



Chapter 10
Population

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10. Population

10.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential community and economic impacts on the human population associated with the Construction and Operational Phases of the Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

These potential impacts can affect the way in which people live, work, relate to one another, organise to meet their needs, and generally operate as members of society. This population assessment will consider both social impacts on communities (community assessment) as well as economic impacts on commercial businesses (economic assessment). The assessment also considers the ways in which the Proposed Scheme will improve walking, cycling and bus facilities and is anticipated to encourage sustainable modes of transport, therefore reducing the demand for private vehicles / parking along the Proposed Scheme.

This Chapter drew on the outcomes of the assessments in the following EIAR chapters (Volume 2):

- Chapter 6 (Traffic & Transport);
- Chapter 7 (Air Quality);
- Chapter 9 (Noise & Vibration); and
- Chapter 17 (Landscape (Townscape) & Visual).

This Chapter is also supported by Figure 10.1 in Volume 3 of this EIAR and by the following two appendices in Volume 4 of this EIAR:

- Appendix A10.1 (Schedule of Commercial Businesses). This is a list of all commercial businesses located along the Proposed Scheme and any businesses in the surrounding road network that are located on a road that is expected to experience a moderate or greater traffic impact from displaced traffic in the AM and PM peak hours (as identified in Chapter 6 (Traffic & Transport)); and
- Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report) (EY 2021). This report is an assessment of the economic impact of the Core Bus Corridors. The impacts have been considered across the short, medium and long term and are based on a review of published literature, including academic papers, wider reports and briefings provided on relevant projects globally. The assessment has not considered each individual corridor separately but rather them all together. The assessment identified five areas that could be influenced by the Core Bus Corridors: local businesses, urban realm, health and wellbeing, social cohesion, and adapting to the future. This appendix has been referred to within this population assessment where relevant.

The aim of the Proposed Scheme when in operation is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which would enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme as described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives. The specific objectives that are applicable to this assessment are:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks; and
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services.

The design of the Proposed Scheme has evolved through a comprehensive design iteration process, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the

objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process have been incorporated, where appropriate.

10.2 Methodology

This Section presents the study area and appraisal method for the assessment of impacts on the local population; residents, communities and businesses.

10.2.1 Study Area

The population assessment requires potential impacts to be considered and assessed for a wide range of receptors, comprising community facilities, recreational resources, tourism assets, residential properties, and commercial businesses. To capture how these receptors are likely to be impacted by the Proposed Scheme, the population assessment has been split into two sub-assessments. The two sub-assessments are:

- Community Assessment: An assessment to capture impacts from the Proposed Scheme on the local population; residents and communities; and
- Economic Assessment: An assessment to capture impacts from the Proposed Scheme on commercial receptors. Wider economic impacts of all the Core Bus Corridors are discussed in Appendix A10.2 (The Economic Impact of the Core Bus Corridors) in Volume 4 of this EIAR.

The study areas for both assessments are described in Section 10.2.1.1 and Section 10.2.1.2.

10.2.1.1 Community Assessment - Study Area

The community assessment considers impacts on individual population receptors, including community facilities and recreational resources, as well as individual residential properties and land parcels being acquired on a temporary and permanent basis to accommodate the Proposed Scheme. As such, the community assessment comprises of the following assessment topics:

- Community amenity; and
- Community land use and accessibility.

The study area for the assessment of impacts on community amenity, land take and accessibility consists of 'community areas', which are informed by the Central Statistics Office (CSO) 2016 Census parish boundaries (CSO 2016a). Community areas that will either be intersected by or are adjacent to the Proposed Scheme consist of the following:

- Finglas;
- Balcurris;
- Ballymun;
- Finglas West;
- Silloge;
- Ballygall;
- Ballymun Road;
- Rivermount;
- Drumcondra;
- Glasnevin;
- Iona Road;
- Phibsboro;
- Berkeley Road;
- Halston Street; and
- Dominick Street.

These community areas are presented in Figure 10.1 in Volume 3 of this EIAR.

Chapter 6 (Traffic & Transport) assessed changing traffic volumes within an indirect study area for the AM and PM peak periods in the Opening Year (2028) and the Design Year (2043). The results identified key junctions in the surrounding road network where capacity issues may arise. In this population assessment, the results from the Opening Year (2028) traffic assessment have been considered with respect to accessibility and amenity.

10.2.1.2 Economic Study Area

The economic assessment considers impacts on individual commercial businesses along the Proposed Scheme within the community areas listed in Section 10.2.1.1, as well as any businesses in the surrounding road network that are located on a road that is expected to experience a moderate or greater traffic impact from displaced traffic in the AM and PM peak hours. To consider and assess these impacts, the economic assessment has been divided into the follow two assessment topics:

- Commercial amenity; and
- Commercial land use and accessibility.

The study areas for these two assessment topics are the same as those outlined in Section 10.2.1.1.

10.2.2 Relevant Guidelines, Policy and Legislation

Guidelines, policy and legislation specifically relevant to the population assessment are outlined in Table 10.1.

Table 10.1: Relevant Guidelines, Policies and Legislation

Guidance	Description	Relevance to Assessment
Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022)	This document outlines EPA guidance for conducting Environmental Impact Assessments (EIAs) / EIARs and provides the fundamental requirements of the EIAR.	This guidance has been used to inform the significance of effect for all topics in the population assessment.
Design Manual for Roads and Bridges (DMRB) LA 112 Population and human health (hereafter referred to as the DMRB Guidance) (Highways England 2020)	The DMRB Guidance provides guidance on the assessment of land use and accessibility within an EIA.	This DMRB Guidance has been used to inform sensitivity and magnitude for the following assessment topics: <ul style="list-style-type: none"> • Community land take; and • Commercial land take.
Guidelines for Planning Authorities and An Bord Pleanála on carrying out an Environmental Impact Assessment (Government of Ireland 2018)	This document outlines Ireland specific guidance for consenting authorities carrying out EIA.	This report has been used to inform the development of the assessment methodologies.
Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission 2017)	This document provides practical insight to those who are involved during the stages of the EIA process, drawing upon experiences in European and worldwide	This guidance has been used to inform the wider EIA methodology as outlined in Chapter 1 (Introduction)

10.2.3 Data Collection and Collation

Baseline data was collected through carrying out a desk study, availing of the most up-to-date available data, at the time of writing. This comprises, the following sources:

- 2016 Census - Demographic, residential, travel to work and employment statistics (CSO 2016a; CSO 2016b; CSO 2016c);
- Population scoping reports and impacts assessments for other major linear infrastructure projects;
- Ordnance Survey Ireland (OSI) Prime 2 dataset (OSI 2020);
- Geodirectory data (Geodirectory 2019);
- Google maps (Google 2021);
- Proposed Scheme Design Drawings; and
- National Public Transport Access Nodes (NaPTAN) (NTA 2020).

The baseline for the community assessment is founded on the OSI Prime 2 dataset. The OSI Prime 2 dataset was used to establish a count of community receptors, including local educational, recreational, and healthcare facilities (see Section 10.3.2).

Desktop research was supplemented by a walkover survey in February 2022 to verify baseline data collection including the commercial businesses listed in Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR. As part of the non-statutory public consultation process, submissions received were reviewed by the BusConnects Infrastructure team. The nature of the submissions varied from business owners, including loss/reduction of parking. Discussions were held with various businesses along the Proposed Scheme to inform them if the Proposed Scheme would impact on their property boundary.

10.2.4 Appraisal Method for the Assessment of Impacts

This Section sets out how each assessment topic has been undertaken and highlights where input from other environmental disciplines has been included within the population assessment.

The population assessment has been adapted from the Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022). The significance of impacts matrix, based on the EPA Guidelines, was used to determine the significance of impact for land use and accessibility impacts (see Table 10.2).

Table 10.2: EPA Significance Matrix

		Sensitivity				
		Very Low	Low	Medium	High	Very High
Magnitude	Very Low	Imperceptible	Not significant	Slight	Slight	Slight
	Low	Not Significant	Slight	Moderate	Moderate	Moderate
	Medium	Slight	Moderate	Moderate	Significant	Significant
	High	Slight	Moderate	Significant	Very Significant	Profound
	Very High	Slight	Moderate	Significant	Profound	Profound

In addition to the EPA Guidelines, the assessment of land use and accessibility impacts has been informed by the Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health (Land Use and Accessibility) hereafter referred to as the DMRB Guidance) (Highways England 2020). The DMRB Guidance is the standard approach used for road infrastructure schemes across the UK and Ireland, for the assessment of environmental impacts. The DMRB Guidance provides a framework for assessing the impact on land use and accessibility and has therefore been used to determine the sensitivity and magnitude of impact for relevant receptors.

There is no prescribed method for determining the significance of impacts on receptors as a result of a change in amenity. The methodology for this assessment topic is therefore informed by established best practice and experience on other linear infrastructure projects, while the significance of impacts is also adapted from the EPA Guidelines.

The assessment methodologies are applied to assess both the potential impacts during the Construction Phase and the potential impacts during the Operational Phase of the Proposed Scheme, unless otherwise stated.

10.2.4.1 Community Assessment

The methodology for the assessment of community impacts is outlined in this Section.

10.2.4.1.1 Community Amenity

Community amenity describes the perceived character or attractiveness of an area. This community amenity assessment has assessed the potential for people to change how they perceive their communities or how they use community facilities and recreational resources as a result of the Proposed Scheme.

The community amenity assessment includes the 'indirect' impact of the following environmental effects which may combine to create a change in amenity:

- Air quality;
- Visual;
- Traffic and transport; and
- Noise and vibration.

Where there is a combination of at least two environmental effects on a receptor, or group of receptors, this is classified as an 'indirect' impact on community amenity. For example, where there are both visual and air quality impacts on a receptor, or a group of receptors, the assessed receptor(s) would be indirectly impacted.

The assessment has considered the residual effect reported for each of the environmental effects under consideration. Therefore, specific sensitivity and magnitude criteria are not required for community amenity. The level of significance from each environmental effect is determined by the individual environmental assessments presented in the following chapters:

- Chapter 6 (Traffic & Transport);
- Chapter 7 (Air Quality);
- Chapter 9 (Noise & Vibration); and
- Chapter 17 (Landscape (Townscape) & Visual).

10.2.4.1.1.1 Aligning Receptors

To determine the impact on community amenity, there needs to be an alignment of receptors across the different contributing environmental assessments.

Chapter 6 (Traffic & Transport) assesses the impacts on 'general traffic' along the Proposed Scheme. The impact on general traffic has been considered as having the greatest potential to create a wider impact on community amenity, when combined with other environmental effects. The amenity assessment has considered residual impacts on general traffic (i.e., those after proposed mitigation measures have been implemented). During construction, the amenity assessment has considered the restrictions to general traffic along the Proposed Scheme as well as the residual impact that will arise from additional construction traffic flows on the surrounding road network. During operation, the amenity assessment has considered the reduction in general traffic along the Proposed Scheme and the redistributed general traffic along the surrounding road network. The residual impact on general traffic along the Proposed Scheme is assigned to all receptors located along the Proposed Scheme, while the impact from construction traffic flows (Construction Phase) or redistributed traffic (Operational Phase) is assigned to all receptors on the surrounding road network.

For the assessment of air quality, the residual impact on human receptors identified in Chapter 7 (Air Quality) were used for all receptors along the Proposed Scheme for construction and operation. Construction dust has been excluded from the amenity assessment as it is considered to be sufficiently mitigated during construction, that it will not result in a significant air quality impact.

Chapter 9 (Noise and Vibration) assesses the impact on noise sensitive locations (NSL) which include: residential dwellings, schools and other educational establishments, hospitals and nursing homes, hotels and other short-term accommodation buildings, buildings of religious sensitivity, recreational and noise sensitive amenity areas and offices. During construction, noise impacts at NSLs can occur from a variety of activity including road widening, upgrading, utility diversion, urban realm landscaping and Construction Compounds. In an instance where a NSL is impacted by more than one noise source, the worst impact has been considered in the amenity assessment. Construction traffic impacts were considered when aligning a noise impact to receptors in the surrounding road network. During operation, two assessment topics are considered in the noise and vibration assessment, namely, traffic noise along the Proposed Scheme and traffic noise on the surrounding road network. The residual impacts reported in respect to these two assessment topics are aligned to community and commercial receptors depending on whether they are situated along the Proposed Scheme or in the surrounding road network.

