

# SCREENING FOR STRATEGIC ENVIRONMENTAL ASSESSMENT

**Dublin Region Air Quality Plan 2021**

Prepared for: Dún Laoghaire-Rathdown County Council, Fingal County Council, Dublin City Council and South Dublin County Council

SLR Ref: 501.00591.00002  
Version No: Final  
December 2021



## BASIS OF REPORT

This document has been prepared by SLR Consulting Ireland with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with Dún Laoghaire-Rathdown County Council, Fingal County Council, Dublin City Council and South Dublin County Council (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

## CONTENTS

|   |           |
|---|-----------|
| <b>1.0 INTRODUCTION</b> .....   | <b>2</b>  |
| 1.1 Purpose of this document .....  | 2         |
| <b>2.0 BACKGROUND TO THE DUBLIN AIR QUALITY PLAN 2021</b> .....                                 | <b>3</b>  |
| <b>3.0 OBJECTIVE AND REQUIREMENT TO CARRY OUT A STRATEGIC ENVIRONMENTAL ASSESSMENT</b><br>..... | <b>7</b>  |
| 3.1 Objective of SEA .....  | 7         |
| 3.2 Legislative Requirements to carry out a SEA .....   | 7         |
| 3.3 Methodology .....   | 8         |
| <b>4.0 SCREENING</b> .....  | <b>11</b> |
| <b>5.0 CONCLUSION</b> .....   | <b>12</b> |

## DOCUMENT REFERENCES

### FIGURES

|  |    |
|--|----|
| Figure 1 - Flow Diagram of the Screening Process (Source: Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (2001-DS-EEP-2/5) , Environmental Protection Agency, Ireland, 2003)..... | 10 |
|--|----|

### APPENDICES

|  |    |
|--|----|
| Appendix 1 Schedule 1 Article 9 of the SEA Directive ..... | 13 |
| Appendix 2 Air Quality Standards Regulations 2011 .....    | 16 |

## 1.0 Introduction

### 1.1 Purpose of this document

The purpose of this document is to consider the need for a Strategic Environmental Assessment (SEA) for the Dublin Air Quality Plan 2021, which is being prepared by Dún Laoghaire-Rathdown County Council, Fingal County Council, Dublin City Council and South Dublin County Council, in accordance with the requirements of the Strategic Environmental Assessment Directive.

Therefore, the document will be structured as follows:

- **Background to Dublin Air Quality Plan 2021**, providing context to the need for an Air Quality Plan;
- **Objective and Requirement to carry out an SEA**, providing an outline of its purpose, the legislation and requirements, and how it links to the Air Quality Plan;
- **Screening**, providing justification for whether SEA is necessary or screened out; and
- **Conclusion**, for a summary and closure of this document.

## 2.0 Background to the Dublin Air Quality Plan 2021

The Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC) was transposed into Irish legislation by the Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011). The directive and regulations set down air quality standards in Ireland and the other member states for a wide variety of pollutants. This includes how we should monitor, assess and manage ambient air quality.

In summary, the *S.I. No. 180/2011 - Air Quality Standards Regulations 2011* aims to establish limit values and alert thresholds for concentration of certain pollutants in ambient air, provide for the obtaining of adequate information on concentrations of certain pollutants in ambient air and ensure that it is made available to the public, and provide for the maintenance of ambient air quality, in Europe. In addition, the Regulations also highlight the '*Measures to ensure compliance with ozone target values and to maintain good air quality*'. For convenience, the regulations' scope and compliance measures are referenced in full in Appendix 2.

In accordance with the Regulations, the Dublin Air Quality Plan 2021 must identify the cause(s) and source(s) behind the previously mentioned reported exceedance and the actions required over time to bring ambient air quality back in line with EU limit values.

In preparing the Dublin Air Quality Plan, the Dublin local authorities, led by Dún Laoghaire-Rathdown County Council, will be assisted by the Environmental Protection Agency with the modelling components required. The stakeholders in the Urban Transport Related Air Pollutants Working Group (UTRAP), will also provide support as many of the actions required to address air quality in the Dublin region are inextricably linked with regional transport and mobility policy and management under their authority.

### 2013 Clean Air for Europe

The 2013 Clean Air for Europe program reaffirmed the will to bring the whole EU into full compliance with current air quality standards as soon as possible and sets targets for 2020 and 2030. The European Union's policy in this area is based on three main pillars.

