

Report to Chairperson and Members of the Transportation Strategic Policy Committee

Traffic Management changes North and South Quays

February 2017.

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1 Introduction

It is estimated that by 2023, the transport network of Dublin City will be required to cater for approximately 40,000 additional journeys each morning across the canal cordon, an increase of almost 20% from 200,00 to 240,000. To help address the concerns of how Dublin City can continue to grow and be economically vibrant, in 2015 DCC and the NTA published their joint draft Dublin City Centre Transport Study.

This study sets down a framework for how Dublin City's transport network can be redefined to cater for this increased demand, by better utilising the existing infrastructure available, and by moving towards a more sustainable and efficient use of the public realm within the city centre.

The Study was motivated by a number of essential requirements for the city centre, including the need to:

- Guarantee the future development potential of the city centre, and improve confidence in the ability of the city centre to be the key focus of future investment;
- Ensure that the city develops in a way which will provide a better living and working environment for residents and visitors alike;
- Formulate an agreed set of transport networks, which are integrated and complementary;
- Develop a framework for infrastructural investment in the City Centre;
- Build on the existing and future investment in public transport within the city, and ensure that these assets are utilised appropriately into the future; Ensure that in operation, Luas Cross City can perform in an effective and efficient manner; Improve the capacity for movement within the City Centre;
- Improve accessibility to the City Centre;
- Ensure that changes in the City Centre are matched by improvements in public transport across the Dublin region as set out in the NTA Transport Strategy;
- Improve the capacity, reliability and increased use of public transport – in particular, addressing poor journey times, bus congestion (especially around bus stops) and the negative impact of bus activities on the public realm;

In the 2015 City Centre Transport Study draft it was proposed to introduce bus priority measures along the North and South Quays in the city centre in order to help meet the objectives outlined above and in particular to address the delays affecting the reliability of public transport and to ensure that all public transport could operate in an efficient manner once Luas LCC was operational.

Following a period of public consultation in 2015 and engagement with stakeholders including the major retailers in the city the proposals were amended to allow left turning general traffic to use Bachelors Walk to access O'Connell Street and instead to make Eden Quay Public transport only. This was to allow access to car parks and to provide for deliveries into the O'Connell Street / Henry Street quarter.

The Final City Centre Study was published in 2016 and this report now sets out how the increased bus priority on the North and South Quays, will be implemented.

Background

The commencement of passenger services on the Luas Cross City link to Broombridge in December 2017 will have a major impact on street and junction capacity of Dublin City and it will require significant changes to the traffic network to protect the substantial investment in Luas LCC and to ensure that the commencement of passenger services in December 2017 will be successful.

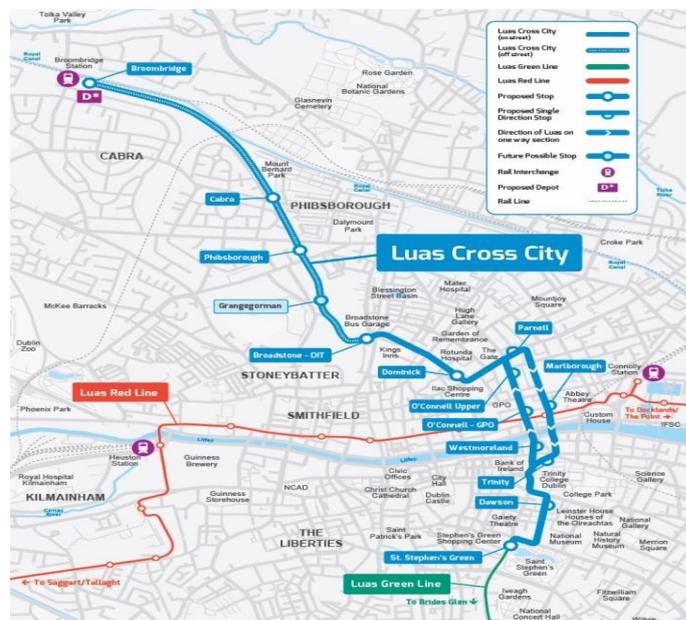
Unlike the Red and Green lines, where the tram is largely segregated from all other traffic, Luas LCC includes extensive sections of shared running with general traffic, particularly from Dawson Street to O'Connell Street, and without significant intervention in the city centre, the Luas trams will be caught up in traffic congestion, and the new service will prove to be slow, unreliable and unable to maintain a constant headway.

Similarly only sections of the bus network in the City Centre are segregated from general traffic. As such at present there are frequent delays, with unreliable journey time and the bus network continuously affected by congestion, incidents and accidents.

A number of significant traffic management changes have occurred over the last number of years to facilitate public transport in the city centre, such as the turn bans at Dawson Street and Georges Street, the introduction of the bus gate at College Green and the changes around St. Stephen Green to facilitate traffic re routing away from the Luas LCC line on Dawson Street. The proposals for College Green plaza will ensure efficient Tram and bus movements from Dawson Street to and from Westmoreland Street/ Hawkins Street.