In Chapter 17 (Landscape (Townscape) & Visual), the assessment of townscape and streetscape has been used to assign a visual impact to all receptors along the Proposed Scheme. In Chapter 17 (Landscape (Townscape) & Visual), the term townscape is used to describe built-up areas of a medium to large extent, generally equivalent to neighbourhood scale or larger. Streetscape is used to define built up areas of largely public space within the confines of a street or road corridor. The townscape and streetscape assessment assigned a significance of impact to sections of road along the Proposed Scheme. These impacts have then been used to align a visual residual impact to all receptors along those sections of road unless Chapter 17 (Landscape (Townscape) & Visual) identified a visual amenity impact on a specific receptor.

10.2.4.1.1.2 Determining Significance of Effect

Following alignment of the environmental effects, an in-combination assessment matrix has been used to determine the significance of localised impacts on individual receptors (see Table 10.3).

The amenity significance matrix is closely aligned with the EPA Guidelines. The term 'Significant' in the amenity matrix encompasses the EPA terms 'Profound', 'Very Significant' and 'Significant' while, the term 'Not Significant' encompasses the EPA terms 'Not Significant' and 'Imperceptible' as outlined in the EPA Guidelines (EPA 2022). Table 10.3 is used for either negative or positive impacts, but not a combination of both. Where both negative and positive impacts occur, professional judgement has been used to assign the overall impact on amenity.

Whilst the community amenity assessment imposes no duration criteria of its own, where a 'Significant' impact on amenity is identified, the temporal aspects from the environmental effects were examined to determine whether the impacts are likely to occur simultaneously and result in a 'Significant' indirect impact.

With this determination, the nature, significance, and duration of impacts for each community area has been reported in line with the EPA Guidelines. Amenity impacts that may arise on individual receptors have only been stated separately in the Potential Impacts (see Section 10.4) for Slight / Moderate, Moderate, Moderate/Significant and Significant amenity impacts. Amenity impacts on individual receptors that are assessed as less than Moderate (Slight, Not Significant, and Imperceptible) are not discussed in the amenity assessment. Only individual receptors that are expected to experience a Moderate / Significant or Significant amenity impact are listed in the Residual Impact tables (Section 10.6).

Table 10.3: In-Combination Amenity Significance Matrix (Construction and Operational Phases)

Environmental Effect 1	Environmental Effect 2	Environmental Effect 3	Environmental Effect 4	Combined Impact
Significant	Significant	Significant	Significant	Significant
Significant	Significant	Significant	Moderate	Significant
Significant	Significant	Significant	Slight	Significant
Significant	Significant	Significant	Not Significant	Significant
Significant	Significant	Moderate	Moderate	Significant
Significant	Significant	Moderate	Slight	Moderate / Significant
Significant	Significant	Moderate	Not Significant	Moderate / Significant
Significant	Significant	Slight	Slight	Moderate
Significant	Significant	Slight	Not Significant	Moderate
Significant	Significant	Not Significant	Not Significant	Moderate
Significant	Moderate	Moderate	Moderate	Moderate / Significant
Significant	Moderate	Moderate	Slight	Moderate
Significant	Moderate	Moderate	Not Significant	Moderate
Significant	Moderate	Slight	Slight	Moderate
Significant	Moderate	Slight	Not Significant	Moderate
Significant	Moderate	Not Significant	Not Significant	Moderate
Significant	Slight	Slight	Slight	Slight / Moderate
Significant	Slight	Slight	Not Significant	Slight / Moderate
Significant	Slight	Not Significant	Not Significant	Slight
Significant	Not Significant	Not Significant	Not Significant	Not Significant / Potential direct impact on amenity*
Moderate	Moderate	Moderate	Moderate	Moderate / Significant
Moderate	Moderate	Moderate	Slight	Moderate / Significant
Moderate	Moderate	Moderate	Not Significant	Moderate
Moderate	Moderate	Slight	Slight	Moderate
Moderate	Moderate	Slight	Not Significant	Moderate
Moderate	Moderate	Not Significant	Not Significant	Moderate
Moderate	Slight	Slight	Slight	Slight / Moderate
Moderate	Slight	Slight	Not Significant	Slight / Moderate
Moderate	Slight	Not Significant	Not Significant	Slight
Moderate	Not Significant	Not Significant	Not Significant	Not Significant
Slight	Slight	Slight	Slight	Slight / Moderate
Slight	Slight	Slight	Not Significant	Slight / Moderate
Slight	Slight	Not Significant	Not Significant	Slight
Slight	Not Significant	Not Significant	Not Significant	Not Significant
Not Significant	Not Significant	Not Significant	Not Significant	Not Significant

*Potential direct impacts on amenity for commercial businesses is discussed in Section 10.2.4.2.1.

10.2.4.1.2 Community Land Use and Accessibility

10.2.4.1.2.1 Land Take

This assessment considers both temporary and permanent direct land take impacts on community receptors. Temporary land take is considered during the Construction Phase while permanent land take is considered during

the Operational Phase. In this assessment community receptors include community land and assets such as parks and public rights of way as well as residential land, including gardens, paths, and driveways within the Proposed Scheme boundary. Direct land take impacts can lead to a temporary or permanent restriction in the ability of a user to use a property or a community facility.

Following the DMRB Guidance (Highways England 2020), residential land has been assigned a high sensitivity. A high sensitivity for residential properties ensures that all populations are considered in the assessment including vulnerable groups such as young children, elderly, and people with disabilities. The sensitivity of community facilities varies, and therefore, specific aspects were considered using professional judgement to assess the sensitivity of these receptors, such as:

- Availability of viable alternatives;
- Frequency of use; and
- Number of users on an average visit.

Some other examples of different sensitivities include:

- A hospital would be assigned a very high sensitivity;
- A nature reserve that attracts visitors from across Dublin City with no alternatives would be assigned a high sensitivity;
- A golf course, frequented daily, with no immediate alternative would be assigned a medium sensitivity;
- A small local park, with no extra amenities or features would be assigned a low sensitivity; and
- Derelict land or unoccupied buildings would be assigned a very low sensitivity.

The magnitude of impact of land take has been determined by the degree of loss of the resource including acquisition of gardens and private landings / driveways, as set out in DMRB Guidance, and supported by professional judgement. In general, direct acquisition of a property has been categorised with a high or very high magnitude. A medium magnitude would be assigned where there will be changes to access or the acquisition of land, but the changes overall will not compromise the overall viability of a property. A low magnitude has been assigned where there will be a minor loss of land, or where severance will be introduced but adequate accessibility will be maintained throughout the Construction Phase or provided during the Operational Phase. The assessment has been reported by community area with the nature, significance, and duration of effect assigned using the EPA Guidelines (EPA 2022).

10.2.4.1.2.2 Accessibility

Community accessibility relates to the ability of users to access community facilities, recreational resources, and residential properties. Change in access to facilities can significantly affect users, particularly if these are important facilities (e.g., hospitals), or if there are a lack of alternative facilities available. Changes in traffic flow, parking provision, public transport services and walking and cycling provision can also impact the ability of users to access certain community facilities.

During the Construction Phase, temporary diversions and temporary road closures will be required for short periods of time with designated detour routes in place and local access accommodated. Lane closures may be required during different Construction Phases which will reduce traffic capacity. Chapter 6 (Traffic & Transport) has qualitatively assessed the potential impacts on pedestrians, cyclists, bus users and private vehicles as a result of construction activity. The residual impacts assigned to each user type within Chapter 6 (Traffic & Transport) informs the qualitative accessibility assessment in this Chapter. As such, the impact on access to community receptors during construction has been reported by each user type and for each community area, in line with EPA Guidelines (EPA 2022).

Changes in access to community receptors as a result of the Operational Phase of the Proposed Scheme were considered in respect to the outcomes of a changed walking environment for pedestrians, cycling provision for cyclists and bus infrastructure for bus users. The community accessibility assessment has drawn on the outcomes of the qualitative assessment metrics identified in Chapter 6 (Traffic & Transport). These qualitative assessments were considered collectively in order to assess the significance of impacts on access for each community area

during the Operational Phase. The assessment has been reported by community area and by different user types (bus users, cyclists, pedestrians, and private vehicles). Where a road is expected to experience an impact to accessibility, moderate and above, this has been reported individually, alongside the community receptors that are likely to be impacted as a result. The nature, significance, and duration of effect for each receptor has been assigned using the EPA Guidelines (EPA 2022).

The potential impacts of the Proposed Scheme on parking and loading bays during the Construction Phase and Operational Phase are described in Chapter 6 (Traffic & Transport), and therefore, are not considered further in this population assessment unless a negative, significant impact is identified at any point along the Proposed Scheme.

10.2.4.2 Economic Assessment

The methodology for the assessment of economic impacts is outlined in this Section.

10.2.4.2.1 Commercial Amenity

The commercial amenity assessment has included consideration of 'direct' and 'indirect' impacts on commercial amenity. An indirect amenity impact on commercial receptors has been assessed using the same method as for community amenity (Section 10.2.4.1). As before, an indirect amenity assessment matrix has been used to determine the significance of localised impacts on individual receptors (see Table 10.3). The amenity significance matrix is closely aligned with the EPA Guidelines (EPA 2022).

In some cases, a single (direct) environmental effect in isolation can result in an impact on commercial amenity where a business has a particular sensitivity. For example, certain activities can be sensitive to noise and vibration impacts (i.e., performing arts, advanced manufacturing, and sound recording facilities). The assessment has therefore included an assessment of direct impacts on amenity for commercial receptors. Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR provides a list of all commercial businesses located along the Proposed Scheme and any businesses in the surrounding road network that are located on a road that is expected to experience a moderate or greater traffic impact from displaced traffic in the AM and PM peak hours (as identified in Chapter 6 (Traffic & Transport)). This appendix has been referred to in the assessment section, where appropriate.

The following approach has been taken for the assessment of direct amenity:

- The sensitivity of each commercial receptor has been considered from the perspective of the following environmental effects:
 - Air quality;
 - Visual;
 - Noise and vibration; and
 - Traffic.
- The following example questions were posed to assess the sensitivity of commercial receptors:
 - Is this business providing support to vulnerable people or people with disabilities who may be sensitive to noise disturbance?; and
 - Does the operation of the business rely on the visual landscape to attract trade (e.g. a restaurant, hotel or tourism asset)?

The magnitude of impact on each commercial receptor has been informed by the residual significance of impacts identified within each environmental assessment. The nature, significance, and duration of effect for each receptor has been assigned using the EPA Guidelines (EPA 2022).

10.2.4.2.2 Commercial Land Use and Accessibility

10.2.4.2.2.1 Land Take

This assessment considers direct land take on commercial properties / land and designated car parking. The impact on private landings, which can be used for a variety of reasons by businesses, has also been considered.

This assessment has only considered commercial properties within the Proposed Scheme boundary that would be expected to experience direct land take. This assessment has followed the same approach as set out for community land take (Section 10.2.4.1.2.1). This assessment has only considered commercial businesses identified through a site walkover and desktop research (including businesses operating from residential properties where visible) and has not considered people choosing to work from home.

Large areas of commercial land, such as a business park or shopping centre, were assigned a high sensitivity. Derelict land or unoccupied buildings were assigned a low sensitivity. The magnitude of impact on commercial land has been determined by the degree of loss of the resource as per DMRB Guidance (Highways England 2020) Where there will be substantial permanent land take from a commercial land holding, a high magnitude has been assigned. A low magnitude would be assigned where there will be minimal disruption to non-operational land or a car park.

The nature, significance, and duration of effect for each receptor has been assigned using the DMRB Guidance and EPA Guidelines (EPA 2022).

10.2.4.2.2.2 Accessibility

Commercial accessibility relates to the ability of users and employees to access commercial businesses. Changes in access to commercial business (i.e., changes in traffic flow, public transport services and walking and cycling provision) can significantly affect the level of usage experienced by commercial receptors, which may affect the ability of a business to operate successfully. The accessibility assessment has considered the commercial properties along the Proposed Scheme as well as those areas that are expected to experience positive and negative changes in traffic flows in the adjacent road network. Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR provides a list of all commercial businesses located along the Proposed Scheme and any businesses in the surrounding road network that are located on a road that is expected to experience a moderate or greater traffic impact from displaced traffic in the AM and PM peak hours (as identified in Chapter 6 (Traffic & Transport) and has been referred to in the assessment section, where appropriate.

