

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

## **Chapter 23**

### Summary of Significant Residual Impacts

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## 23. Summary of Significant Residual Impacts

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

Residual impacts are the final or intended impacts which occur after the proposed mitigation measures have been implemented. They refer to the degree of change that will occur after the proposed mitigation measures have taken effect. All other (Slight, Not Significant or Imperceptible) impacts are detailed within Chapter 6 to Chapter 21 of this EIAR.

Table 23.1 presents the residual impact significance, following the implementation of mitigation as set out in Chapter 6 to Chapter 21 of the EIAR, and as summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures). The significant residual impacts presented are negative / adverse, unless otherwise stated as positive / beneficial.

The terminology used in this Chapter to describe the residual impact significance reflects the assessment terminology and guidelines used within Chapter 6 to Chapter 21 of the EIAR. While the terminology in the Environmental Protection Agency's (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022) is predominantly used, some chapters use discipline specific guidelines, and this terminology is presented within this summary Chapter to maintain consistency with the assessments undertaken in Chapter 6 to Chapter 21.

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

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 6 (Traffic &amp; Transport)</b>	<b>Construction Phase</b>		
	Restrictions to cyclists along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to public transport along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to general traffic along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	<b>Operational Phase</b>		
	Improvements to the quality of the pedestrian infrastructure along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Improvements to the quality of the cycling infrastructure along the Proposed Scheme	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	Improvements to the quality of the bus infrastructure along the Proposed Scheme	Positive, Very Significant to Profound and Long-Term	Positive, Very Significant to Profound and Long-Term
	Increases in the total number of people travelling along the Proposed Scheme	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Improvements to the network performance indicators for bus users along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Reduction in general traffic flows along the Proposed Scheme	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
Redistributed general traffic along the surrounding road network in the indirect study area as a result of the reduction of reserve capacity along the Proposed Scheme	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term	
<b>Chapter 7 (Air Quality)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 8 (Climate)</b>	<b>Construction Phase</b>		
	Embodied Carbon	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Construction Traffic	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Combined Construction Phase	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 9 (Noise &amp; Vibration)</b>	<b>Construction Phase</b>		
	General Road Works and Urban Realm Landscaping <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances between 20m to 40m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works.</li> </ul>
	General Road Works and Urban Realm Landscaping <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 25m distance from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs at distances between 25m and 40m from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances between 40m and 50m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works.</li> </ul>
	Road Widening / Road Upgrade, Utility Diversion and Bus Gate Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m of the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs between 15m to 25m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances between 25m to 60m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 20m distance from the proposed works.</li> </ul>
	Road Widening / Road Upgrade, Utility Diversion and Bus Gate Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 40m of the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs within 45m to 75m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances within 75m and 80m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs within 10m to 20m from the proposed works.</li> </ul>
	Boundary Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs within 20m to 50m of the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works.</li> </ul>