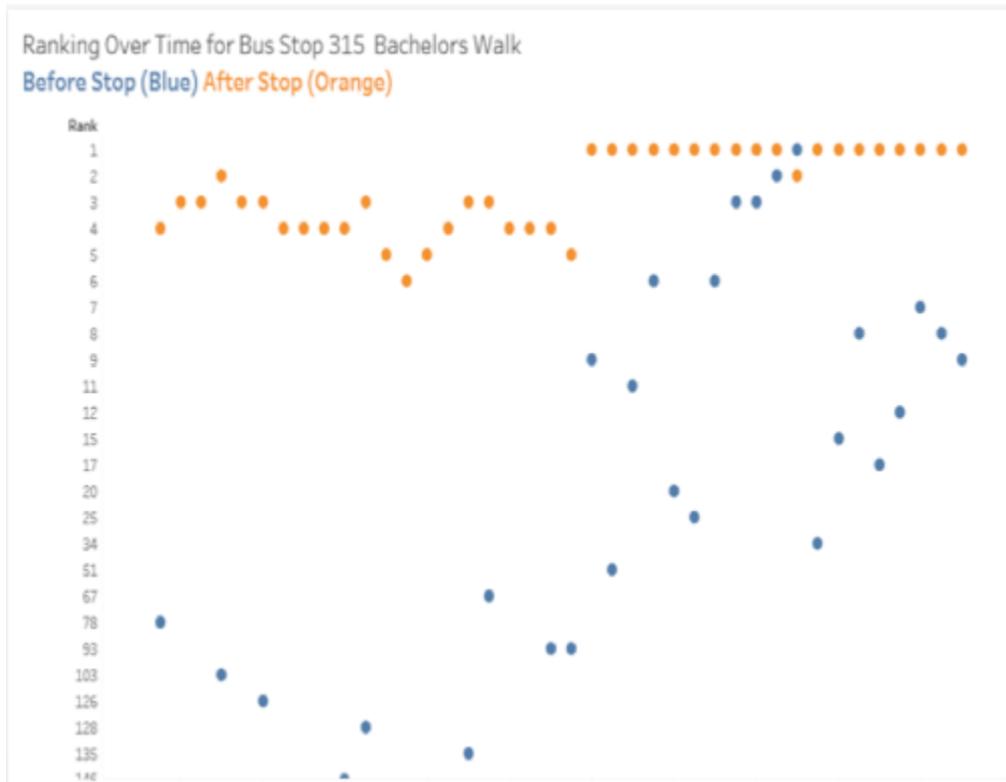
Luas LCC line crosses the North and South Quays at both O'Connell Bridge and the Rosie Hackett Bridge and without significant changes to east-west traffic movement along the Quays these two areas will become major sources of delays and congestion to all modes of transport.

Therefore it is essential that these proposed changes come into effect prior to the opening of the Luas LCC and it is proposed that they are introduced in August 2017 to allow for the changes to have a period of time to "bed down" and to facilitate the beginning of trial running and testing of Trams in that month.



2 Current Situation Quays .

At present the Quays are characterised by variability of journey times and delays to public transport. On the north quays for example , the bus services that currently service the stops on Bachelor's walk experience the worst delays anywhere in the Dublin Bus Network as illustrated by the graph below which shows the ranking of delays based on all locations across the Dublin Bus Network.



To put this in context the cumulative delay to the Bus services at this location in the morning peak between 07:00- 10:00 amounts to more than 5 hours delays across all services , making this location the number 1 delay location for Dublin Bus services across the entire network.

The delays to the Bus fleet is caused by two main elements,

- 30 % of the delays are buses approaching and entering the bus stops along bachelors Walk
- 70% of Delays are caused by buses having to move across two lanes of Traffic from inner lane to outer lane to turn right on to O'Connell Bridge and into D'Olier Street.

This issues here also impact on general traffic where the average speed on this section is only 5Km/H.



● O'Connell Bridge / D'Ollier St. Dublin City CCTV
29 May 2015 17:22:24 GMT Daylight Time



Pearse St. / College Green Dublin City CCTV
11 Oct 2016 09:54:58 GMT Daylight Time

Luas in operation

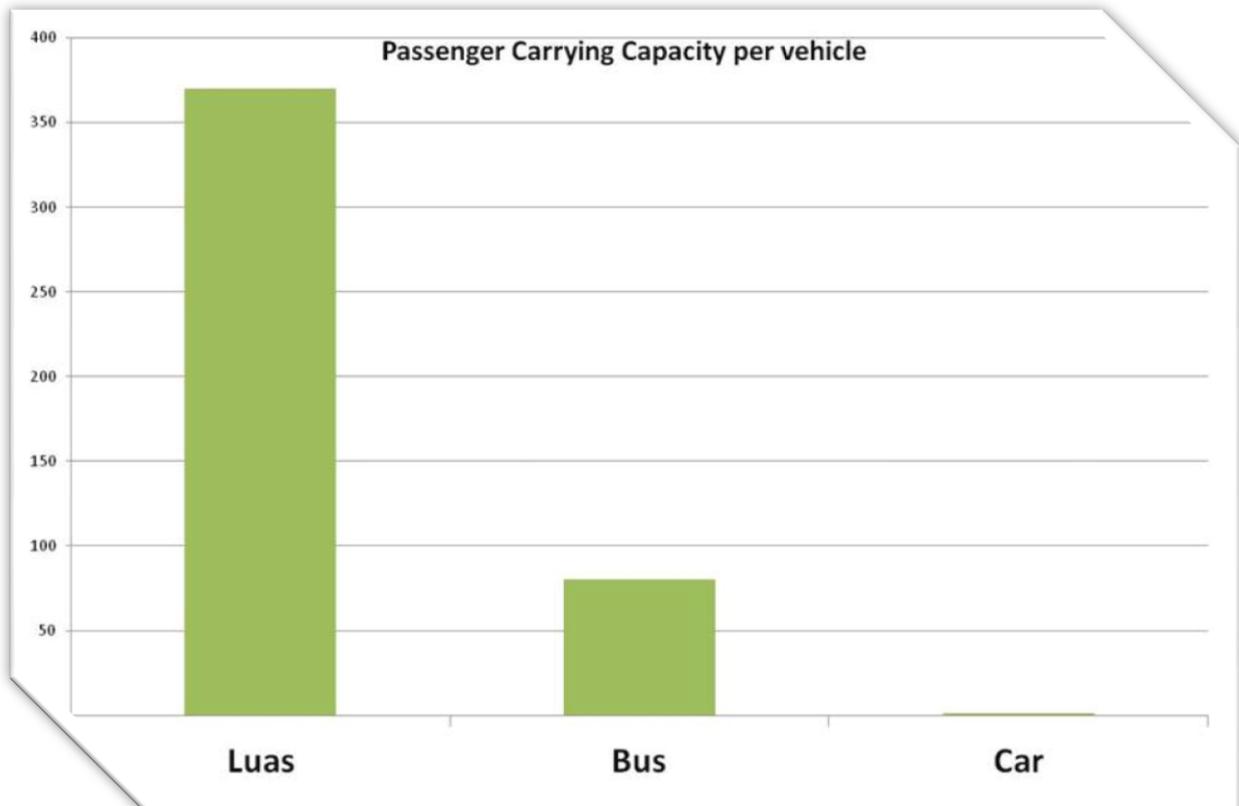
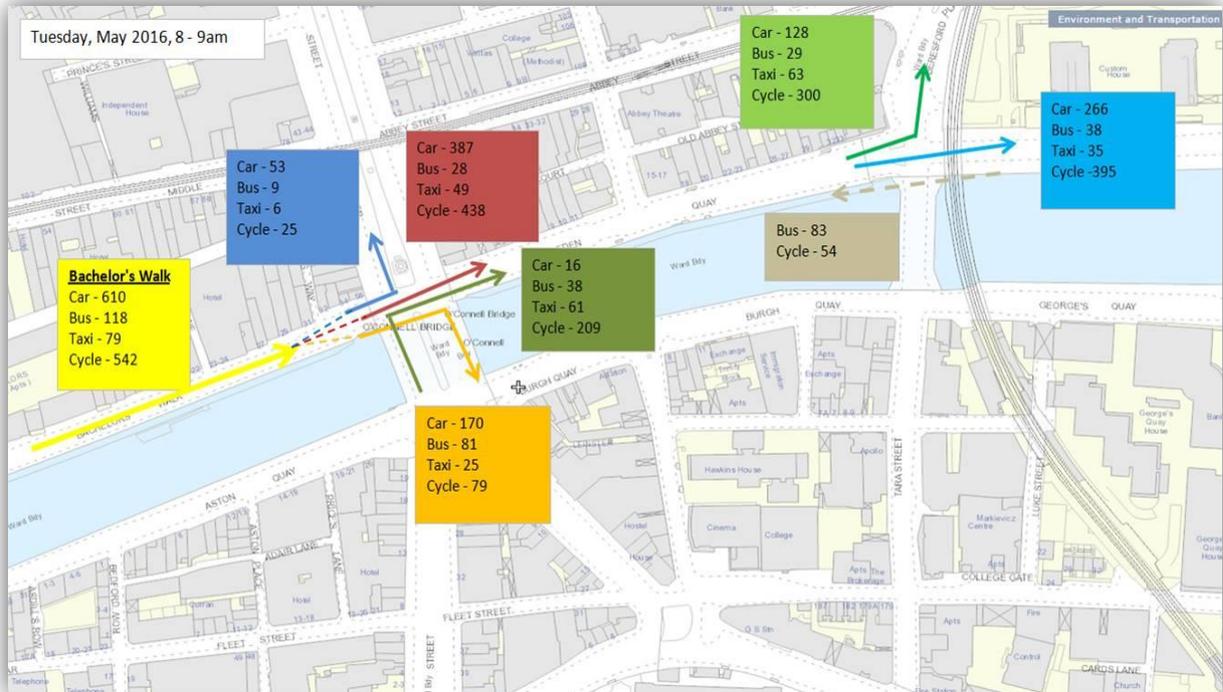
The introduction of Luas into this area will adversely affect the current poor public transport at this location for the following reasons :-