During the Construction Phase, temporary diversions may be required for short periods of time with designated detour routes in place and local access accommodated as required. Lane closures will be required during different Construction Phases which will reduce traffic capacity. Chapter 6 (Traffic & Transport) has qualitatively assessed the potential impacts on pedestrians, cyclists, bus users and private vehicles as a result of construction activity. The residual impacts assigned to each user type within Chapter 6 (Traffic & Transport) informs the accessibility assessment in this Chapter. As such, the impact on access to community receptors during construction has been reported by each user type and for each community area, in line with EPA Guidelines (EPA 2022).

Changes in access to commercial receptors as a result of the Operational Phase of the Proposed Scheme were considered in respect to the outcomes of a changed walking environment for pedestrians, cycling provision for cyclists, bus infrastructure for bus users, and changes to general traffic for private vehicles. The community accessibility assessment has therefore drawn on the outcomes of the qualitative assessment metrics identified in the Chapter 6 (Traffic & Transport). These qualitative assessments were considered collectively in order to assess the significance of impacts on access during the Operational Phase. The assessment has been reported by community area and by different user types (bus users, cyclists, pedestrians, and private vehicles). However, where a road is expected to experience an impact to accessibility, moderate or above, this has been reported individually, alongside the commercial receptors that are likely to be impacted as a result. The nature, significance, and duration of effect for each receptor has been assigned using EPA Guidelines.

10.3 Baseline Environment

This Section presents the baseline environment for the community and economic assessments. The baseline includes a brief description of the community areas near or intercepted by the Proposed Scheme, details about the different types of community and commercial receptors in the study area and any notable features along the Proposed Scheme.

10.3.1 Overview

The Ballymun Section of the Proposed Scheme will commence at the junction of St. Margaret's Road and the R108 Ballymun Road and will travel along the R108 Ballymun Road between the community areas of Ballymun, Balcurris and Silloge which are characterised by a mixture of residential and commercial areas. The main commercial areas along this section are Northwood and Ballymun Main Street. The Ballymun Section will continue south through the community areas of Ballymun Road, Glasnevin and Iona Road, and along the community areas of Ballygall and Drumcondra. These areas are predominantly characterised by residential receptors. There are a number of amenity / recreational receptors along this section, most notably Albert College Park, Griffith Park, Na Fianna GAA Club and Home Farm Football Club, as well as educational receptors including Dublin City University (DCU), St. Michael's House Special Needs School, Scoil Chaitríona and Whitehall College of Further Education. The Proposed Scheme will continue south towards the City Centre and will cross the Royal Canal, at which point more commercial properties will line the route as it passes through the community areas of Phibsboro, Berkeley Road and Halston Street.

The Ballymun Section will include a number of diversions; notably along St. Mobhi Drive, Glasnevin Hill and Botanic Road (see Section 4.5.2.10.1 in Chapter 4 (Proposed Scheme Description) for further details of these diversions) which are mainly residential areas, with the exception of amenity / recreational receptors such as the National Botanic Gardens and the commercial area of Glasnevin Village, along the Royal Canal Bank which is a mixture of amenity and residential areas and at Coleraine Street / King Street North which are urbanised areas.

The Finglas Section of the Proposed Scheme will travel along the R135 Finglas Road through the historic village of Finglas (please refer to Chapter 15 (Archaeological & Cultural Heritage) for further detail) and will run south-east along the community area of Rivermount towards the Glasnevin / Iona Road community areas. This section is characterised by a mixture of commercial and residential receptors, with commercial receptors focused at Finglas Village and Clearwater Shopping Centre. The Finglas Section will travel past the industrial area of Dublin Industrial Estate to the west / south-west and amenity areas such as Mellowes Park at its northern extent and Glasnevin Cemetery to the east / north-east of its southern extent. The Finglas Section will link into the Ballymun Section at Hart's Corner which is mainly characterised by residential receptors.

The study area for the Proposed Scheme consists of 15 community areas which have an approximate total population of 114,000 according to the 2016 Census (CSO 2016a).

For more details on the extent of the Proposed Scheme in the areas outlined above, please see Chapter 4 (Proposed Scheme Description).

10.3.2 Community Baseline

10.3.2.1 Community Facilities and Recreational Receptors

The Proposed Scheme is located in the vicinity of a number of community and recreational receptors, the number and type of receptor are presented by community area in Table 10.4.

Table 10.4: Community Receptor Type by Community Area (OSI 2020)

Community and Recreation Receptors	Schools	Hospital / Health Centre	Place of Worship	Recreation
Finglas	10	3	7	8
Balcurris	2	0	1	4
Ballymun	2	3	3	6
Finglas West	9	2	3	2
Silloge	2	0	1	2
Ballygall	6	2	1	4
Ballymun Road	4	0	1	2
Rivermount	4	1	2	1
Drumcondra	5	2	2	3
Glasnevin	7	1	4	5
Iona Road	4	1	6	1
Phibsboro	1	0	2	2
Berkeley Road	2	3	1	1
Halston Street	4	0	4	2
Dominick Street	3	0	4	2
Study Area Total	65	18	42	45

Table 10.4 demonstrates that there are a large number of recreational receptors within the study area which are evenly spread across the 15 community areas. Finglas and Finglas West have a higher proportion of schools compared to the rest of the study area. Examples of community receptors along the Proposed Scheme which draw a large number of users include:

- Ballymun Healthcare Facility, Ballymun;
- Our Lady of Victories Church, Ballymun Road;
- Glasnevin National School, Glasnevin;
- Glasnevin Lawn Tennis Club, Ballygall;
- St. Vincent's Secondary School, Iona Road; and
- Tolka Valley Park, Rivermount.

Within the study area there are two national trails used for walking and other recreational activities. These are the National Famine Way and the Royal Canal Way.

10.3.2.2 Residential Land

There are approximately 31,000 residential properties and 300 apartment buildings within the community study area (OSI 2020).

10.3.2.3 Commute to Work

There are approximately 49,000 commuters across the Proposed Scheme community study area and 24% of these travel by public transport (bus or train) (CSO 2016b). The method of travel to work by community area is presented in Table 10.5. A higher proportion of commuters in the study area commute via bus (21%) compared to the County Dublin average (12%). Commuting by bus is most common in the community areas of Ballymun (25%) and Rivermount (25%). Finglas, the furthest community area from the City Centre, has one of the largest proportions of commuters travelling by car or van (57%). Very few people commute to work by train in the study area (3%).

Table 10.5: Method of Travel to Work for Bus, Train, Car and Foot / Bike (%)

Community Area	Travel by Bus / Minibus or Coach	Travel by Car / Van	Travel by Train	Travel by Foot / Bike	Other
Finglas	21%	57%	0%	11%	9%
Balcurris	22%	41%	0%	21%	17%
Ballymun	25%	44%	1%	20%	10%
Finglas West	21%	53%	1%	15%	10%
Silloge	22%	38%	0%	23%	17%
Ballygall	19%	57%	1%	16%	7%
Ballymun Road	21%	55%	1%	17%	7%
Rivermount	25%	50%	1%	16%	8%
Drumcondra	20%	45%	2%	26%	8%
Glasnevin	22%	47%	2%	24%	5%
Iona Road	19%	35%	4%	29%	12%
Phibsboro	21%	20%	2%	35%	22%
Berkeley Road	20%	15%	3%	43%	19%
Halston Street	14%	12%	14%	48%	12%
Dominick Street	18%	9%	8%	48%	17%
Study Area Average	21%	39%	3%	26%	12%
Dublin County	12%	54%	8%	17%	9%

NaPTAN data published by the NTA (NTA 2020) identifies the access points for bus stops, rail stations, airports, and tram stops, providing an indication of the level of availability of public transport within community areas. There are a total of 540 public transport access points across the Proposed Scheme study area, as shown in Table 10.6. Finglas has a significantly larger number of public transport access stops than other community areas within the study area (27% of the total study area).

Table 10.6: Number of Public Transport Access Points Across the Study Area

Community Areas	Number of Public Transport Access Points	Percent of Stops Across the Study Area
Finglas	148	27%
Balcurris	41	8%
Ballymun	23	4%
Finglas West	45	8%
Silloge	15	3%
Ballygall	28	5%
Ballymun Road	36	7%
Rivermount	31	6%
Drumcondra	22	4%
Glasnevin	21	4%
Iona Road	36	7%
Phibsboro	19	4%
Berkeley Road	32	6%
Halston Street	25	5%
Dominick Street	18	3%
Study Area Total	540	

10.3.3 Economic Baseline

10.3.3.1 Commercial Receptors

The Proposed Scheme will pass a number of commercial receptors which are presented by community area in Table 10.7 (Geodirectory 2019). Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR provides a list of all commercial businesses along the Proposed Scheme, approximately 300 were identified, which is approximately 6% of the commercial businesses across the total study area.

Table 10.7: Commercial Receptors Within Each Community Area (Geodirectory 2019)

Community Area	Commercial Receptors*
Finglas	758
Balcurris	61
Ballymun	246
Finglas West	79
Silloge	87
Ballygall	59
Ballymun Road	137
Rivermount	65
Drumcondra	65
Glasnevin	116
Iona Road	523
Phibsboro	175
Berkeley Road	405
Halston Street	1,214
Dominick Street	703
Study Area Total	4,693

*Geodirectory data can count commercial businesses that are in the same location (e.g., a shopping centre, as one commercial business, which may skew the commercial receptor count).

Table 10.7 shows the largest number of commercial receptors is located in Halston Street and the smallest number of commercial receptors are in the Ballygall, Balcurris, Finglas West, Silloge, Rivermount and Drumcondra community areas.

Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report) in Volume 4 of this EIAR provides additional baseline data on footfall, modes of transport to commercial hubs and expenditure by mode of transport (EY 2021).

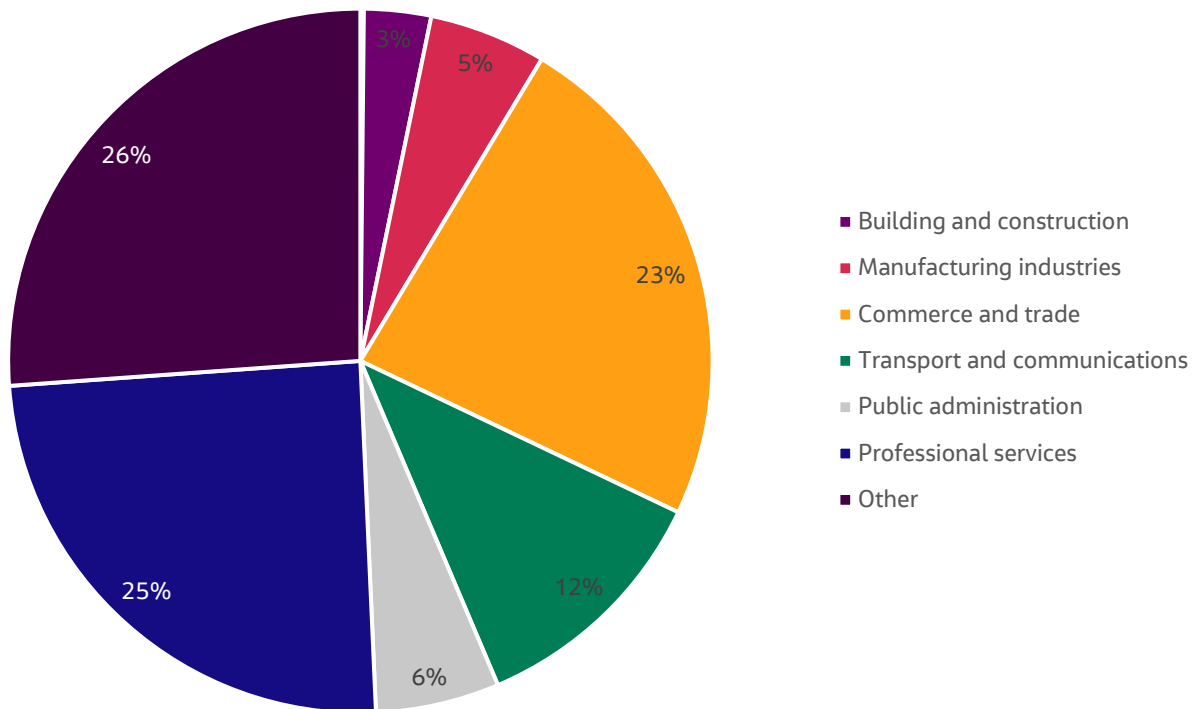
10.3.3.2 Employment

Within the study area there are approximately 51,000 people in employment (45% of the total study area population). Of the working age population, over 8,500 people are unemployed (14% of the working age population) across the study area population, equating to 8% of the general population within the study area being unemployed (CSO 2016c).

