: none"> • Residents have expressed concerns regarding the issue of the Luas parking bringing additional cars into the Lakeglen estate. <p>Safety</p> <ul style="list-style-type: none"> • Safety concerns around the three uncontrolled crossings for children and cyclists along the route through Tolka Valley Park. <p>Visual impact</p> <ul style="list-style-type: none"> • Concern about the impact along Barnamore Grove and suggestion to heighten the walls at the back of the houses. <p>Anti-social behaviour</p> <ul style="list-style-type: none"> • Residents campaigned to remove the public right of way because of anti-social behaviour. They are firmly against the cul-de-sacs being re-opened. • Question regarding additional security in the park sections, such as CCTV. • Suggestion to engage local schools and youth groups regarding anti-social behaviour and its effects on transport services.
Educational Institutions	<ul style="list-style-type: none"> • TU Dublin • Dublin City University 	<p>Benefits:</p> <ul style="list-style-type: none"> • Both consultees provided only positive feedback on the proposals. Feedback focused on improved connectivity, improved cycle routes, encouragement for potential students to access university and reduction in car use. There was recognition of the well-deserved investment for this neglected and underdeveloped part of North Dublin.

Disability groups	National Disability Authority (NDA)	<p>Accessibility:</p> <ul style="list-style-type: none"> • NDA require further details about how TII will ensure the proposed route, the proposed new stops and the proposed Park and Ride will meet the needs of persons with disabilities or will enable more persons with disabilities and older people to access public transport services. • Following the Accessibility of Public Transport for People with Disabilities report, Luas Finglas should be universally designed so that they are easy to access, easy to understand and easy to use by everyone regardless of age, size, ability or disability. • The NDA advises that TII adopt and implement this Universal Design approach for the Luas Finglas scheme and for every aspect of the scheme.
Planning consultants	ILTP on behalf of CDP (formerly the Carbon Disclosure Project) Future Analytics	<p>Park and ride:</p> <ul style="list-style-type: none"> • The proposed location of the Park and ride facility appear to be sub-optimal and not consistent with the overall CDP policies for the Charlestown area. Suggestion to locate the Park and Ride facility on the Balsekin lands to increase patronage. Noted that the additional cost would be offset by reduced land cost. <p>Safety:</p> <ul style="list-style-type: none"> • Concern that the route will pose a risk to the elderly and to young children who live in Mellows Crescent. <p>Mellows Park stop:</p> <ul style="list-style-type: none"> • Suggestion that the stop be relocated to a point slightly further north on the EPR, on a plot of land in KSG's ownership.