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Boundary Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 25m of the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs 25m to 50m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs 50m to 60m of the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m to 20m from the proposed works.</li> </ul>
	Construction Compounds <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Not Significant to Very Significant and Temporary at closest NSLs from the two satellite Construction Compounds (LV1 and LV2).</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Not Significant to Moderate and Temporary at closest NSLs from the two satellite Construction Compounds (LV1 and LV2).</li> </ul>
	Retaining Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m distance from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs at distances between 10m and 15m from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances within 20m to 50m of the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works.</li> </ul>
	Retaining Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 30m distance from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs between 30m to 50m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances 50m and 60m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs between 10m to 15m from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs between 15m to 20m from the proposed works.</li> </ul>
	Construction vibration from ground breaking activities within 10m of occupied residential buildings	Negative, Slight to Moderate and Temporary	Negative, Slight to Moderate and Temporary
	Construction Traffic – within 1km study area	Positive, Slight, Temporary to Negative, Slight to Moderate and Temporary	Positive, Slight, Temporary to Negative, Slight to Moderate and Temporary
<b>Operational Phase</b>			
	Opening year (2028) traffic noise – Surrounding road network	Indirect, Positive, Slight, Short to Medium-Term to Negative, Moderate, Short to Medium-Term	Indirect, Positive, Slight, Short to Medium-Term to Negative, Moderate, Short to Medium-Term
<b>Chapter 10 (Population)</b>	<b>Construction Phase</b>		
	Community Land Take: Ballyfermot Upper, Ballyfermot and James's Street	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Community Land Take: St James's Hospital, St Michael's and St Gabriel's Primary Schools, and Liffey Gael's Park	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Community Accessibility (Pedestrians, Cyclists and Bus Users): Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Negative, Slight / Moderate and Short-Term	Negative, Slight / Moderate and Short-Term
	Community Accessibility (Private Vehicles): Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term
	Commercial Land Take: Rowlagh – Quarryvale, Ballyfermot Upper, Chapelizod, Ballyfermot, and Inchicore (Mary Immaculate)	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term
	Commercial Land Take: Cherry Orchard Service Station, First Stop Tyres and Long Meadows Pitch and Putt	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Commercial Accessibility (Private Vehicles): Rowlagh – Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term
<b>Operational Phase</b>			
	Community Land Take: Ballyfermot Upper, Ballyfermot and James's Street	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Community Accessibility (Pedestrians): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Community Accessibility (Cyclists): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Community Accessibility (Bus Users): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Very Significant to Profound and Long-Term	Positive, Very Significant to Profound and Long-Term
	Community Accessibility (Private Vehicles): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street and Meath Street and Merchant's Quay	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Community Accessibility (Private Vehicles): Palmerstown, Chapelizod and Francis Street	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Commercial Land Take: Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Chapelizod and Rowlagh – Quarryvale	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Commercial Accessibility (Pedestrians): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Moderate to Significant and Long-Term	Positive, Moderate to Significant and Long-Term
	Commercial Accessibility (Cyclists): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Commercial Accessibility (Bus Users): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Very Significant to Profound and Long-Term	Positive, Very Significant to Profound and Long-Term
	Commercial Accessibility (Private Vehicles): Rowlagh-Quarryvale, Ballyfermot Upper, Ballyfermot, Inchicore (Mary Immaculate), Inchicore (St Michael's), James's Street, and Meath Street and Merchant's Quay	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Commercial Accessibility (Private Vehicles): Palmerstown, Chapelizod and Francis Street	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
<b>Chapter 11 (Human Health)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	Increased physical activity from improvements to walking and cycling conditions	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts on access to health services	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts of health inequalities: pedestrians and cyclists	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
<b>Chapter 12 (Biodiversity)</b>	<b>Construction Phase</b>		
	Habitat Loss: (Mixed) broadleaved woodland (WD1)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Habitat Loss: Scattered trees and parkland (WD5)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Habitat Loss; Mortality risk; Disturbance / Displacement: Non-SCI breeding bird species	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 13 (Water)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 14 (Land, Soils, Geology &amp; Hydrogeology)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 15 (Archaeological &amp; Cultural Heritage)</b>	<b>Construction Phase</b>		
	RMP DU018-020075, St Audoen's Church (National monument)	Negative, Significant, Temporary	Positive, Significant, Long-term
	RMP DU018-020270, Christ Church Cathedral (National monument)	Negative, Significant, Temporary	Positive, Significant, Long-term
	RMP DU018-020001, City Defences – Wall (Lamb Alley) (National monument)	Negative, Significant, Temporary	Positive, Significant, Long-term
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
	<b>Chapter 16 (Architectural Heritage)</b>	<b>Construction Phase</b>	
No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme			
<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 17 (Landscape (Townscape) &amp; Visual)</b>	<b>Construction Phase</b>		
	Townscape and Streetscape Character – Liffey Valley to Le Fanu Road	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Townscape and Streetscape Character – Le Fanu Road to Sarsfield Road	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Townscape and Streetscape Character – Sarsfield Road to City Centre	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Architectural Conservation Areas	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Conservation Areas	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Residential Conservation Areas	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)	
	Streetscape Characteristics and Visual Impacts on part of residential property in temporary acquisition	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant / Very Significant, Temporary / Short-Term	
	Streetscape Characteristics and Visual Impacts on non-residential properties included in temporary acquisition	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term	
	Streetscape Characteristics and Visual Impacts on properties along, fronting and viewing the Proposed Scheme not included in temporary acquisition	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term	
	Streetscape Characteristics and Visual Impacts on trees and vegetation	Negative, Very Significant, Short-Term	Negative, Very Significant, Short-Term	
	<b>Operational Phase</b>			
	Townscape and Streetscape Character - Le Fanu Road to Sarsfield Road	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term	
	Streetscape Characteristics and Visual Impacts on part of residential property in permanent acquisition	Negative, Moderate, Long-term	Negative, Moderate, Long-term	
	Streetscape Characteristics and Visual Impacts on non-residential properties included in permanent acquisition	Negative, Moderate, Long-term	Negative, Moderate, Long-term	
	Streetscape Characteristics and Visual Impacts on trees and vegetation	Neutral, Moderate, Long-term	Neutral, Moderate, Long-term	
<b>Chapter 18 (Waste &amp; Resources)</b>	<b>Construction Phase</b>			
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme			
	<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme				
<b>Chapter 19 (Material Assets)</b>	<b>Construction Phase</b>			
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme			
	<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme				
<b>Chapter 20 (Risk of Major Accidents and / or Disasters)</b>	<b>Construction Phase</b>			
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme			
	<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme				
<b>Chapter 21 (Cumulative Impacts &amp; )</b>	<b>Construction Phase</b>			
	During construction, post-mitigation, the Human Health assessment identified six other projects as having the potential for in-combination impacts assessed to be Negative, Moderate and Temporary during construction.			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Environmental Interactions)</b>	The Landscape (Townscape) and Visual assessment identified that where the construction of the Proposed Scheme coincides with other developments, or construction is successive, there remains potential for localised Significant, Temporary / Short-Term cumulative effects during construction on the townscape / streetscape.		
	Four roads (Manor Place, Oxmantown Road, St Joseph's Road and Cowper Street) will experience cumulative noise and vibration effects ranging over and above the effects of the Proposed Scheme in isolation which are reported in Chapter 9 (Noise & Vibration) due to cumulative construction traffic. These cumulative effects range from Negative, Moderate - Significant and Temporary to Negative, Moderate and Temporary.		
	There is potential for significant in-combination effects on biodiversity due to disturbance and displacement of fauna during construction of the Proposed Scheme and other identified major projects, in the event construction periods overlap. However, these effects are predicted to be at a local geographic scale.		
	<b>Operational Phase</b>		
	For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a Long-Term, Profound Positive cumulative effect on People Movement by sustainable modes.		
	The climate impact assessment predicts a Negative, Significant and Permanent cumulative impact on climate during the maintenance phase as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		
	The climate impact assessment predicts a Significant and Positive impact is predicted on climate in 2028 as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		
	The Human Health assessment identified five other projects, in combination with the Proposed Scheme, that were deemed to have potential for Positive Significant cumulative effects during the Operational Phase.		
The Human Health assessment identified Positive, Very Significant, Long-term cumulative effects with the other Core Bus Corridor Schemes.			



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