Key centres of employment within the study area include:

- Phibsborough Shopping Centre, Phibsboro;
- Clearwater Shopping Centre, Rivermount; and
- Dublin Industrial Estate, Iona Road.

Graph 10.1 presents a breakdown of employment across the study area. The largest sectors of employment are other (26%), professional services (25%) and commerce and trade (23%) (CSO 2016c).



Graph 10.1: Employment by Industry Within the Study Area (%) (CSO 2016c)

10.4 Potential Impacts

Potential impacts are typically those that could occur in the absence of mitigation, which then inform the need for mitigation or monitoring (refer to Section 10.5) and enables residual impacts to be determined. However, as explained in Section 10.2, the population assessment presented in this Chapter is partly informed by the residual impacts identified in other topic chapters forming part of this EIAR, and as such the potential impacts in the following sections already take into account mitigation proposed in those chapters.

10.4.1 Characteristics of the Proposed Scheme

The Proposed Scheme will be approximately 11km in length and will be comprised of two main alignments in terms of the route it will follow, from Ballymun to the City Centre (the Ballymun Section) and from Finglas to Phibsborough (the Finglas Section).

The Ballymun Section of the Proposed Scheme will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4, and will be routed along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and R132 Church Street as far as R148 Arran Quay at the River Liffey on the western edge of Dublin City Centre. Priority for buses will be provided along the entire route, consisting primarily of dedicated bus lanes in both directions, where feasible, with alternative measures proposed at particularly constrained locations such as at R108 St. Mobhi Road (see Chapter 4 (Proposed Scheme Description) for further details of these alternative measures). A complementary cycle route along quiet streets is proposed along Royal Canal Bank in Phibsborough, which will extend southwards from the Royal Canal to Western Way, parallel a short distance to the east of R108 Phibsborough Road, and also through the Markets Area at the southern end of the Proposed Scheme.

The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough,

where it will join the Ballymun Section of the Proposed Scheme. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. No cycle tracks are proposed along the Finglas Bypass at the northern end of the Proposed Scheme, where more suitable routes are available along local streets.

Moreover, pedestrian facilities will be upgraded, and additional signalised crossings will be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian experience. Examples of this include the proposed works at Glasnevin Village, Broadstone Pocket Park and the entrance to Clearwater Shopping Centre. Further detail on the Proposed Scheme can be found in Chapter 4 (Proposed Scheme Description).

Permanent land take along the Proposed Scheme will be required from four residential properties, 12 community facilities and 8 commercial businesses. All permanent land acquisition will be required to facilitate the widening of the carriageway and to allow for the provision of improved pedestrian, cycle and bus infrastructure.

The Proposed Scheme has been designed following the guidelines in Building for Everyone – A Universal Design Approach (Centre for Excellence in Universal Design 2020). In general, the Proposed Scheme is likely to improve the street environment, ensuring it will meet current Universal Design good practice standards. An accessibility audit determined that the majority of footways along the existing route were in a reasonable state of repair and the majority of crossings already have dropped kerbs and tactile paving. However, the Proposed Scheme will address gaps in existing provision, as well as upgrade some pedestrian and cycle routes to a better standard (segregated instead of delineated with painted white lines). The urban environment will be easier and safer for a wider variety of pedestrians, including the visually impaired, wheelchair users and people with mobility difficulties, parents with young children and pushchair users. Details of provision for mobility impaired are set out in Chapter 4 (Proposed Scheme Description). This would help to reduce the impact of accessibility in the urban environment, particularly for people with disabilities.

As per Chapter 5 (Construction), during the Construction Phase, the anticipated site staff numbers working on the Proposed Scheme will be 70 to 80, rising to 100 workers at peak construction. This level of employment will provide a positive economic impact to the economy in terms of associated spending from construction works, although a proportion will already reside locally. As discussed in Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report), the operation of the Proposed Scheme will give households along the route access to wider and better job opportunities (EY 2021). The availability of public transport is expected to reduce the time taken to commute to workplaces, this would have a particular impact for low-income households and people with a disability. Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report) also identifies that there is expected to be an increase in job satisfaction as well as an increase in job retention.

Bus passenger numbers are projected to increase as a result of the Proposed Scheme through the realisation of faster journey times and better reliability, which will be coupled with the opportunity to increase capacity through more frequent services if required. In addition, the provision of enhanced cycling facilities should also increase the number of cyclists utilising the infrastructure.

The Proposed Scheme will have six Construction Compounds along its length, as listed below:

- Construction Compound B1: Santry Cross (opposite the Metro Hotel Dublin Airport);
- Construction Compound B2: St. Mobhi Drive;
- Construction Compound B3: Constitution Hill / Catherine Lane North Junction;
- Construction Compound F1: Mellows Park in the vicinity of St. Margaret's Road Roundabout;
- Construction Compound F2: Finglas Road / Finglas Place Junction; and
- Construction Compound F3: Claremont Lawns (opposite Glasnevin Cemetery).

10.4.2 'Do Nothing' Scenario

In the Do Nothing scenario the Proposed Scheme would not be implemented and therefore be no changes to pedestrian, cycling or bus amenity and access, and no change to land use as a result of the Proposed Scheme. Therefore, there would be a Neutral impact on land use and potential Negative impacts on amenity and accessibility under the 'Do Nothing' scenario.

10.4.3 Construction Phase

10.4.3.1 Community Assessment

10.4.3.1.1 Community Amenity

Community amenity impacts can arise from a combination of traffic, air quality, noise and visual impacts as discussed in Section 10.2.4.1.1.

Chapter 6 (Traffic & Transport) identified a residual Negative, Moderate and Temporary impact on general traffic along the Proposed Scheme as well as in the surrounding road network as a result of additional construction traffic from the Proposed Scheme.

Chapter 7 (Air Quality) identified residual road traffic impacts on local human receptors to be Neutral and Short-Term during construction.

Chapter 9 (Noise & Vibration) identified a number of noise impacts for NSLs at varying distances to the Proposed Scheme:

- A Negative, Moderate to Significant and Temporary impact is expected at the Ballymun Civic Centre; and
- A Negative, Slight to Moderate and Temporary impact is expected at the following community receptors:
 - St. Michael's House Special Needs School;
 - Trinity Comprehensive School;
 - Church of the Latter Day Saints;
 - St. Vincent's Secondary School; and
 - Our Lady of Dolours Catholic Church.

Community facilities within 1km of the Proposed Scheme on Crawford Avenue, Glendalough Road, Botanic Road, Jamestown Road and Hollybank Road are expected to experience a Negative, Moderate to Significant and Temporary impact as a result of construction traffic. Community receptors along these routes include:

- St Columba's School and Church; and
- Finglas Village (community receptors).

Chapter 17 (Landscape (Townscape) & Visual) identified the following townscape and streetscape impacts during construction:

- A Negative, Moderate and Temporary / Short-Term impact on townscape and streetscape character between Ballymun Road from the south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue;
- A Negative, Very Significant and Temporary / Short-Term impact on townscape and streetscape character between St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- A Negative, Very Significant and Temporary / Short-Term impacts on townscape and streetscape character between Prospect Road, Phibsborough Road from Hart's Corner to Western Way; and
- A Negative, Significant and Temporary / Short-Term impact on townscape and streetscape character between Constitution Hill and Church Street to Arran Quay.

These impacts on townscape represent the visual impact experienced by community receptors along the Proposed Scheme (Chapter 17 (Landscape (Townscape) & Visual)). The amenity designations of St. Mobhi Road (including CLG Na Fianna / Home Farm), the Royal Canal, the former Blessington Canal Spur at the Royal Canal Bank fronting Phibsboro (Phibsborough) Library, Constitution Hill Flats on Constitution Hill, Mellows Park, and the open space at Finglas Place are expected to be impacted as follows during the Construction Phase of the Proposed Scheme:

- St. Mobhi Road (including CLG Na Fianna / Home Farm) – Negative, Moderate / Significant and Temporary / Short-Term;

- The Royal Canal – Negative, Significant and Temporary / Short-Term;
- The former Blessington Canal Spur at the Royal Canal Bank fronting Phibsboro (Phibsborough) Library – Negative, Very Significant and Temporary / Short-Term;
- Constitution Hill Flats on Constitution Hill – Negative, Moderate and Temporary / Short-Term;
- Mellows Park - Negative, Moderate and Temporary / Short-Term; and
- The open space at Finglas Place - Negative, Moderate and Temporary / Short-Term.

The following community receptors are also expected to experience Negative, Significant and Temporary / Short-Term landscape and visual impacts as a result of the construction of the Proposed Scheme:

- Scoil Chaitríona, St. Mobhi Road;
- CLG Na Fianna, St. Mobhi Road;
- Home Farm Football Club, St. Mobhi Road;
- Whitehall College of Further Education, St. Mobhi Road; and
- St. Vincent's School, Finglas Road.

The landscape and visual amenity of other community receptors located along, fronting, and viewing the Proposed Scheme are expected to be impacted to a level that is Negative, Moderate / Significant and Temporary / Short-Term through the duration of construction activities in their proximity.

These environmental impacts have been considered together to identify if there will be in-combination impacts acting upon the same community facilities.

The assessment concluded that these residual air quality, noise, traffic, and visual impacts will combine to create a largely Negative, Moderate and Temporary / Short-Term impact on community amenity within the portions of the community areas located directly along the entire length of the Proposed Scheme (i.e., Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas). One exception to this finding is at the Ballymun Civic Centre where a Negative, Moderate / Significant and Temporary / Short-Term impact on amenity is expected largely due to greater noise impacts than elsewhere along the Proposed Scheme.

The wider areas of the aforementioned community areas are not expected to be significantly negatively impacted however, as such impacts on amenity resulting from the construction of the Proposed Scheme are considered to be localised. Therefore, the overall impact on the community amenity of community areas along the Proposed Scheme is considered to be Negative, Not Significant and Temporary, while the community area of Finglas West, which is situated within proximity but away from the Proposed Scheme, is expected to experience a Neutral and Short-Term impact on community amenity.

10.4.3.1.2 Community Land Use and Accessibility

10.4.3.1.2.1 Land Take

The assessment of community land take during the Construction Phase assessed the temporary land take required to accommodate construction works and the potential impacts this has on community facilities and residential properties.

A total of six community receptors (one residential property and five community facilities) are impacted by temporary land take as a result of the Proposed Scheme. The impacted community receptors are DCC public housing on Constitution Hill (in the community area of Halston Street), Mellows Park at Casement Road, open space lands at Finglas Place (both in the community area of Finglas), Home Farm Football Club (St. Mobhi Road) (in the community area of Glasnevin), Claremont Lawns at Glasnevin (greenspace opposite Glasnevin Cemetery, in the community area of Iona Road) and an area of public open space outside of the Phibsboro (Phibsborough) Library in the community area of Berkeley Road. Other residential properties and community facilities are impacted by permanent land take however, these impacts are outlined and assessed in Section 10.4.4.1.2.1.

The DCC public housing on Constitution Hill is expected to be impacted by the temporary acquisition of the yard area / open space located immediately adjacent to it to facilitate Construction Compound B3. The magnitude of change of this temporary land take is considered to be minor, and as such, the significance of impact is considered to be Negative, Slight and Short-Term.

Table 10.8 summarises the findings of the community land take assessment for community facilities along the Proposed Scheme during the Construction Phase. Temporary land take is required from Mellows Park at Casement Road, open space lands at Finglas Place and Claremont Lawns at Glasnevin to facilitate Construction Compounds F1, F2 and F3, while temporary land take is required at Home Farm Football Club (St. Mobhi Road) and at Phibsboro (Phibsborough) Library to facilitate construction works and urban realm improvements respectively.