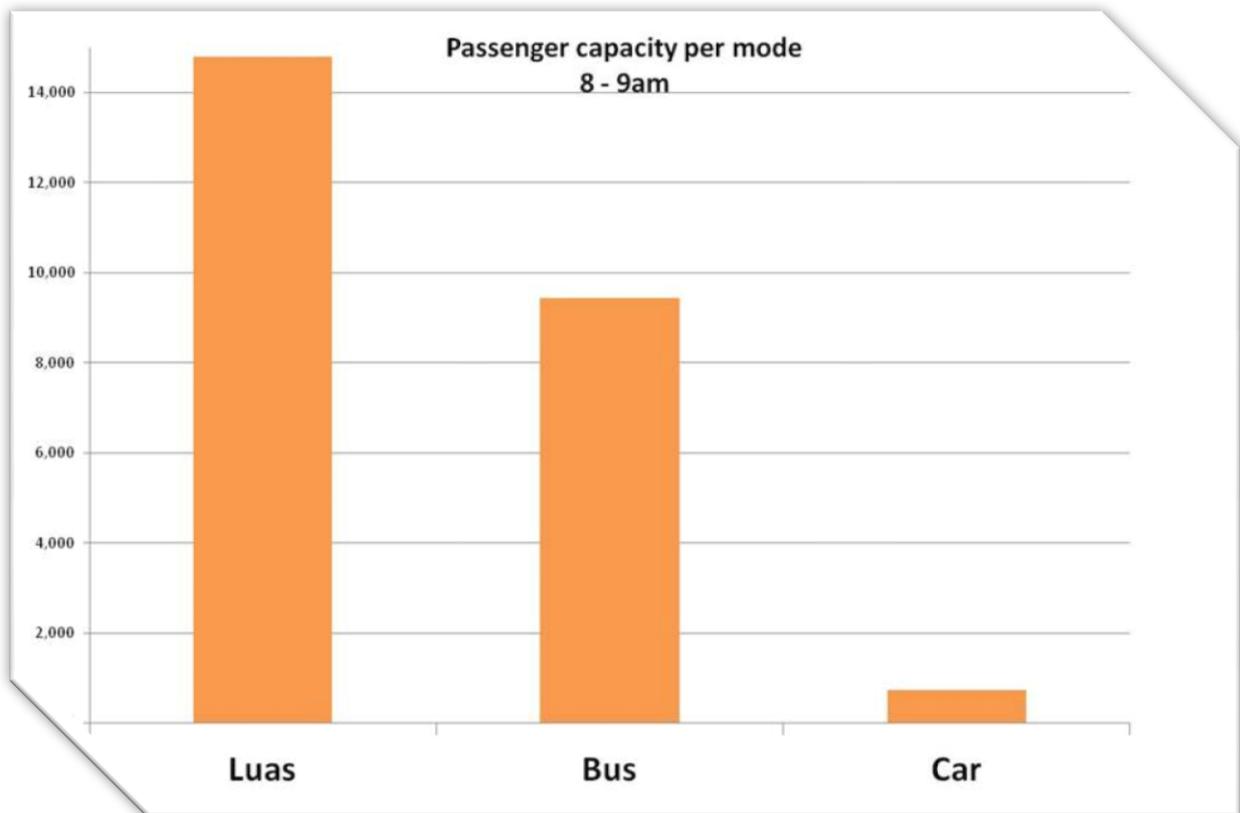
- The length of the tram at 53 meters which means that it cannot stop on either O'Connell Bridge or the Rosie Hackett Bridge, otherwise it will block either the South or North Quays.
- The traffic signalling arrangements in the Broombridge direction must be such that a tram once it commences its journey from Westmoreland Street, must be able to cross the bridge and make its way to the stop outside Easons on O'Connell Street without any delays. As the Tram is sharing with other traffic along this section the signals must operate for each tram in the following sequence :-
 - - **Clear the traffic off O'Connell Bridge and off O'Connell Street past the Abbey Street junction.**
 - **Ensure that the North and South Quays are both clear.**
 - **Release the tram to then cross the bridge in one manoeuvre.**
- The traffic signalling arrangements in the Stephens Green direction must be such that a tram once it commences its journey from Marlborough Street must be able to cross the bridge and make its way through to the stop line at Hawkins Townsend Street without any delays. As the Tram is sharing with other traffic along this section the signals must operate for each tram in the following sequence :-
 - **Clear the traffic off the Rosie Hackett Bridge and off Hawkins Street as far as the junction with Townsend Street**
 - **Ensure that the North and South Quays are both clear.**
 - **Release the tram to then cross the bridge in one manoeuvre.**
- The tram headway will mean that there will be a Tram every 3 minutes in each direction or 40 trams in total per hour. Therefore every 90 seconds a tram will cause both the North and South Quays to be halted so that the Tram can cross.