1. The **first pillar** consists of the ambient air quality standards defined in the Ambient Air Quality Directives with regard to ground-level ozone, particulates, nitrogen oxides, hazardous heavy metals and a number of other pollutants. All Member States had to meet these air quality standards throughout their territory from 2005 or 2010, depending on the pollutant. **In the event that the limit values set are exceeded, Member States are required to adopt air quality plans providing for appropriate measures to ensure that the period of exceedance is as short as possible.**
2. The **second pillar** includes the national emission reduction targets set in the National Emission Ceilings Directive for the main transboundary air pollutants: sulphur oxides, nitrogen oxides, ammonia, volatile organic compounds and particulate matter. The national emission reduction targets have recently been revised to include new limits to be respected in 2020 and 2030 and an additional pollutant: fine particles (PM 2.5). Member States must establish national air pollution control programs by 2019 to meet their emission reduction commitments.
3. The **third pillar** consists of emission standards for the main sources of pollution, from motor vehicles and ships to power generation and industry. These standards are defined at EU level in legislative acts targeting industrial emissions, emissions from power plants, vehicles and fuels, as well as the energy performance of products.

In accordance with the first pillar of the 2013 Clean Air for Europe program, the Dublin local authorities, including Dún Laoghaire-Rathdown County Council as lead authority, are required under the Air Quality Standards

Regulations 2011 to prepare an air quality plan by the end of 2021, to address the exceedance of ambient nitrogen dioxide limit values in the Dublin agglomeration during 2019 as reported to the EU Commission.

The prescribed information to be included in the Air Quality Plan is detailed in Schedule 15 of the Air Quality Standards Regulations 2011. For convenience Schedule 15 is also quoted in full in Appendix 2.

### Measures Proposed in the Dublin Region Air Quality Plan 2021

The Dublin Region Air Quality Plan 2021 will propose a suite of measures to be adopted to reduce nitrogen dioxide in the Dublin region. The measures are designed to support the principle that local authorities will select actions that are the most appropriate to their circumstance and will have a definitive influence on air quality in their locality. In most cases, the measures when selected will be adopted by means of the statutory plan i.e. the city or county development plan which is subject of a mandatory and standalone SEA. In some cases measures may only be undertaken using legal powers available under other legislation. This is particularly relevant in Ireland as the powers currently delegated in air quality plans are limited.

The Plan includes 14 measures as summarised below.

1. Integrate “15 Minute Neighbourhoods” concept in City and County development Plans
2. Public Parking Controls
3. Residential Parking Standards
4. Workplace Parking Standards
5. Continue delivery of the Active Travel Programme
6. Electrical Vehicle (EV) Charging Strategy
7. Publication of National Clean Air Strategy
8. Air Quality Enabling Legislation
9. Introduction of Clean Air Zones / Low Emission Zones
10. Remote / Flexible Working
11. Enhanced Air Quality Monitoring and Modelling
12. Air Quality – Citizen Engagement
13. Air Quality and Health Research
14. Behavioural Change Campaigns to Cleaner Fleets

The public consultation on the Dublin Region Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region was open for submissions from 18 October 2021 to 15 November 2021. Modifications to proposed measures were implemented as a result of the submissions received during this consultation however the 14 measures remain within the Final Plan as the responses did not warrant the removal or a significant change to any one measure. In addition to amendments to the proposed plan measures and actions, some additional editorial changes were also carried out. All changes to the plan are listed in Appendix 3 and were screened against Schedule 1 criteria. This further assessment concludes that the amendments to the plan are not likely to have significant effects on the Environment.

The finalised suite of measures and proposed actions are set out in the Table below:

| Measures   | Proposed Action   |
|--|---|
| Measure 1: Integrate “15 Minute Neighbourhoods” concept in City and County Development Plans The Five Cities Demand Management Study | Dublin local authorities to adopt as appropriate “15 Minute Neighbourhoods” approach in their 2022-2028 Development Plans   |
| Measure 2: Public Parking Controls   | Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard to maintaining and enhancing public parking controls. |