Table 10.8: Temporary Land Take Impacts on Community Facilities during the Construction Phase

Community Area	Nature of Effect / Number of Community Facilities Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Finglas	0	2	0	0
Glasnevin	0	0	1	0
Iona Road	0	1	0	0
Berkeley Road	0	0	0	1
Total	0	3	1	1

Table 10.8 shows the number of receptors impacted by temporary land take per community area during the Construction Phase of the Proposed Scheme. Two community receptors (Mellows Park at Casement Road in the community area of Finglas and Claremont Lawns at Glasnevin in the community area of Iona Road) are expected to experience a minor magnitude of change as a result of temporary land acquisition during the Construction Phase of the Proposed Scheme, and therefore, Negative, Slight and Short-Term impacts are reported. The open space at Finglas Place (in the community area of Finglas) is anticipated to undergo a minor magnitude change in respect to the facilitation of Construction Compound F2 during the Construction Phase. Therefore, a Negative, Slight and Short-Term impact has been assigned. There is expected to be considerable land take impacts on Home Farm Football Club (St. Mobhi Road), where temporary acquisition of part of the football pitch is required. While the temporary land take will likely mean that the football pitch can no longer be used in its current form and dimensions, Home Farm Football Club currently utilises two further pitches in the area, namely at Albert College Park and Whitehall College of Further Education, and as such it is considered that there are suitable alternatives available to the football club that would reduce the magnitude of this temporary land take so that the impact is considered to be Negative, Moderate and Short-Term. In respect to the area of public open space immediately in front of the Phibsboro (Phibsborough) Library on the north and south sides of the North Circular Road, a significant impact is anticipated given that its entire extent is required to construct part of the Proposed Scheme (i.e. pedestrian and cycle underpass underneath the North Circular Road as well as urban realm improvements). Therefore, a Negative, Significant and Temporary is assessed.

During the Construction Phase, access to residential properties and community facilities will be maintained, as far as reasonably practicable (see Chapter 5 (Construction)). Although access for residents will be maintained during the Construction Phase at all times, in situations where the entirety of the front garden or driveway will be required as temporary land take to accommodate construction activity, parking private vehicles at a residence may not be possible and alternative parking provision in adjacent side streets would need to be temporarily used.

Overall, the impact of land take across the impacted community areas (Finglas, Glasnevin, Iona Road and Berkeley Road) as a whole is considered to be Negative, Not Significant and Temporary during the Construction Phase. No other community areas are impacted by temporary land take during the Construction Phase.

10.4.3.1.2.2 Accessibility

Community accessibility relates to the ability of users to access community facilities, recreational resources, and residential properties. The nature of the Proposed Scheme means accessibility impacts will differ based on the mode of travel used. The assessment has therefore separately assessed accessibility impacts on pedestrians, cyclists, bus users and private vehicles.

Pedestrians and Cyclists

Pedestrian and cyclist safety measures are discussed in Chapter 5 (Construction). These safety measures are intended to allow the safe continuation of access along the route of the Proposed Scheme during the Construction Phase. It is expected that, as roads, cycle lanes and footpaths are being upgraded, there will be some level of disruption to users and their ability to access community facilities. It is important to note that as the Construction Phase will be undertaken in sections, construction impacts would be limited to where the work is being undertaken and for a limited duration. As outlined in Section 5.5 of Chapter 5 (Construction), measures will be undertaken by the appointed contractor to ensure that access and parking are maintained during construction, wherever possible, to reduce the impact on accessibility along the Proposed Scheme. For example, Phibsboro (Phibsborough) Library is expected to have disturbance to the grounds at the front of the library for approximately 12 months to accommodate the works at the proposed underpass under North Circular Road. However, these works will not restrict access to the library.

Chapter 6 (Traffic & Transport) has identified a residual Negative, Slight and Temporary impact on walking and a Negative, Moderate and Temporary impact on cycling along the Proposed Scheme during the Construction Phase. Taking into consideration the mitigation measures presented in Chapter 5 (Construction) and Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4 of the EIAR, it is expected that access to community receptors along the Proposed Scheme will also likely be negatively impacted during the Construction Phase.

Bus Users

As confirmed in Chapter 5 (Construction), existing bus routes will be maintained during the Construction Phase. Bus stop locations may need to be temporarily relocated to accommodate the works. Use of buses to access community facilities will continue throughout construction, albeit there may be a change in the distance required to walk between the temporary bus stops and these community facilities.

Chapter 6 (Traffic & Transport) has identified a residual Negative, Moderate and Temporary impact on bus users along the Proposed Scheme. Taking into consideration the measures in Chapter 5 (Construction), it is expected that the impact on access to community receptors along the Proposed Scheme will also be negatively impacted during the Construction Phase.

Private Vehicles

Chapter 5 (Construction) outlines temporary traffic management measures which may affect accessibility to parking provision and community facilities along certain parts of the Proposed Scheme, particularly where road diversions will be required. Road diversions will be temporary and may result in an increase in the time taken to get to a community facility via private vehicle, but that overall access to that facility will not be prohibited. The impact on specific parking and loading provision is discussed in Chapter 6 (Traffic & Transport).

Chapter 6 (Traffic & Transport) has identified a residual Negative, Moderate and Temporary impact on general traffic travelling along the Proposed Scheme during construction. Taking into consideration the measures in Chapter 5 (Construction), it is expected that the impact on access to community receptors from private vehicles along the Proposed Scheme will be Negative, Moderate and Temporary during construction. Additional construction traffic flows on the surrounding road network are expected to result in a Negative, Moderate and Temporary impact on general traffic. This will not include the impact of construction access vehicles which are considered in Chapter 6 (Traffic and Transport). Private vehicles may therefore be negatively affected on the surrounding road network although this is only expected to be Negative, Moderate and Temporary during the Construction Phase.

The impacts identified above are expected to be experienced by community areas located predominately along the length of the Proposed Scheme where construction activity and road diversions are expected. It is acknowledged that users will travel between community areas to access community facilities within other community areas. However, the impact of construction activity will be experienced where the facility is located. The community areas that are expected to experience a Negative, Slight, and Temporary impact (pedestrians) and a Negative, Moderate and Temporary impact (cyclists, bus users and private vehicles) as a result of changes

in access are Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.

Pedestrians, cyclists, and bus users in Finglas West are expected to experience a Neutral and Temporary impact as the community area is situated in proximity but away from the Proposed Scheme, where no change in existing user facilities are proposed as part of the Proposed Scheme. Private vehicles within Finglas West will experience a Negative, Moderate and Temporary impact however as a result of changes to access during the Construction Phase of the Proposed Scheme.

10.4.3.2 Economic Assessment

10.4.3.2.1 Commercial Amenity

As outlined above in Section 10.2.4.2.1, commercial amenity impacts can arise indirectly from a combination of traffic, air quality, noise, and visual impacts or directly where a single environmental impact is significant enough to affect the amenity of a commercial business and potentially having implications on the ability of the business to operate successfully.

Chapter 6 (Traffic & Transport) identified a residual Negative, Moderate and Temporary impact on general traffic along the Proposed Scheme as well as in the surrounding road network as a result of additional construction traffic from the Proposed Scheme.

Chapter 7 (Air Quality) identified residual road traffic impacts on local human receptors to be Neutral and Short-Term during construction.

Chapter 9 (Noise & Vibration) identified that a Negative, Moderate to Significant and Temporary impact is expected at commercial receptors immediately adjacent to the Ballymun Civic Centre, while commercial receptors along Jamestown Road, including Finglas Village, situated away from the Proposed Scheme, were expected to experience a Negative, Moderate to Significant and Temporary noise impact from construction traffic.

Chapter 17 (Landscape (Townscape) & Visual) identified the following townscape and streetscape impacts:

- A Negative, Moderate and Temporary / Short-Term impact on townscape and streetscape character between Ballymun Road from the south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue;
- A Negative, Very Significant and Temporary / Short-Term impact on townscape and streetscape character between St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- A Negative, Very Significant and Temporary / Short-Term impacts on townscape and streetscape character between Prospect Road, Phibsborough Road from Hart's Corner to Western Way; and
- A Negative, Significant and Temporary / Short-Term impact on townscape and streetscape character between Constitution Hill and Church Street to Arran Quay.

These impacts on townscape represent the visual impact experienced by commercial receptors along the Proposed Scheme Proposed Scheme (Chapter 17 (Landscape (Townscape) & Visual)). The following commercial receptors are also expected to experience Negative, Significant and Temporary / Short-Term landscape and visual impacts as a result of the construction of the Proposed Scheme:

- 163 to 169 St. Mobhi Road (commercial receptors);
- Botanic Business Centre, Botanic Road;
- Prospect Medical Clinic, 21 / 22 Prospect Road;
- Outside dining area of The Bernard Shaw (public house) along Prospect Road; and
- Phibsborough Shopping Centre (and car park).

The landscape and visual amenity of other commercial receptors located along, fronting, and viewing the Proposed Scheme are expected to be impacted to a level that is Negative, Moderate / Significant and Temporary / Short-Term through the duration of construction activities in their proximity.

These environmental impacts have been considered together to identify if there will be a combination of impacts acting on the same commercial receptor.

The assessment concluded that these residual air quality, noise, traffic, and visual impacts will combine to create a largely Negative, Moderate and Temporary / Short-Term impact on commercial amenity within the portions of the community areas located directly along the entire length of the Proposed Scheme (i.e., Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas). One exception to this finding is at the commercial receptors immediately adjacent to the Ballymun Civic Centre where a Negative, Moderate / Significant and Temporary Short-Term impact on amenity is expected largely due to greater noise impacts than elsewhere along the Proposed Scheme. Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR provides a schedule of all commercial businesses along the Proposed Scheme.

The wider areas of the aforementioned community areas are not expected to be significantly negatively impacted. However, as such, impacts on amenity resulting from the construction of the Proposed Scheme are considered to be localised. As such, the overall impact on the commercial amenity of community areas along the Proposed Scheme is considered to be Negative, Not Significant and Temporary / Short-Term, while the community area of Finglas West, which is situated within proximity but away from the Proposed Scheme is expected to experience a Neutral and Short-Term impact on commercial amenity.

As discussed in Section 10.2.4.2.1, a single significant environmental effect in isolation can result in a direct impact on commercial amenity where a business has a particular sensitivity. No direct amenity impacts were identified on any commercial receptors during the Construction Phase of the Proposed Scheme.

10.4.3.2.2 Commercial Land Use and Accessibility

10.4.3.2.2.1 Land Take

The assessment of commercial land take during the Construction Phase assesses the temporary land take required and the potential impacts this has on commercial businesses. This assessment also considers the impact on private landings, which is the area in front of businesses that may be used for a variety of reasons including outdoor seating, selling produce or parking.

There is no temporary land take required from any commercial businesses during the Construction Phase of the Proposed Scheme. However, a number of commercial businesses are impacted by permanent land take requirements. The impacts of such permanent land take on commercial businesses is considered and assessed in Section 10.4.4.2.2.1.

10.4.3.2.2.2 Accessibility

Commercial accessibility relates to the ability of users to access commercial businesses as customers or employees. The nature of the Proposed Scheme means that accessibility impacts will differ based on the mode of travel used. The assessment, similar to the community accessibility assessment (Section 10.4.3.1.2.2) has separately assessed accessibility impacts on pedestrians and cyclists, bus users and private vehicles. As the Construction Phase mitigation measures presented in Chapter 5 (Construction) and the residual impacts presented in Chapter 6 (Traffic & Transport) are the same for each mode of travel, the impacts on commercial accessibility are the same as those reported in Section 10.4.3.1.2.2 for community accessibility.

A parking assessment has been undertaken in Chapter 6 (Traffic and Transport). No significant impacts on parking along the Proposed Scheme route were identified.

10.4.4 Operational Phase

10.4.4.1 Community Assessment

10.4.4.1.1 Community Amenity

Community amenity impacts arise from a combination of traffic, air quality, noise and visual impacts as discussed in Section 10.2.4.1.1.

Chapter 6 (Traffic & Transport) identified a Positive, Moderate and Long-Term impact from a reduction in general traffic along the Proposed Scheme and a Negative, Moderate and Long-Term impact from redistributed traffic along the surrounding road network. No road junctions in the surrounding road network are expected to be significantly impacted by the operation of the Proposed Scheme.

Chapter 7 (Air Quality) identified a residual Neutral and Long-Term impact on local human receptors from road traffic impacts during the Operational Phase.

Chapter 9 (Noise & Vibration) identified a Positive, Imperceptible, and Short to Medium-Term to Negative, Not Significant to Slight, Short to Medium Term direct impact along the Proposed Scheme due to a reduction in traffic volumes during the opening year (2028). An indirect Positive, Imperceptible, and Short to Medium-Term to Negative, Moderate, and Short to Medium Term impact has been identified from traffic noise on the surrounding road network. Due to increased traffic noise levels during the Opening Year (2028), Negative, Moderate and Short to Medium Term impacts were identified on St Helena's Road (in the community area of Rivermount) and Mary's Lane (in the community area of Halston Street). Community receptors likely impacted by such increased noise levels in the surrounding network during the Opening Year (2028) are as follows:

- St. Helena's Resource Centre;
- St. Malachy's Mixed National School;
- Rivermount Boys Football Club;
- St. Oliver Plunkett's National School and
- Smithfield Astro Football Pitch.

