**1. FAQs**

**What is the need for the scheme?**

The scheme looks to improve the pedestrian, cycling and public transport infrastructure in Finglas Village. The cycling facilities along Seamus Ennis Road will also form part of a more strategic orbital cycling route between Finglas and Killester which forms part of Dublin City’s Active Travel Network. The area is currently dominated by car traffic and generally unfriendly to users of sustainable transport. The scheme will improve safety and access for all road users, and in particular to St. Canice’s Girls and Boys National School. The changes to the bus network as part of BusConnects have resulted in additional bus services along Seamus Ennis Road. Additional services are proposed along McKee Avenue in the future. These buses pass through the ‘5-arm’ junction and will be accommodated as part of the scheme.

**Why was this route chosen?**

The National Transport Authority’s GDA Cycle Network Plan 2013 updated in 2023 which accompanies the GDA Transport Strategy 2022-2042, identifies Seamus Ennis Road as a ‘primary orbital’ section of the network with the McKee Avenue, Jamestown Road (south) and Finglas Road (R135) forming a ‘primary radial’ route.

A public consultation on the GDA Transport Strategy 2022-2042 was held on the 23rd November 2020 to 22nd January 2021.

**What is the Public Consultation Process for the scheme?**

A non-statutory public consultation process will be carried out for the scheme. The proposals can be viewed and submissions can be made on the Dublin City Council’s website: consultation.dublincity.ie

The scheme drawings will be available to view from Monday February 12th to Friday March 15th at:

• Dublin City Council, Block 1, Floor 0, Civic Offices, Wood Quay, Dublin 8, D08RF3F

• Ballymun Library, Ballymun Road, Dublin 9, D11 DCR7

• Finglas Library, Seamus Ennis Rd, Finglas North, Dublin 11, D11 C603

• www.dublincity.ie/activetravel

• An information event on the project will be held from 4-7pm on the 29th February 2023 in the Finglas Sports & Fitness Centre, Mellowes Road, Finglas, South Dublin 11, D11 HK09.

The design may be reviewed based on the feedback received during the consultation period. A Public Consultation Report summarising the consultation results will also be published in due course.

**What is the Planning decision process for the scheme?**

It is anticipated that this scheme will be implemented under Section 38 of the Road Traffic Act.

EIA and AA Screening Reports have being completed for the scheme and a final decision on the proposed planning route will be made by Dublin City Council Planners.

**Who is funding the project?**

The National Transport Authority and Dublin City Council are co-funding the Project.

**Are you making any public realm and landscaping improvements?**

The Finglas Village Improvement Scheme will enhance the physical, social and economic regeneration of the northwest area of the city. Key to its vision is the advancement of a people‐centred design approach following best practice in universal design and sustainability, and using high quality materials. The project intends to revitalise the area for those who live, work and visit the village. The design will create a destination with a vibrant street life for people to visit and linger in, thus providing social, cultural and economic benefits. It will support the vibrancy of the village and may encourage further economic activity and investment in the area.

The design of the Finglas Village Improvement Scheme is guided by the principles of Universal Design. The design aims to create an accessible and inclusive street environment for all, and encourages social interaction for all age groups and abilities.

The Finglas Village Improvement Scheme is designed with regard to the Dublin City Climate Action Plan to mitigate climate change and to minimise environmental impacts during construction and use. Streetscapes are designed to promote Active Travel thus reducing carbon emissions, pollution and noise. Materials with low environmental cost are to be specified. Nature‐based Sustainable Urban Drainage systems (SUDS) for surface‐water management is to be installed using naturally drained tree‐pits and rainwater gardens. A mixed variety of tree species are to be specified to ensure bio‐diversity and to create habitats and microclimates for native flora and fauna.

**How will the scheme impact traffic flows?**

As a result of the proposed scheme, Jamestown Road (south) will be restricted to local access only.

Jamestown Road (south) will change from one-way to two-way, but there will no longer be a direct link to Seamus Ennis Road junction. Vehicles exiting the Finglas Village Centre and other local accesses along Jamestown Road (south) will need to route towards Main Street.

Vehicles which currently use Jamestown Road (south) as a ‘through route’ will need to use an alternative route depending on their origin and destination. Alternative routes include:

• Continuing along the R135 and using the Seamus Ennis Road & Mellowes Road interchange

• Using Ballygall Road West and Glasanaon Road

• Using Main Street

As there will no longer be a traffic signal phase for movements from Jamestown Road (south), the junction of Seamus Ennis Road / McKee Avenue /Jamestown Road (north) will operate more efficiently for all users.

**What is the effect on car parking?**

There is good provision of off-street car parking in Finglas Village with in excess of 170 off-street car parking spaces. Approximately 18 car parking spaces will be removed to accommodate the proposed scheme:

* 9 on-street spaces along the northside of Seamus Ennis Road (to the west of the ‘5-arm’ junction)
* 2 on-street spaces along the northside of Seamus Ennis Road (to the east of the ‘5-arm’ junction)
* 7 spaces in the Drogheda Mall carpark

To offset the removal of two accessible parking spaces on the northside of Seamus Ennis Road (to the west of the ‘5-arm’ junction), it is proposed to provide two additional accessible spaces within the Drogheda Mall car park. The number existing on-street accessible parking spaces to the east of the ‘5-arm’ junction will be maintained as part of the scheme.

Access to existing car parks will be retained, with improved pedestrian crossings making it quicker and safer to cross busy junctions.

**Why are you removing the Jamestown Road (south) connection to the ‘5-arm’ junction and making it two-way?**

By removing the vehicular connection to the ‘5-arm’ junction, several benefits are realised including:

• Results in one less traffic signal phase at the Seamus Ennis Road / McKee Avenue /Jamestown Road (north) making it more efficient for all users.

• Opportunity to have a high quality public realm area which acts as the northern gateway to the village, thus improving the visual amenity of the area.

• Accommodate two-way cycle movements along Jamestown Road (south) and a quicker connection the R135.

• Improves the pedestrian access to schools and public transport by no longer having to cross this road or wait for traffic on the southern side of the ‘5-arm’ junction.

• Least impact to traffic and local residents of the options considered.

**What is the impact to trees?**

The scheme will seek to minimise the loss of trees where possible, especially any mature trees. It is proposed to remove the trees located on the footpath outside of Super Valu on the northern side of Seamus Ennis Road. The majority of the trees in this location are not thriving. In addition, a small number of young trees are likely to be removed along the northern side of Seamus Ennis Road (east of the ‘5-arm’ junction).

Our objective on the scheme is to replant 2 trees for every tree removed. Any removed trees will be replaced with semi mature native species in accordance with DCC tree strategy and biodiversity plan. New tree planting will be in predesigned tree pits which protects footpaths from tree root disruption ensuring the trees will thrive in a healthier environment. An Arboricultural Assessment Report has been prepared which includes a tree survey as well as a tree protection plan and is included in the in the public consultation reports.

**Have Environmental Assessments been carried out?**

Yes. The following screening assessments have been completed:

• Environmental Impact Assessment Screening

• Appropriate Assessment Screening

Both screening reports concluded that an Environmental Impact Assessment Report and Appropriate Assessment Report are not required for the scheme.

**Will additional cycle parking be provided?**

Yes, additional on-street cycle parking will be provided, including the replacement of any that need to be removed. The exact locations will be determined during the detailed design stage.

**How will the scheme interact with other planned projects?**

The scheme has been designed with planned or committed projects in mind to ensure there are no conflicts between proposals. Notable adjacent projects include Finglas Luas and BusConnects Dublin. Works will be coordinated with the Finglas to Killester Active Travel Scheme.