Without any actions to reduce traffic on the North and South quays, then the operation of public transport and general traffic with the LUAS will mean long delays for all modes and exacerbate the already congested area. It will mean air quality will deteriorate and the environment quality for walking and cycling will be much reduced.

2.1 Count Data

Data has been collected on the North Quays on an annual basis and the 2016 figures are shown below.





From the traffic counts in this area and the illustration of the carrying capacity of each mode it is clear that this is an area where it is essential that we ensure that public transport will be able to function in an efficient and reliable fashion. In order to ensure this, the proposal is to provide significantly increased bus lanes on the quays and to make Eden Quay public transport. This has the following benefits :-

- Allows greater road space to be allocated to bus movements and stopping areas.
- Ensures that the current delays experienced by the bus fleet are substantially reduced.
- Ensures that the bus fleet is not adversely affected by the introduction of Luas LCC
- Ensures that the trams can be given the necessary priority crossing the North and South Quays.
- Ensures that the investment in Luas LCC is protected by allowing the journey times and headways between vehicles to be maintained.
- Ensures access to car parks and delivery routes can be maintained.

3 Relevant Legislation.

3.1 Appropriate Statutory Route.

There are a number of different statutory routes available to Dublin City Council in order to get approval to implement a scheme, depending on its size and complexity. These include:

- Environmental Impact Assessment,
- Part 8 approval, using Planning and Development Act 2000
- Section 37/38 of the Road Traffic Act 1994.

In order to determine the most suitable route for the implementation of the North and South Quay traffic management measures and making Eden Quay Public Transport only, all statutory routes were examined.

3.2 Environmental Impact Assessment.

- An EIA is generally carried out on a development which is likely to have significant environmental impacts, also the Dublin City Councils Development Plan 2016-2022 states in section 8.4 , that the *development plan supports the need for a City Centre Transport Study which sets down a framework for how the City's transport network can be redefined to cater for increased usage, by better utilising infrastructure available, and moving towards a more sustainable and efficient use of public realm in the city centre, but will have full regard to the protection and development of employment, the economy and cultural vibrancy within the city centre. The study will aim to move towards a more sustainable and efficient use of the public realm in the city centre and will integrate the policies of the National Transport Authority and Dublin City Council in an agreed framework. Any City Council approved project identified in the study will be subject to a full Environmental Impact Assessment in order to clearly ensure that the anticipated effects on the environment are measured.*
- The works on the North and South Quays and at Eden Quay were identified in the City Centre Transport Study and therefore needed to be screened for an EIA. CAAS Ltd were appointed to carrying out a full Environmental Impact Assessment (EIA) Screening Report and an Appropriate Assessment (AA) Stage 1 Screening Report on the proposal to only allow Public Transport access to Eden Quay.
- **CAAS Ltd concluded that an EIA/EIS or AA is not appropriate in this instance.** Full report attached Appendix 1.
- In 2009 An Bord Pleanála screened the EIA requirement for a similar proposal (ABP ref 29S.HD0015). In that case the proposal was for a 'Bus Gate' to restrict general vehicular traffic from College Green. The Bord found that no EIA was required.

3.3 Part 8 approval.

- Dublin City Council has, in the past, sought Part 8 approval for the construction of schemes, using Section 179 of the Planning and Development Act of 2000.
- However the Public Transport Regulations Act 2009 amends this section, meaning that where works to enhance public bus services or improve facilities for cyclists, then **the Part 8 process does not apply and can no longer be sought.**

3.4 Section 37/38 Roads Traffic Act 1994.

The works should be carried out under Section 37 (traffic signage and lining) or Section 38 (traffic management measures) of the Roads Traffic Act 1994, which are executive functions.