Chapter 17 (Landscape (Townscape) & Visual) identified the following impacts on townscape and streetscape character during the Operational Phase of the Proposed Scheme:

- A Positive, Moderate and Long-Term impact between Ballymun Road from the south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue;
- A Negative, Moderate and Long-Term impact between St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- A Positive, Moderate / Significant and Long-Term impact between Prospect Road, Phibsborough Road from Hart's Corner to Western Way (it should be noted that the changes proposed at Phibsboro (Phibsborough) Library as part of the Proposed Scheme are considered as a Neutral, Significant and Long-Term impact on townscape and streetscape);
- A Positive, Moderate and Long-Term impact between Constitution Hill and Church Street to Arran Quay; and
- A Neutral, Moderate and Long-Term impact between Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme).

These impacts on townscape represent the visual impact experienced by community receptors along these stretches of road, one year post-construction and are expected to improve over time (see Chapter 17 (Landscape (Townscape) & Visual)). The amenity designations of St. Mobhi Road (including CLG Na Fianna / Home Farm), the Royal Canal, the former Blessington Canal Spur at the Royal Canal Bank fronting Phibsboro (Phibsborough) Library, and Constitution Hill Flats on Constitution Hill, are expected to be impacted as follows during the Operational Phase of the Proposed Scheme:

- St. Mobhi Road (including CLG Na Fianna / Home Farm) – Negative, Moderate / Significant and Long-Term;

- The Royal Canal – Neutral, Moderate, and Long-Term;
- The former Blessington Canal Spur at the Royal Canal Bank fronting Phibsboro (Phibsborough) Library – Neutral, Significant and Long-Term; and
- Constitution Hill Flats on Constitution Hill – Neutral, Moderate and Long-Term.

The following community receptors are also expected to experience Negative, Moderate and Long-Term landscape and visual impacts as a result of the operation of the Proposed Scheme:

- Scoil Chaitríona, St. Mobhi Road;
- CLG Na Fianna, St. Mobhi Road;
- Home Farm Football Club, St. Mobhi Road;
- Whitehall College of Further Education, St. Mobhi Road; and
- St. Vincent's School, Finglas Road.

These environmental impacts have been considered together to identify if there will be in-combination impacts acting upon the same community facilities.

The assessment concluded that there would be a range of impacts on community amenity as a result of the Operational Phase of the Proposed Scheme. The impact on community amenity in community areas predominantly along the Proposed Scheme (i.e., Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas) differs depending on location, however, is expected to range between Negative, Not Significant and Long-Term to Positive, Moderate and Long-Term. A summary of the findings of the community amenity assessment of the Operational Phase of the Proposed Scheme is as follows:

- Negative, Not Significant and Long-Term - Glasnevin (except at Scoil Chaitríona, CLG Na Fianna and Home Farm Football Club (St. Mobhi Road) which are expected to experience a Negative, Slight and Long-term impact on amenity, see below), and Iona Road (specifically Botanic Road to and including Hart's Corner; and along Finglas Road next to St. Vincent's Secondary School);
- Positive, Slight and Long-Term - Ballymun, Balcurris, Silloge and Finglas;
- Positive, Slight / Moderate and Long-Term - Ballymun Road, Ballygall, Glasnevin (specifically at the Ballymun Road / St. Mobhi Road / Griffith Avenue junction), and Halston Street; and
- Positive, Moderate and Long-Term - Iona Road (Prospect Road), Berkeley Road, Phibsboro (except around Phibsborough Shopping Centre).

The community amenity assessment also identified that, in addition to the above findings for each community area, the community amenity around some specific receptors was likely to differ, for example:

- A Negative, Slight and Long-Term impact on amenity is considered likely in proximity to Scoil Chaitríona, CLG Na Fianna and Home Farm Football Club along St. Mobhi Road in the community area of Glasnevin;
- A Positive, Slight and Long-Term impact on amenity is expected in proximity to the Royal Canal in the community area of Iona Road;
- A Negative, Not Significant and Long-Term impact on amenity is anticipated at Phibsborough Shopping Centre in the community area of Phibsboro; and
- A Positive, Slight and Long-Term impact on amenity is reported for the area around the Phibsboro (Phibsborough) Library as a result of the operation of the Proposed Scheme.

It should be noted that the impacts outlined above are considered to be localised, and as such, the wider areas of the community areas located along the Proposed Scheme are expected to experience a Neutral to Positive, Not Significant and Long-Term impact on community amenity, while the amenity of those community areas situated away from the Proposed Scheme (i.e., Finglas West) are expected to experience a Neutral and Long-Term impact during the Operational Phase.

10.4.4.1.2 Community Land Use and Accessibility

10.4.4.1.2.1 Land Take

The assessment of community land take during the Operational Phase assessed the impact of permanent land take acquisition on community facilities and residential properties.

A total of 17 community receptors (four residential properties and 13 community facilities) require permanent land take as a result of the Proposed Scheme. The residential properties include 34, 36, 38 Bengal Terrace along Finglas Road and Daneswell Place (site of) along Botanic Road, all in the community area of Iona Road, while the 13 community facilities impacted are as follows:

- Scoil Chaitríona, St. Mobhi Road (community area of Glasnevin);
- CLG Na Fianna Sports Ground, St. Mobhi Road (community area of Glasnevin);
- Home Farm Football Club (pitch), St. Mobhi Road (community area of Glasnevin);
- Entrance to Whitehall College of Further Education and Arthur Griffith Park, St. Mobhi Road (community area of Glasnevin);
- Public open space land between St. Mobhi Drive and the River Tolka (community area of Glasnevin)
- Prospect Medical Centre (21 / 22 Prospect Road) (community area of Iona Road);
- Royal Canal (community area(s) of Iona Road / Berkeley Road);
- Public open space at the front of Phibsboro (Phibsborough) Library (community area of Berkeley Road);
- St. Vincent's Secondary School, Finglas Road (community area of Iona Road);
- Claremont Lawns, Glasnevin (community area of Iona Road); and
- Mellowes Park, Casement Road (and area east side of R135 Finglas Bypass) (community area of Finglas).

Table 10.9 summarises the findings of the community land take assessment for residential properties along the Proposed Scheme during the Operational Phase.

Table 10.9: Land Take Impacts on Residential Properties During the Operational Phase

Community Area	Nature of Effect / Number of Residential Properties Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Iona Road	0	4	0	0
Total	0	4	0	0

Table 10.9 shows that no residential properties will be significantly impacted by permanent land take as a result of the Operational Phase of the Proposed Scheme. The magnitude of change from the permanent land acquisition at the four residential properties (i.e. 34, 36 and 38 Bengal Terrace along Finglas Road and Daneswell Place (site of) along Botanic Road (all located in the Iona Road community area)) is considered to be minor as it comprises of minor land take of front gardens / site frontage, requiring the setting back of boundary walls / fencing also. As such, these properties are anticipated to experience Negative, Slight and Long-Term impacts from such land take requirements during the Operational Phase of the Proposed Scheme.

Table 10.10 summarises the findings of the community land take assessment for community facilities along the Proposed Scheme during the Operational Phase.

Table 10.10: Land Take Impacts on Community Facilities During the Operational Phase

Community Area	Nature of Effect / Number of Community Facilities Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Glasnevin	2	4	0	0
Iona Road	0	3*	1	0
Berkeley Road	0	2*	0	0
Finglas	2	0	0	0
Total	4	9	1	0

* The Royal Canal straddles the boundary of the community area of Iona Road and Berkeley Road.

Table 10.10 shows that no community facilities are expected to be significantly impacted by permanent land take as a result of the Operational Phase of the Proposed Scheme. Permanent land take is required from three community facilities in close proximity to one another in the community area of Glasnevin (Scoil Chaitríona, CLG Na Fianna, and Home Farm Road (St. Mobhi Road), comprising of minor land acquisition of site frontage along St Mobhi Road, and requiring the setting back of boundary walls / fencing also. It is not considered likely that such land acquisition would be detrimental to the current function or operation of these sites. As such, the magnitude of change is considered minor and the significance of impact of land take at these receptors is reported as Negative, Slight and Long-Term.

The entrance to Whitehall College of Further Education (and Arthur Griffith Park situated immediately adjacent to it), in the community area of Glasnevin, is subject to permanent land acquisition as a result of the Operational Phase of the Proposed Scheme. The permanent land take comprises of very minor changes to the existing footpath and entrances to both receptors. The magnitude of change is therefore considered to be negligible, and as such, the impact of land take on these receptors is reported as Negative, Not Significant and Long-Term.

To the immediate west of the entrance to Whitehall College of Further Education (in the community area of Glasnevin) is an area of public open space between St. Mobhi Drive and the River Tolka. This area is subject to permanent land take to facilitate the provision of a cycle track as part of the Proposed Scheme. The cycle track will be aligned along St. Mobhi Drive and will require only a portion of the overall area of the public open space. As such, the magnitude of change is considered to be minor. The reported significance of impact on this receptor as a result of the changes brought about by the Operational Phase of the Proposed Scheme is determined as Negative, Slight and Long-Term.

The private landing outside of Prospect Medical Centre (21 / 22 Prospect Road) in the community area of Iona Road is required to facilitate a two-way cycle track. The private landing does not have any obvious function associated with the medical centre. However, it acts as an extension to the existing footpath along the R108 Prospect Road. The provision of a two-way cycle track is considered to be a minor magnitude of change and so the significance of impacts on this receptor is considered to be Negative, Slight and Long-Term.

Permanent land take is required from the either side of the Royal Canal (in the community area(s) of Iona Road / Berkeley Road) to facilitate the provision of a new pedestrian / cycle bridge. The new bridge and associated works will not require the closure of the Royal Canal Way (or towpath on either side of the waterbody), nor will it require the closure of the canal itself at this location for any considerable length of time. As such, the magnitude of change in respect to the required land take is considered to be minor and as such the significance of impact is determined as Negative, Slight and Long-Term.

The area of public open space immediately in front of Phibsboro (Phibsborough) Library on the north and south sides of North Circular Road (in the community area of Berkeley Road) is subject to permanent land acquisition to facilitate the provision of a pedestrian cycle underpass underneath the North Circular Road and on along the Royal Canal Bank, with associated urban realm improvements. While the entire park is subject to land acquisition, its purpose is to facilitate improvements in public space and accessibility and will be returned to the public as such. Therefore, while the magnitude of change is considered to be moderate, the nature of the impact is considered to be neutral as negative and positive impacts are anticipated (i.e., negative impacts resulting from the required construction activities and subsequent positive impacts as a result of the creation of improved public

space) and likely to balance each other. It is due to this trade-off that the significance of impacts on this receptor is identified as Positive, Slight and Long-term.

The road frontage of St. Vincent's Secondary School (in the community area of Iona Road) is to be altered and is subject to permanent land acquisition to facilitate the Proposed Scheme. The land acquisition comprises of minor land take of site frontage, requiring the setting back of boundary fencing and vegetation as well as alterations to the existing parking facilities that currently align along the inside of the site boundary. Given the limited space between the school building and the site boundary and given the limited space for alternative parking at or near the school, the change in magnitude is considered to be moderate, determining a significance of impact to be Negative, Moderate and Long-Term.

Land at Claremont Lawns, Glasnevin adjoining the R135 Finglas Road immediately adjacent to Glasnevin Cemetery are subject to permanent land take to facilitate the provision of a relocated public parking area as a result of the Proposed Scheme. As the permanent land take comprises of a relatively small strip of land within the wider Claremont Lawns green space, the magnitude of change is considered to be minor, resulting in a significance of impact of Negative, Slight and Long-Term.

Permanent land acquisition is proposed at Mellows Park, Casement Road and at land neighbouring it to the east of R135 Finglas Road (in the community area of Finglas) for the provision of new public footpaths to proposed new bus stops on R135 Finglas Road. The magnitude of change of this land take is considered to be negligible given the very minor loss of land in both instances. As such, the significance of impact is considered to be Negative, Not Significant and Long-Term.

Overall, the impact of land take across the impacted community areas (Glasnevin, Iona Road, Berkeley Road and Finglas) is considered to be Negative, Not Significant and Long-Term during the Operational Phase. No other community areas are impacted by land take during the Operational Phase.