| Measures   | Proposed Action   |
|--|---|
| Measure 3: Residential Parking Standards   | Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard to maintaining and enhancing residential parking standards.   |
| Measure 4: Workplace Parking Standards   | Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard to workplace parking standards.   |
| Measure 5: Continued Delivery of the Active Travel Programme   | The local authorities in the Dublin region to continue implementation of the Active Travel Programme  |
| Measure 6: Electrical Vehicle (EV) Charging Strategy   | Dublin local authorities to finalise their Electrical Vehicle (EV) Charging Strategy  |
| Measure 7: Publication of National Clean Air Strategy  | A draft National Clean Air Strategy is due for publication in 2021 and will be the subject of a public consultation process.  |
| Measure 8: Air Quality Enabling legislation  | The UTRAP group will publish their final report in late 2021. This report will detail the final suite of recommendations designed to support a decrease in NO <sub>2</sub> levels in the urban environment nationally and set out a timeline for implementation. The group will continue to meet to support the implementation phase. The Dublin local authorities will advocate for enhanced legal powers in respect of air quality management be delegated to them.   |
| Measure 9: Introduction of Clean Air Zones/ Low Emission Zones   | <p>An appraisal be carried out of the current provisions in the Air Pollution Act 1987 to determine if they are fit for purpose regarding the delegation of powers to local authorities for the introduction of clean air zones or low emission zones and identification of any potential amendment necessary. This appraisal should include consideration of amending Section 53(1) (a) of the Act to delegate powers to local authorities as well as the current the provisions of Part IV of the Act.</p> <p>Furthermore, an overall appraisal into the feasibility of introducing Low Emission Zones in the Dublin region where appropriate to be carried out. These are tasks that should be undertaken by the UTRAP Working Group ( which includes the Dublin local authorities) or a sub-group of UTRAP.</p> |
| Measure 10 Remote/Flexible Working Making Remote Work – National Remote Work Strategy 2021                         | Implementation of National Remote Work Strategy. As part of that implementation local authorities are commencing a process to considerations for flexible work arrangements for their own work force.   |
| Measure 11: Enhanced Air Quality Monitoring and Modelling National Ambient Air Quality Monitoring Programme (AAMP) | <ol style="list-style-type: none"> <li>1. Additional national air quality monitoring station to be established in Dublin north inner city.</li> <li>2. On completion of the indicative nitrogen dioxide campaign (end 2021) being carried by the EPA carried out by, The Dublin local authorities will work with the EPA to establish additional</li> </ol>   |

| Measures  | Proposed Action   |
|---|---|
|   | <p>monitoring stations in the Dublin region as required in line with findings</p> <p>3. The Dublin local authorities will collaborate with the EPA on ongoing indicative monitoring across the Dublin region</p> <p>4. Air quality modelling - The work carried out on the limited modelling incorporated in the preparation of this plan highlights both the challenge required to complete that task and the necessity of having that level of detail available. Concurrently the Dublin local authorities are also commencing the process of gathering data for the preparation of noise actions plans in compliance with the EU Environmental Noise Directive. In order to make best use of the data available within local authorities, other public bodies and other sources, the Dublin local authorities will investigate in conjunction with the EPA the feasibility of establishing regional air quality modelling capacity within the local authorities.</p> |
| <p>Measure 12: Air Quality - Citizen Engagement</p>               | <p>1. Dublin City Council to establish public dashboard on Airview study results for Dublin City</p> <p>2. Dublin local authorities to explore with other stakeholders such as An Taisce, or the Asthma Society on the establishment of a public consultative process or forum on air quality.</p>  |
| <p>Measure 13: Air Quality and Health Research</p>                | <p>Dublin local authorities to formally engage with project research teams on their emerging findings and to collaborate on the formulation of practical measures and guidelines from this research.</p>  |
| <p>Measure 14: Behavioural Change Campaigns to cleaner fleets</p> | <p>1. Commuter/Travel surveys carried out by public bodies to include determining public attitudes towards air quality measures and commuting behaviour.</p> <p>2. Air quality forum (see Measure 12) to address and gauge public attitudes on behaviour change to improve air quality.</p> <p>3. Public consultation on City and County Development Plans to include eliciting feedback on public view on introduction of cleaner fleets and clean air/low emission zones.</p>   |



## 3.0 Objective and Requirement to carry out a Strategic Environmental Assessment

This section of the report sets out the main objectives of the SEA and its Directive and the legislative basis for ‘Screening’ which is a means of deciding whether or not a plan or programme would require the preparation of a Strategic Environmental Assessment (SEA).

### 3.1 Objective of SEA

The European Parliament Directive (2001/42/EC) and the European Council decision 27th June 2001 (on the assessment of the effects of certain plans and programmes on the environment) introduced a requirement for SEA to be carried out on all plans and programmes across multiple sectors. The main objective of the Directive, also known as the SEA Directive, is

*‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.’*

This document has been prepared in accordance with legislative requirements (detailed below in point 3.2) as set out in both directives which have subsequently been transposed into Irish Law.

### 3.2 Legislative Requirements to carry out a SEA

The SEA Directive was transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (Statutory Instrument Number (S.I. No. 435 of 2004) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004). These two statutory instruments have been in operation since 21st July 2004.

Further amendments to these statutory instruments have occurred through the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (SI No. 200 of 2011) and the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (SI No. 201 of 2011).