4 Proposed scheme.

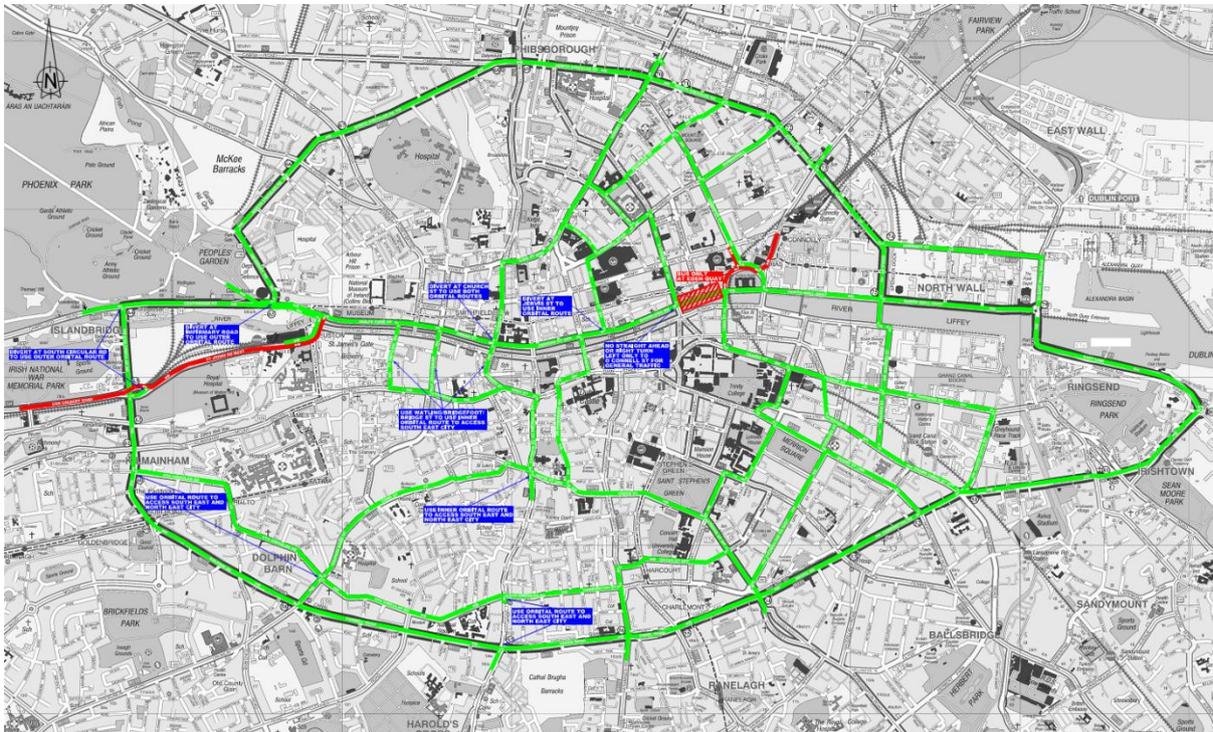
4.1 North Quays.

The proposals for the north quays include a new dedicated bus lane from Ormond Quay to Bachelors Walk and across to Eden Quay, with buses stops being extended. It is proposed that general traffic which turns left onto O'Connell St, will be allowed to access Bachelors Walk as far as O'Connell Bridge. This will facilitate access to car parks and deliveries into the O'Connell Street, Henry Street and Abbey Street areas. General vehicular traffic on Bachelor's Walk at O'Connell Bridge will not be allowed to go straight on to Eden Quay or to turn right to O'Connell Bridge. Eden Quay as far as Marlborough Street will be reconfigured as a public transport, cycling and pedestrian only link.

Eden Quay is to consist of two eastbound bus lanes (one for buses stopping) on the north side of the road and the taxi rank will remain on the building side. The right turn from Bachelors Walk onto O'Connell Bridge will be removed for general vehicle traffic, but will remain for buses, taxis and cyclists.

5 Alternative routes.

The examination of alternative routes throughout the city centre is ongoing. The drawing below shows some of the possible alternative routes:



5.1 Car Park and Orbital Route Signage

The existing signage throughout the city is being examined. Work is ongoing between the NTA and DCC to review the existing static and VMS signage for the orbital routes and the car parks.

Any new signage required to ensure road users can access all parts of the city centre will be identified and put in place. It is thought that this will be static directional, orbital and car park signage and also additional VMS signage where it is required. Funding has been allocated for this work by the NTA.

5.2 Orbital Junctions

Key junctions on the orbital junctions have been identified which are to be upgraded to facilitate movement into and around the city centre. Funding has been allocated for this work by the NTA.

6 Conclusion and next steps

DCC believe that the improvements for public transport along the quays, as a result of this project, will ensure that the introduction of the Luas LCC will be successful and that all public transport users will see positive benefits in journey times and reliability. The diversions for car traffic along multiple corridors will be accompanied by an extensive signage and public information campaign to ensure that access to the city centre for car parks and deliveries will be maintained, while ensuring that through traffic can be routed around the city centre.

DCC will commence a non statutory public consultation under Section 37 of the Roads Traffic Act 1994, for a 6 week period beginning the 27th of February 2017.

A report on the Public Consultation will be brought back to the SPC at its next meeting.

Funding to carry out the works has been allocated by the National Transport Authority under their Sustainable Transport Measures Grants programme.

Appendix 1.

**Environmental Impact Assessment Screening Report
for proposed
Eden Quay Traffic Management Measures**

**by
CAAS Ltd**



February 2017

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1 Introduction

This is an EIA screening report for the proposed Traffic Management Measures at Eden Quay, Dublin. Its purpose is to form an opinion as to whether or not the proposed development should be subject to Environmental Impact Assessment (EIA) and if so, whether an Environmental Impact Statement (EIS) should be prepared in respect of it.

2 Terms of Reference

CAAS have been engaged by Dublin City Council to review the proposal in accordance with the *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, DEHG to reach a conclusion on whether the proposal should be subject to EIA or not.

The review includes an assessment of the details of the proposal with reference to the relevant EIA legislation including the Planning & Development Regulations, the EIA Directive and relevant EU Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, 2015, EU and *Guidance on EIA Screening*, 2001, EC.

This includes the following considerations:

- (i) Characteristics of the proposal
- (ii) Location of the proposal
- (iii) Characteristics of potential impacts

The consideration of potential impacts includes direct, indirect and secondary impacts as relevant with reference to the guidance and in compliance with the legislation.

3 The Proposed Development

The project comprises of the Eden Quay Traffic Management Measures – which will be carried out at Eden Quay. This will reconfigure Eden Quay as a public transport, cycling and pedestrian only link. This will allow access for general traffic and deliveries into the O’Connell Street area, while removing unnecessary through traffic.