10.4.4.1.2.2 Accessibility

Community accessibility relates to the ability of users to access community facilities, recreational resources, and residential properties. The nature of the Proposed Scheme means that accessibility impacts will differ based on the mode of travel used. The assessment has therefore separately assessed accessibility impacts on pedestrians, cyclists, bus users and private vehicles.

The significant improvements to the walking, cycling and bus facilities included within the Proposed Scheme will encourage sustainable modes of transport, therefore reducing the demand for private vehicles / parking along the Proposed Scheme. Improved accessibility is also expected to increase social cohesion within the local community as discussed further in Appendix A10.2 (The Economic Impact of the Core Bus Corridors) (EY 2021) in Volume 4 of this EIAR.

Pedestrians and Cyclists

In general, the Proposed Scheme will not alter the existing arrangement of footpaths along its length. However, minor adjustments are proposed to the width of such pedestrian facilities in a number of places, where appropriate. Segregated cycle tracks will be provided in both directions of the Proposed Scheme, as well as a quiet street cycle route provided along the Royal Canal Bank for 1.1km in Phibsborough, with a further link southwards for 0.7km between Coleraine Street and R148 Ormond Quay (running through the Markets Area). This will improve access for pedestrians and cyclists to Phibsboro (Phibsborough) Library and associated open space.

Chapter 6 (Traffic and Transport) identified a Positive, Moderate to Very Significant and Long-Term impact on pedestrian infrastructure and a Positive, Not Significant to Very Significant and Long-Term impact on cycling infrastructure along the Proposed Scheme. The beneficial impacts on pedestrian and cycling infrastructure is expected to lead to improvements in access to community facilities along the Proposed Scheme will improve for those choosing to walk or cycle as there will be increased provision for these modes of travel.

A Neutral, and Long-Term impact is anticipated in the community area of Finglas West as it is situated away from the Proposed Scheme, with no changes to pedestrian and cycling infrastructure proposed.

Bus Users

A Bus Gate is proposed on R108 St. Mobhi Road on the Ballymun Section of the Proposed Scheme. This Bus Gate will ensure bus priority by restricting northbound through-traffic at the junction of R108 St. Mobhi Road and R102 Griffith Avenue. By reducing the volume of general traffic northbound to just local access, it will enable reliable bus movements along R108 St. Mobhi Road where, due to space constraints, there will be no northbound bus lane provided. Community facilities located immediately north of this junction are Glasnevin Lawn Tennis Club (Ballygall community area), Our Lady of Victories National Schools and Infant School, Albert College Park and Our Lady of Victories Catholic Church (Ballymun Road community area). Chapter 6 (Traffic and Transport) identified a Positive, Moderate to Very Significant and Long-Term impact on bus infrastructure and a Positive, Slight and Long-Term impact on bus network performance (which includes journey times and journey time reliability). It is therefore expected that access to community facilities by bus users will also improve along the Proposed Scheme.

These impacts on access to community facilities for pedestrians, cyclists and bus users are expected to be experienced by community areas located predominantly along the Proposed Scheme as these will be where signal controlled junctions, a Bus Gate and improved footpath and cycle tracks will be provided. The community areas likely to experience these positive impacts are Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.

Some of the notable community receptors located along the Proposed Scheme in these community areas that will experience these positive impacts are:

- Trinity Comprehensive School,
- Our Lady of Victories Infant School,
- Scoil Chaitríona,
- Glasnevin National School,
- Scoil Mobhi,
- CareChoice Finglas Nursing Homes,
- St. Vincent's Primary and Secondary Schools,
- St Michael's House Special Needs National School,
- Phibsboro (Phibsborough) Library,
- Ballymun Healthcare Facility,
- Finglas Fire Station,
- Ballymun Garda Station,
- Phibsboro Fire Station and
- Bridewell Garda Station.

Whilst situated away from the Proposed Scheme, the community area of Finglas West is still expected to experience the benefits expected on the wider bus network performance and as such there is a Positive, Slight and Long-term impact on bus users in this community area.

Private Vehicles

Chapter 6 (Traffic and Transport) identified a Positive, Moderate and Long-Term impact from the reduction in general traffic along the Proposed Scheme and a Negative, Moderate and Long-Term impact from redistributed traffic in the surrounding road network. Chapter 6 (Traffic and Transport) did not identify any localised impacts during the AM and PM peak period at any junctions in the surrounding network of the Proposed Scheme as a result of displaced traffic.

As a result of the proposed Bus Gate at R108 St. Mobhi Road, private vehicle access to community facilities north of this junction would still be accessible southbound on Ballymun Road. However, those travelling northbound would take a longer diversion to reach the same facilities. Community facilities situated along this stretch of road which are expected to be impacted are as follows:

- Glasnevin Lawn Tennis Club (Ballygall community area);
- Our Lady of Victories National School and Infant School;
- Albert College Park;
- Dublin City University (DCU) campus (access via Ballymun Road); and
- Our Lady of Victories Catholic Church (Ballymun Road community area).

On the whole, the community areas that are likely to experience Positive, Moderate and Long-Term impacts on change in access to community facilities, as a result of the reduction in general traffic, are those situated along the Proposed Scheme, such as Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.

Negative, Moderate and Long-Term impacts on change in access to community facilities, as a result of the redistribution of traffic in the surrounding road network, are likely to be experienced in community areas situated away from the Proposed Scheme, namely Finglas West.

10.4.4.2 Economic Assessment

10.4.4.2.1 Commercial Amenity

Commercial amenity impacts arise from a combination of traffic, air quality, noise and visual impacts as discussed in Section 10.2.4.2.1.

Chapter 6 (Traffic & Transport) identified a Positive, Moderate and Long-Term impact from a reduction in general traffic along the Proposed Scheme and a Negative, Moderate and Long-Term impact from redistributed traffic along the surrounding road network. No traffic junctions in the surrounding road network are expected to be significantly impacted by the operation of the Proposed Scheme.

Chapter 7 (Air Quality) identified a residual Neutral and Long-Term impact on local human receptors from road traffic impacts during the Operational Phase.

Chapter 9 (Noise & Vibration) identified a Positive, Imperceptible Short to Medium Term to Negative, Not Significant to Slight, Short to Medium Term direct impact along the Proposed Scheme due to a reduction in traffic volumes during the opening year (2028). An indirect Positive, Imperceptible, Short to Medium Term to indirect Negative, Moderate Short to Medium Term impact has also been identified from traffic noise on the surrounding road network. Due to increased traffic noise levels during the Opening Year (2028), a Negative, Moderate, Short to Medium Term impacts were identified on St Helena's Road (in the community area of Rivermount) and Mary's Lane (in the community area of Halston Street). Commercial receptors likely impacted by such increased noise levels in the surrounding network during the Opening Year (2028) are:

- Clearwater Shopping Centre;
- Brendan's Cafe;
- Dublin City Council Wholesale Fruit;
- Brendan O'Malley Fruit and Vegetable Shop;
- Joseph Duffy & Sons Ltd.; and
- Arran Street East.

Chapter 17 (Landscape (Townscape) & Visual) identified the following impacts on townscape and streetscape character during the Operational Phase:

- A Positive, Moderate and Long-Term impact between Ballymun Road from the south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue;
- A Negative, Moderate and Long-Term impact between St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- A Positive, Moderate / Significant and Long-Term impact between Prospect Road, Phibsborough Road from Hart's Corner to Western Way;

- A Positive, Moderate and Long-Term impact between Constitution Hill and Church Street to Arran Quay; and
- A Neutral, Moderate and Long-Term impact between Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme).

These impacts on townscape represent the visual impact experienced by commercial receptors along these stretches of road, one year post-construction and are expected to improve over time (see Chapter 17 (Landscape (Townscape) & Visual)). The following commercial receptors are also likely to experience Negative, Moderate and Long-Term landscape and visual impacts as a result of the operation of the Proposed Scheme:

- 163 to 169 St. Mobhi Road (commercial receptors);
- Botanic Business Centre, Botanic Road;
- Prospect Medical Clinic, 21 / 22 Prospect Road;
- Outside dining area of The Bernard Shaw (public house) along Prospect Road; and
- Phibsborough Shopping Centre (and car park).

These environmental impacts have been considered together to identify if there will be in-combination impacts acting upon the same commercial receptor.

The assessment concluded that there would be a range of impacts on commercial amenity as a result of the Operational Phase of the Proposed Scheme. The impact on commercial amenity in community areas predominantly along the Proposed Scheme (i.e., Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas) differs depending on location, however, is expected to range between Negative, Not Significant and Long-Term to Positive, Moderate and Long-Term. A summary of the findings of the commercial amenity assessment of the Operational Phase of the Proposed Scheme is as follows:

- Negative, Not Significant and Long-Term - Glasnevin (except at Bua Coffee, St. Mobhi Road, located next to Scoil Chaitríona, CLG Na Fianna, Home Farm Football Club (St. Mobhi Road) which are expected to experience a Negative, Slight and Long-term impact on amenity, see below), Iona Road (specifically Botanic Road to and including Hart's Corner; and along Finglas Road next to The Town Café in Glasnevin Cemetery);
- Positive, Slight and Long-Term - Ballymun, Balcurris, Silloge and Finglas;
- Positive, Slight / Moderate and Long-Term - Ballymun Road, Ballygall, Glasnevin (specifically at the Ballymun Road / St. Mobhi Road / Griffith Avenue junction), and Halston Street; and
- Positive, Moderate and Long-Term - Iona Road (Prospect Road), Berkeley Road, Phibsboro (except around Phibsborough Shopping Centre).

The commercial amenity assessment also identified that in addition to the above findings for each community area, the commercial amenity around some specific receptors was likely to differ, for example:

- A Negative, Slight and Long-Term impact on amenity is considered likely in at Bua Coffee along St. Mobhi Road in the community area of Glasnevin (located next to Scoil Chaitríona, CLG Na Fianna, Home Farm Football Club (St. Mobhi Road)); and
- A Negative, Not Significant and Long-Term impact on amenity is anticipated at The Bernard Shaw (public house) in the community area of Iona Road as well as at Phibsborough Shopping Centre in the community area of Phibsboro.

It should be noted that the impacts outlined above are considered to be localised, and as such, the wider areas of the community areas located along the Proposed Scheme are expected to experience a Neutral to Positive, Not Significant and Long-Term impact on commercial amenity, while the amenity of those community areas situated away from the Proposed Scheme (i.e., Finglas West) are expected to experience a Neutral and Long-Term impact during the Operational Phase.

10.4.4.2.2 Commercial Land Use and Accessibility

10.4.4.2.2.1 Land Take

The assessment of commercial land take during the Operational Phase assesses the permanent land take required and the potential impacts this has on commercial businesses.

Permanent land take is required from a total of 8 commercial receptors as a result of the Proposed Scheme. The commercial receptors include the following:

- 163, 165, 167 and 169 St. Mobhi Road (community area of Glasnevin);
- Botanic Business Centre, Botanic Road (community area of Iona Road);
- 23 Prospect Road (i.e. The Bernard Shaw (public house)) (community area of Iona Road);
- Phibsborough Shopping Centre (community area of Phibsboro); and
- Car Wash Crystal Clean / Tiger Wash (at junction of Slaney Road and Finglas Road) (community area of Iona Road).

Table 10.11 summarises the findings of the commercial land take assessment for commercial receptors along the Proposed Scheme during the Operational Phase.

Table 10.11: Land Take Impacts on Commercial Businesses during the Operational Phase

Community Area	Nature of Effect / Number of Residential Properties Affected			
	Imperceptible / Not Significant	Slight	Moderate	Significant
Glasnevin	0	4	0	0
Iona Road	0	2	0	1
Phibsboro	0	0	1	0
Total	0	5	1	1

The private landings of three commercial receptors adjacent to one another along St. Mobhi Road (i.e. 163, 165 167 and 169 St. Mobhi Road) in the community area of Glasnevin are required to facilitate a footpath and cycle track diversion around a proposed Island Bus Stop as part of the Proposed Scheme. The private landings of the businesses at the above addresses are used as informal parking spaces by employers, employees and customers. Part of the private landings of these commercial receptors are also used as part of the existing footpath. As such, the magnitude of change of the proposed permanent land take is considered to be minor, with the significance of impact determined to be Negative, Slight and Long-Term.