The proposed development will consist of Traffic Management Measures at Eden Quay, including:

- Only buses, taxis, cyclists and pedestrians will be allowed to use the Quay between O’Connell Bridge and Rosie Hackett Bridge (the Quay will become a ‘Bus Gate’)
- Private vehicular traffic will not be allowed.
- Private vehicular traffic will not be allowed turn right from Bachelors’ Walk;
- Single straight ahead and single public transport only right turn northbound on O’Connell Bridge;
- Changes to Eden Quay/Marlborough Street road layout
- A right turn for buses from Eden Quay to the Rosie Hackett Bridge
- Taxi rank to remain on the building side of Eden Quay

These measures are closely linked to the Luas Cross City works. The commencement of Luas passenger services at the end of 2017 will also require significant changes to junction arrangements at both the O’Connell Street and Marlborough Street junctions and will significantly reduce the vehicular capacity of Eden Quay.

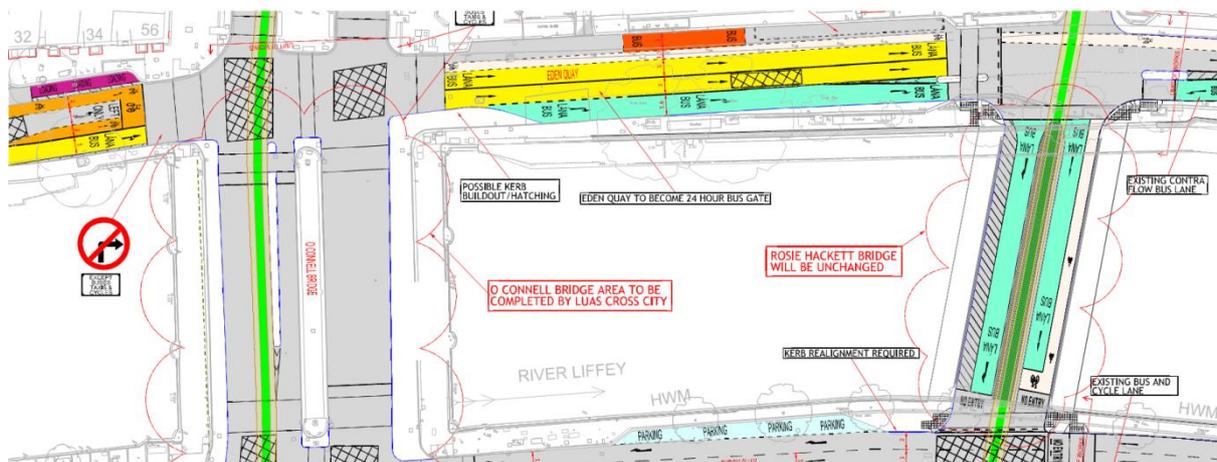


Figure 3.1 Proposed Traffic Management Measures

Other schemes that are not integral to the Eden Quay Traffic Management Measures but which are relevant for consideration of cumulative effects include but are not limited to:

- North Quays (Ormond Quay and Bachelors Walk) – Additional bus lane and bus stops (i.e. double bus lane), Reduction of general traffic lanes from two lanes to one lane from Millennium bridge (ref Figure 3.2 and Figure 3.3);

- South Quays (Aston Quay and Wellington Quay) – Additional bus lane and bus stops (i.e. double bus lane), Reduction of general traffic lanes from two lanes to one lane (ref Figure 3.2 and Figure 3.3);
- Burgh Quay - Additional bus priority measures;
- Liffey cycle route
- Carpark signage scheme
- City-wide directional signage scheme
- Grafton Street Lower - 2-way traffic buses, taxis and Luas only.
- College Green Traffic Management Measures and related bus route and bus stop changes (ref Figure 3.2 and Figure 3.3) including:
 - A right turn from O’Connell Bridge to the South Quays for south-bound buses;
 - A left turn from the South Quays to Parliament Street;
 - Introduction of a bus only lane on Parliament Street;
 - Introduction of a contra-flow bus lane on Parliament Street;
 - A right turn from Dame Street to South Great Georges Street;
 - A right turn from Dame Street to Parliament Street for northbound buses;
 - Introduction of a contra-flow bus lane on Capel Street Bridge;
 - A bus-only right turn from Capel Street Bridge to the North Quays.
 - Introduction of a left turn from Lord Edward Street to Parliament Street;
 - Provision of a turnaround arrangement to the west of College Green to allow a number of routes to move their terminuses to Dame Street.



Figure 3.2 Bus Re-routing (left) and Bus Stop Changes (right) in City Centre

Bus routes in the wider city centre will also be amended, per the diagrams below.



Figure 3.3 Bus Route Amendments in Wider City Centre

4 Type of Development

The project involves the carrying out of works over an area of the city centre business district. It therefore, constitutes 'development' arising from:

- The carrying out of works in a city centre [urban] location, e.g. erection of traffic signs, construction or improvement of junction layouts and alteration of kerbs.
- Alteration of the intensity of the use [reduction in vehicular movements].

5 Extent of Development

The core area of works, involving the alteration of surface pavement, kerbs, and signage extends east-west along Eden Quay from O'Connell Street to Marlborough Street. Works will also be carried out at the junctions with O'Connell Street and Marlborough Street. The core area is approximately 0.2 hectares. The extent of the actual works is considerably less.

On the other hand, the extent of the area affected directly and indirectly by related measures is very large – affecting traffic patterns throughout the city. Diversion of private vehicular traffic away from Eden Quay will cause increased use of other existing routes across a wide area of the North of the City. No new roads are proposed. The area affected by the 'other schemes' listed in section 3 above covers a large area of the City Centre.

6 Legislative Basis for EIA

EIA requirements derive from EU Directive 85/337/EEC (as amended) on the assessment of the effects of certain public and private projects on the environment.

The Directive has been transposed into Irish law (the deadline for the transposition of the most recent amendment, Directive 2014/52/EU, is 16 May 2017). EIA legislation as it relates to the planning process has been largely brought together in Part X of the Planning and Development Acts 2000-2010 and Part 10 and Schedules 5, 6 and 7 of the Planning and Development Regulations 2001-2010. Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the Directive which automatically require EIA. Part 2 of the same Schedule outlines thresholds for other projects which also require EIA, per Annex II of the Directive.

7 Screening Considerations

Class of Development

In the first instance it is necessary to determine whether the project is of a type [or 'class'] that requires an EIS.

The Roads Act and Regulations set out the types of roads projects which require EIA as follows. Section 50(1) of the Roads Act 1993 states:

50.—(1) (a) A road authority shall prepare a statement of the likely effects on the environment (hereinafter referred to as an “environmental impact statement”) of any proposed road development consisting of—

(i) the construction of a motorway,

(ii) the construction of a busway,

(iii) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.

The Roads Regulations 1994 set out the prescribed road types as:

8. The prescribed types of proposed road development for the purpose of subsection (1)(a)(iii) of section 50 of the Act shall be—

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.

As the project is not a motorway or busway¹ and does not involve the construction of a new road, bridge or tunnel or the realignment or widening of an existing road it does not fall into any of these types.

Schedule 5, Part 2 of the Planning and Development Regulations, 2001 includes this project type:

10. Infrastructure projects

(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)

¹ This is more extensive than a bus lane - as defined in Section 44 of the Roads Act 1993.

Guidance on 'Interpretation of definitions of project categories of annex I and II of the EIA Directive' (EU, 2015) advises that shopping centres and car parks would typically fall into this project type. 'Projects for integrated urban transport schemes (e.g. parallel works at different locations to upgrade bus lanes, tramlines, bus, tram and/or metro stops), could also fall under this project category.' It also advises having regard to the 'wide scope and broad purpose of the Directive and its overall objective, which is to ensure protection of the environment and the quality of life'.

This proposal is for minor works at a specific location and not an integrated urban transport scheme so, whilst having regard to the wide scope and broad purpose of the Directive, it is clear that the project is not a shopping centre or car park, is not likely to give rise to impacts comparable to such a development on a scale of 2 hectares or more and is not an integrated urban transport scheme. Thus it does not fall into project type 10.

Size of Development

Notwithstanding that it is shown above that the project does not correspond with the characteristics of an urban development project as defined in the Directive or EU guidance Given the 'wide scope and broad purpose' of the Directive it is prudent to consider the scale of the proposal in relation to the threshold for the closest project type. The area as described above covers approximately 0.2 hectares - though the extent of actual works is considerably less. The threshold for urban development projects stipulates 'development which would involve an area greater than 2 hectares in the case of a business district'.

While the extent of the area affected indirectly by the proposal and the related measures cover a large area of the wider City, it is noted that the related measures are not integral to the Eden Quay proposal and they are subject to applicable consent procedures and environmental assessment as required. For example the Traffic Management Measures at College Green and LUAS Cross City Project are subject to EIA and the Liffey Cycle Route is subject to EIA screening.

A case could be made that this is nonetheless a 'subthreshold' development. There is specific guidance on this matter. This includes reference to the need for an EIS being determined by three considerations;

1. Characteristics of Proposed Development
2. Location of Proposed Development
3. Characteristics of Potential Impacts

In deciding whether an EIS is required, it is also necessary to determine the likelihood of whether significant effects on the environment could arise. Section 9 of this report *Preliminary Screening and Scoping* examines each aspect of the environment that is normally examined in an EIS, to determine whether significant effects could arise.

These matters are further assessed in section 10. *Screening For Sub-Threshold EIA*. This assessment finds that there is a potential for likely significant effects to arise on account of the following headings;

1. Characteristics of Proposed Development, in particular:

- the size of the proposed development, because the proposed development will directly and indirectly affect a significant portion of the centre of the national capital.
- the cumulation with other proposed development, because the proposed project will interact with businesses such as retail, transportation, parking, tourism and institutions.

2. Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by the proposed development, having regard in particular to:

- the existing land use, because the existing land-uses of city-centre area – comprising institutions, retail, commercial, tourism, recreational and entertainment uses are highly sensitive to changes to the layout, timing and regulation of access, mobility, and transport management.
- densely populated areas, because the project area adjoins O’Connell Street – an area of high pedestrian concentration.
- landscapes of historical, cultural archaeological significance, because there are eight protected structures on the affected section of Eden Quay and there are two further protected structures in the immediate vicinity.

3. Characteristics of Potential Impacts

The potential significant effects of the proposed development in relation to criteria set out under paragraphs 1 and 2 above and having particular regard to;

- the extent of the impact (geographical area and size of the affected population), because the proposed development will directly and indirectly affect a significant portion of the centre of the national capital and because the core and periphery of the project area contain some of the areas of greatest concentration of protected structures in Ireland.
- the magnitude and complexity of the impact, because the project will affect a significant number of the principal bus routes towards and through the centre of the national capital. This will give rise to complex and very large magnitude of interactions with LUAS and private transport
- the probability of the impact, because the extent and magnitude of the effects are very likely to occur.

8 Preliminary Determination of Likely Effects

Article 103(3) of the P&D Regulations requires that “A planning authority shall, in determining under this article whether a proposed development would or would not be likely to have significant effects on the environment, have regard to the criteria set out in Schedule 7”.

This is a preliminary assessment of whether this proposed development would or would not be likely to have significant effects on the environment.

This is necessary because the potential for significant effects to arise is a material consideration when determining the need for an EIS during the screening process – particularly for sub-threshold projects.

The proposed development constitutes ‘development’ involving:

- The carrying out of works in a city centre [urban] location.
- The alteration of the **nature and character** of the activity [alteration to access by different transport modes].
- The alteration of the **intensity** of the activities [cessation of private vehicular movements].

The proposed development will give rise to alterations to the setting and context of a number of protected structures.

The proposed development will contribute to off-site induced, secondary and cumulative effects.

9 Preliminary Screening and Scoping

A Preliminary Scoping [Table 1 below] indicates that the proposed development is likely to give rise to significant effects [adverse and beneficial], that include, but are not limited to

- Human Beings [socio-economic, amenity, tourism and trade]
- Cultural Heritage [Context and Setting of Protected Structures]
- Air [Air Quality and Noise]
- Material Assets [Traffic and Parking]
- Health and Safety
- Interaction, Secondary and off-site effects

These effects are considered to fall within an envelope of effects that would be considered normal for city centre traffic management measures as provided for under the Road Traffic Acts.