Permanent land acquisition is required from the Botanic Business Centre on Botanic Road (in the community area of Iona Road) at the site frontage along Botanic Road, requiring the setting back of boundary walls / fencing as well as alterations to the existing parking facilities. The level of land take is considered to be minor, while the site has ample alternative parking provision. Therefore, the significance of impact is considered to be Negative, Slight and Long-Term.

The private landing area at The Bernard Shaw (public house), in the community area of Iona Road, is subject to permanent land take to facilitate the provision of a two-way cycle track as part of the Proposed Scheme. The private landing area is currently in use as an outdoor seating area and a coffee kiosk. While it is considered that this land take will not be detrimental to the functioning of the business as a whole, it would represent a notable change to the business. As such, the magnitude of change is considered to be major, resulting in a significance of impact of Negative, Significant and Long-Term.

Phibsborough Shopping Centre along Phibsborough Road, specifically its parking provision, is subject to permanent land acquisition requirements. Land take is required to facilitate road widening and will require the site boundary walls, as well as alterations to the existing parking facilities on site. The setting back of the boundary wall will likely result in the removal of a considerable number of parking spaces, with limited space for alternative parking provision. It is considered that the changes resulting from the required land acquisition at Phibsborough

Shopping Centre represents a moderate magnitude of change in the existing environment. Therefore, a Negative, Moderate and Long-Term significance of impact has been assigned.

Permanent land take is required from the Car Wash Crystal Clean / Tiger Wash at the junction of Slaney Road and Finglas Road, in the community area of Iona Road. The permanent land take is required to facilitate the diversion of the footpath and cycle track around a proposed bus stop at this location. The magnitude of change as a result of this land take is considered to be minor given its limited extent within a landscaped area adjacent to the businesses, and therefore, the significance of impact is assigned as Negative, Slight and Long-Term.

Overall, the impact on these impacted community areas during the Operational Phase of the Proposed Scheme is considered to be Negative, Not Significant and Long-Term. No other community areas are impacted by land take during the Operational Phase.

10.4.4.2.2 Accessibility

Commercial accessibility relates to the ability of users and employees to access commercial businesses. The nature of the proposed works means accessibility impacts will differ based on the mode of travel used. The assessment has therefore separately assessed accessibility impacts on pedestrians, cyclists, bus users and private vehicles.

Chapter 6 (Traffic and Transport) assessed that people movement would significantly increase along the Proposed Scheme. It is therefore expected that all businesses along the Proposed Scheme will, to some extent, benefit from the increase in passing trade. Commercial businesses located along the Proposed Scheme are listed in Appendix A10.1 (Schedule of Commercial Businesses) in Volume 4 of this EIAR.

Pedestrians, Cyclists and Bus Users

The positive impacts of improved accessibility to pedestrians, cyclists and bus users will predominantly be experienced by community areas located along the length of the Proposed Scheme as these will be the locations of improved footpaths, cycle paths as well as the provision of a Bus Gate. The community areas that are expected to experience a Positive, Moderate to Very Significant and Long-Term impact on pedestrians, a Positive, Not Significant to Very Significant and Long-Term impact on cyclists and a Positive, Moderate to Very Significant and Long-Term impact on bus users, as a result of changes to access are Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.

A Neutral, Long-term impact is anticipated in the community area of Finglas West as it is situated away from the Proposed Scheme, where no changes to pedestrian, cyclist or bus infrastructure is proposed.

Private Vehicles

Chapter 6 (Traffic and Transport) identified a Positive, Moderate and Long-Term impact from the reduction in general traffic along the Proposed Scheme and a Negative, Moderate and Long-Term impact from the redistribution of traffic in the surrounding road network. Chapter 6 (Traffic and Transport) did not identify any localised capacity impacts during the AM and PM peak period at any junctions in the surrounding network of the Proposed Scheme as a result of displaced traffic.

The impact on access to commercial businesses along the Proposed Scheme for private vehicles is considered to be Positive, Moderate and Long-Term. The community areas that are expected to experience this impact as a result of changes in access are Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.

The impact on access to commercial businesses in the surrounding road network, a result of redistributed traffic, is considered to be Negative, Moderate and Long-Term. The community areas that are expected to experience this impact as a result of changes in access to commercial businesses during the Operational Phase of the Proposed Scheme are those situated away from the Proposed Scheme, namely Finglas West.

A parking assessment has been undertaken in Chapter 6 (Traffic and Transport). A Negative, Negligible to Moderate and Long-term residual impact on parking and loading spaces was identified as a result of a total loss of 56 parking / loading spaces along the Proposed Scheme.

10.5 Mitigation and Monitoring Measures

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives of the Proposed Scheme are attained. This population assessment takes account of the design outlined in Chapter 4 (Proposed Scheme Description). The Proposed Scheme will ensure that there are no permanent disruption to services and that all temporary disruptions are kept to a minimum.

The population assessment presented in Section 10.4 has been informed by the residual impacts reported in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality), Chapter 9 (Noise & Vibration) and Chapter 17 (Landscape (Townscape) & Visual). The reported residual impacts in these chapters take into account any topic-specific mitigation identified within the respective chapters. No further mitigation is proposed over and above that set out in individual topic chapters.

10.6 Residual Impacts

No additional mitigation measures have been proposed for this population assessment, and therefore, the residual impacts are the same as the potential impacts detailed in Section 10.4.

10.6.1 Construction Phase

Table 10.12 summarises the residual impacts (same as predicted impacts) of the population assessment during the Construction Phase of the Proposed Scheme. This includes all community and economic assessment topics.

Table 10.12: Summary of Construction Phase Residual Impacts

Assessment Topic	Predicted Impact (Residual Impacts) for Community Areas	Residual Impact (Receptor Specific)
Community Assessment		
Community amenity	Negative, Not Significant and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Short-Term – Finglas West	Negative, Moderate and Temporary – All community receptors located directly along the Proposed Scheme Negative, Moderate / Significant and Temporary – Ballymun Civic Centre
Community land take	Negative, Not Significant and Temporary – Finglas, Glasnevin, Iona Road and Berkeley Road.	Negative, Moderate and Temporary – Home Farm Football Club (St. Mobhi Road) Negative, Significant and Temporary – Area of public open space outside of the Phibsboro (Phibsborough) Library.
Community accessibility	<p><u>Pedestrians</u> Negative, Slight and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Temporary – Finglas West</p> <p><u>Cyclists</u> Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Temporary – Finglas West</p> <p><u>Bus Users</u> Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona</p>	N/A

Assessment Topic	Predicted Impact (Residual Impacts) for Community Areas	Residual Impact (Receptor Specific)
	<p>Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.</p> <p>Neutral and Temporary – Finglas West</p> <p>Private Vehicles</p> <p>Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, Finglas, and Finglas West.</p>	
Economic Assessment		
Commercial amenity	<p>Negative, Not Significant and Temporary / Short-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.</p> <p>Neutral and Short-Term – Finglas West</p>	<p>Direct</p> <p>Negative, Moderate and Temporary – All commercial receptors located directly along the Proposed Scheme</p> <p>Negative, Moderate / Significant and Temporary – Commercial receptors immediately adjacent to the Ballymun Civic Centre</p> <p>Indirect</p> <p>No impacts</p>
Commercial land take	No impacts	No impacts
Commercial accessibility	<p>Pedestrians</p> <p>Negative, Slight and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.</p> <p>Neutral and Temporary – Finglas West</p> <p>Cyclists</p> <p>Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.</p> <p>Neutral and Temporary – Finglas West</p> <p>Bus Users</p> <p>Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas.</p> <p>Neutral and Temporary – Finglas West</p> <p>Private Vehicles</p> <p>Negative, Moderate and Temporary - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, Finglas, and Finglas West.</p>	N/A

10.6.2 Operational Phase

Table 10.13 summarises the residual impacts (same as predicted impacts) of the population assessment during the Operation Phase of the Proposed Scheme. This includes all community and economic assessment topics.

Table 10.13: Summary of Operational Phase Residual Impacts

Assessment Topic	Predicted Impact (Residual Impacts) for Community Areas	Residual Impact (Receptor Specific)
Community Assessment		
Community amenity	Neutral to Positive, Not Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West	Negative, Slight and Long-Term - Scoil Chaitríona, CLG Na Fianna, Home Farm Football Club (St. Mobhi Road); Positive, Slight and Long-Term - Royal Canal; Negative, Not Significant and Long-Term - Phibsborough Shopping Centre; and Positive, Slight and Long-Term – Phibsboro (Phibsborough) Library.
Community land take	Negative, Not Significant and Long-Term - Glasnevin, Iona Road, Berkeley Road and Finglas	Negative, Not Significant and Long-Term - Whitehall College of Further Education (and Arthur Griffith Park) and Mellows Park, Casement Road (and neighbouring land to east of R135 Finglas Road); Negative, Slight and Long-Term - 34, 36 and 38 Bengal Terrace, Daneswell Place (site of), Scoil Chaitríona, CLG Na Fianna, Home Farm Road (Mobhi Road), Prospect Medical Centre (21 / 22 Prospect Road), the Royal Canal, and Claremont Lawns; Negative, Moderate and Long-Term – St. Vincent’s Secondary School; and Positive, Slight and Long-Term - Public Park at Phibsboro (Phibsborough) Library.
Community accessibility	<u>Pedestrians</u> Positive, Moderate to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West <u>Cyclists</u> Positive, Not Significant to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West <u>Bus Users</u> Positive, Moderate to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Positive, Slight and Long-Term – Finglas West <u>Private Vehicles</u> Positive, Moderate and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Negative, Moderate and Long-Term – Finglas West	N/A
Economic Assessment		
Commercial amenity	Neutral to Positive, Not Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West	<u>Direct</u> Negative, Slight and Long-Term - Bua Coffee along St. Mobhi Road (located next to Scoil Chaitríona, CLG Na Fianna, Home Farm Football Club (St. Mobhi Road)); and

Assessment Topic	Predicted Impact (Residual Impacts) for Community Areas	Residual Impact (Receptor Specific)
		Negative, Not Significant and Long-term - The Bernard Shaw (public house) and Phibsborough Shopping Centre. Indirect No impacts
Commercial land take	Negative, Not Significant and Long-Term - Glasnevin, Iona Road, and Phibsboro	Negative, Slight and Long-Term – commercial receptors at 163, 165, 167 and 169 St. Mobhi Road, Botanic Business Centre, Car Wash Crystal Clean / Tiger Wash (at junction of Slaney Road and Finglas Road) Negative, Moderate and Long-Term – Phibsborough Shopping Centre (and car park); and Negative, Significant and Long-Term – The Bernard Shaw (public house);
Commercial accessibility	<p><u>Pedestrians</u> Positive, Moderate to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West</p> <p><u>Cyclists</u> Positive, Not Significant to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West</p> <p><u>Bus Users</u> Positive, Moderate to Very Significant and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, and Finglas. Neutral and Long-Term – Finglas West</p> <p><u>Private Vehicles</u> Positive, Moderate and Long-Term - Ballymun, Balcurris, Silloge, Ballymun Road, Ballygall, Drumcondra, Glasnevin, Iona Road, Phibsboro, Berkeley Road, Dominick Street, Halston Street, Rivermount, Finglas and Finglas West. Negative, Moderate and Long-Term – Finglas West</p>	N/A

As outlined within Section 10.4.4 and summarised in Table 10.13, the Proposed Scheme will deliver positive impacts in terms of accessibility to community facilities and commercial businesses for pedestrians, cyclists and bus users during the Operational Phase. The Proposed Scheme is also expected to benefit individuals and businesses whose workers live along the corridor. Retail and leisure businesses along the route could gain a double benefit from both increased sales and improved staff productivity (see Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report) (EY 2021) in Volume 4 of this EIAR).

These improvements will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and will promote a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors. As discussed in Appendix A10.2 (The Economic Impact of the Core Bus Corridors Report) the Proposed Scheme will also ensure to connect people with essential services such as healthcare facilities and jobs (EY 2021).

In order to accommodate the Proposed Scheme and to ensure it can be readily utilised by sustainable modes of transport, localised significant impacts from permanent land take are expected on a small number of properties as well as on private vehicles travelling in the surrounding road network. However, the design of the Proposed Scheme, which is a result of a design iteration process, ensures that the surrounding road network will have the

capacity to accommodate the redistributed traffic during the Operational Phase whilst still achieving the aims and objectives of the Proposed Scheme.

Accordingly, it is concluded that the Proposed Scheme will deliver strong benefits for users of sustainable modes of transport, with positive accessibility impacts expected for all community areas in the study area and this aligns with specific objectives identified in Section 10.1.

10.7 References

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