Table 1 Preliminary Determination of likely effects of Proposed Development			
Topic	Likelihood of Significant Effects	Assessments Required?	Comment
	Note that these effects could be positive, adverse or neutral.		
Human Beings	The area is an important artery for public and private traffic. The proposed development will alter access to retail areas of national significance.	no	
Flora	Any trees affected	no	
Fauna	No	no	
Soil	No	no	
Water	No	no	
Air	Effects on air quality and noise are likely will be within normal range of effects of city centre traffic management changes.	see comment	Air Quality and Noise effects have been separately assessed in relation to the College Green project. Effects are anticipated to be within typical norms for City Centre traffic management alterations.
Landscape	The proposed development will cause alterations to the setting and context of protected structures. The magnitude of these effects is not considered significant.	no	

Material Assets	The proposed development will significantly alter patterns of public and private transportation at the heart of the national capital.	see comment	Effects are anticipated to be within typical norms for City Centre traffic management alterations. See also comment in bottom row of this table re higher tier assessments of plans which this proposal forms a part of. Road safety audits and subsequent actions shall be completed at five specific stages in the preparation of the scheme in accordance with TII standards.
Cultural Heritage	Effects on protected structures are not considered significant.	no	
Interactions of Effects	The proposed development will give rise to significant off-site effects due to changes to traffic flow arrangements at and adjacent to Eden Quay, due to displacement of traffic to other areas.	see comment	These effects have been or are currently subject to separate assessments including SEAs of: <ul style="list-style-type: none"> • Dublin City Development Plan 2016-2022 • Transport Strategy for the Greater Dublin Area 2016-2035 • Draft Integrated Implementation Plan 2017-2022 (to be published by NTA in 2017)
Secondary and induced effects			

10 Screening for Sub-threshold EIA

CRITERIA		Relevance	Commentary
1. Characteristics of Proposed Development	the size of the proposed development,	No	The proposed development is significantly below the applicable threshold.
The characteristics of proposed development, in particular:	the cumulation with other proposed development,	POTENTIAL	Cumulative effects have been assessed by SEAs of higher level plans
	the use of natural resources,	NO	

	the production of waste	NO	
	pollution and nuisances,	POTENTIAL	Effects are anticipated to be within typical norms for City Centre traffic management alterations. Indirect and cumulative effects have been assessed by SEAs of higher level plans
	the risk of accidents, having regard to substances or technologies used.	POTENTIAL	Road safety audits and subsequent actions shall be completed as required in the preparation of the scheme in accordance with TII standards.

CRITERIA		Relevance	Commentary
<p>2. Location of Proposed Development</p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, having regard in particular to:</p>	the existing land use	NO	Land-use will not be changed
	the relative abundance, quality and regenerative capacity of natural resources in the area	NO	
	the absorption capacity of the natural environment, paying particular attention to the following areas	-	-
	wetlands	NO	
	coastal zones	NO	
	mountain and forest areas	NO	
	nature reserves and parks	NO	
	areas classified or protected under legislation, including special protection areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	NO	
	areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded	POTENTIAL	Effects are anticipated to be within typical norms for City Centre traffic management alterations. Indirect and cumulative effects have been assessed by SEAs of higher level plans
	densely populated areas	YES	The core and periphery of the project area contain some of the areas of greatest pedestrian concentration in Ireland. However the effects are anticipated to be within typical norms for City Centre traffic management alterations.

	landscapes of historical, cultural archaeological significance	YES	The project area contains protected structures but effects on these structures are anticipated not to be significant.
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CRITERIA		Relevance	Commentary
3. Characteristics of Potential Impacts The potential significant effects of proposed development in relation to criteria set out under paragraphs 1 and 2 above and having particular regard to:	the extent of the impact (geographical area and size of the affected population),	NO	The proposed development will directly affect a small portion of the City Centre. Indirect and cumulative effects on wider areas of the City have been or are subject to assessment by SEAs of higher level plans.
	the transfrontier nature of the impact,	NO	
	the magnitude and complexity of the impact,	POTENTIAL	The project will affect traffic patterns through a wide area of the City. This will give rise to interactions as assessed by SEAs of higher level plans.
	the probability of the impact,	YES	The extent and magnitude of the effects are very likely to occur. However the effects are anticipated to be within typical norms for City Centre traffic management alterations.
	the duration, frequency and reversibility of the impact.	YES	The impacts are likely to be long-term. However the effects are anticipated to be within typical norms for City Centre traffic management alterations.

11 Precedent

In 2009 An Bord Pleanála screened the EIA requirement for a similar proposal (ABP ref 29S.HD0015). In that case the proposal was for a 'Bus Gate' to restrict general vehicular traffic from College Green. The Bord found that no EIA was required. The basis for this finding was that the Bus Gate was not deemed to fall within any of the classes of projects set out in Schedule 5 of the Regulations and was considered to fall within 'common-place traffic management measures that are typical in urban areas'. It also noted that the Bus Gate was 'relatively benign ... and does not give rise to significant environmental effects'.

As it was found not to fall into any prescribed project type the Bord determined that the project was not a 'sub-threshold development' as defined in Article 92 of the Planning and Development Regulations 2001. Its decision was that EIA was not required because the proposal did not come within the scope of a class of project contained in the Directive and would be unlikely to have significant effects on the environment.

These reasons are also applicable to the Eden Quay proposal.

12 Screening Determination

Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development; and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts.

Having regard to extent to which potential cumulative environmental effects have been assessed as elsewhere, particularly through SEAs of higher level plans, as appropriate.

It is considered that the proposal does not come within the scope of any class of project prescribed in the Directive or Regulations.

It is concluded that there is no requirement for an Environmental Impact Assessment to be carried out for the proposed Traffic Management Measures at Eden Quay and there is no requirement for an Environmental Impact Statement to be prepared.