The SEA Directive applies to “plans and programmes”, defined in the regulations as *‘plans and programmes, as well as any modifications to them:*

*(a) which are subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and*

*(b) which are required by legislative, regulatory or administrative provisions;’*

The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (Statutory Instrument Number (S.I. No. 435 of 2004) is the relevant regulatory instrument for the purposes of Screening the Dublin Air Quality Plan 2021. These regulations state that the following exclusions apply:

*‘3. (1) The provisions of these Regulations shall not apply to:*

*(a) plans or programmes the sole purpose of which is to serve national defence or civil emergency, or*

*(b) financial or budget plans and programmes, or*

*(c) plans or programmes co-financed under the programming periods for Council Regulation (EC) No. 1260/1999 and Council Regulation (EC) No. 1257/1999.*

As previously mentioned, the Dublin local authorities are required to prepare an Air Quality Plan by the end of 2021 under the Air Quality Standards Regulations 2011. Thus, according to the criteria, the Dublin Air Quality Plan 2021 would be subject to the SEA Directive Regulations as a plan that is '*(a) (...) subject to preparation and/or adoption by an authority at regional or local level (...) and (b) (...) required by legislative, regulatory or administrative provisions*'. Therefore, none of the exemptions apply.

### 3.3 Methodology

Screening is the process of deciding whether a plan or programme requires an SEA based on whether it would or would not be likely to have significant effects on the environment. The criteria by which the need for an SEA is determined is laid out within S.I. No. 435/2004 - European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 and consists of the following:

*'Requirement to carry out environmental assessment'*

9. (1) *Subject to sub-article (2), an environmental assessment shall be carried out for all plans and programmes*

*(a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive<sup>1</sup>, or*

*(b) which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.*

*(2) A plan or programme referred to in sub-article (1) which determines the use of a small area at local level or a minor modification to a plan or programme referred to in sub-article (1) shall require an environmental assessment only where the competent authority determines that it is likely to have significant effects on the environment and, for this purpose, the competent authority shall make any necessary determination.*

*(3) A competent authority shall determine whether plans and programmes other than those referred to in sub-article (1), which set the framework for future development consent of projects, are likely to have significant effects on the environment.'*

*(4) A competent authority shall, in determining on a case-by-case basis under sub-article (2) or (3) whether a plan or programme, or modification to a plan or programme, would or would not be likely to have significant effects on the environment, take account of relevant criteria set out in Schedule 1 and any submission or observation received in response to a notice under sub-article (5).*

As part of this screening, the Dublin Air Quality Plan 2021 is to be tested against the relevant criteria listed above. This is done in further detail in Section 4 Screening and Figure 1 below shows a decision tree / flow diagram of the screening process applied.

#### Notice to the Environmental Authorities

*(5) Prior to making a decision under sub-article (2) or (3), a competent authority shall give notice in accordance with sub-article (6) to the following environmental authorities —*

*(a) the Environmental Protection Agency,*

---

<sup>1</sup> See Appendix 3 for projects listed in Annexes I and II to the Environmental Impact Assessment Directive.

*(b) where it appears to the competent authority that the plan or programme, or modification to a plan or programme, might have significant effects in relation to the architectural or archaeological heritage or to nature conservation, the Minister for the Environment, Heritage and Local Government,*

*(c) where it appears to the competent authority that the plan or programme, or modification to a plan or programme, might have significant effects on fisheries or the marine environment, the Minister for Communications, Marine and Natural Resources.*

*(6) A notice under sub-article (5) shall—*

*(a) state that the competent authority proposes to prepare a plan or programme, or to modify a plan or programme,*

*(b) state that the competent authority must decide whether the plan or programme, or modification to a plan or programme, would or would not be likely to have significant effects on the environment and that, in so doing, it must take account of relevant criteria set out in Schedule 1, and*

*(c) indicate that a submission or observation in relation to whether the proposed plan or programme, or modification to a plan or programme, would or would not be likely to have significant effects on the environment may be made to the authority within a specified period which shall be not less than 4 weeks from the date of the notice.*

### **Screening Determination**

*(7) As soon as practicable after making a determination under sub-article (2) or (3), the competent authority shall—*

*(a) make a copy of its decision, including, as appropriate, the reasons for not requiring an environmental assessment, available for public inspection at the offices of the competent authority during office hours, and*

*(b) notify its decision to any environmental authority which was notified under subarticle (5).’*

In summary, the authority shall consult the relevant environmental authorities and when a decision, determined on a case-by-case basis, is reached, a copy of the determination shall be made available for public inspection and the environmental authorities shall be notified once again.

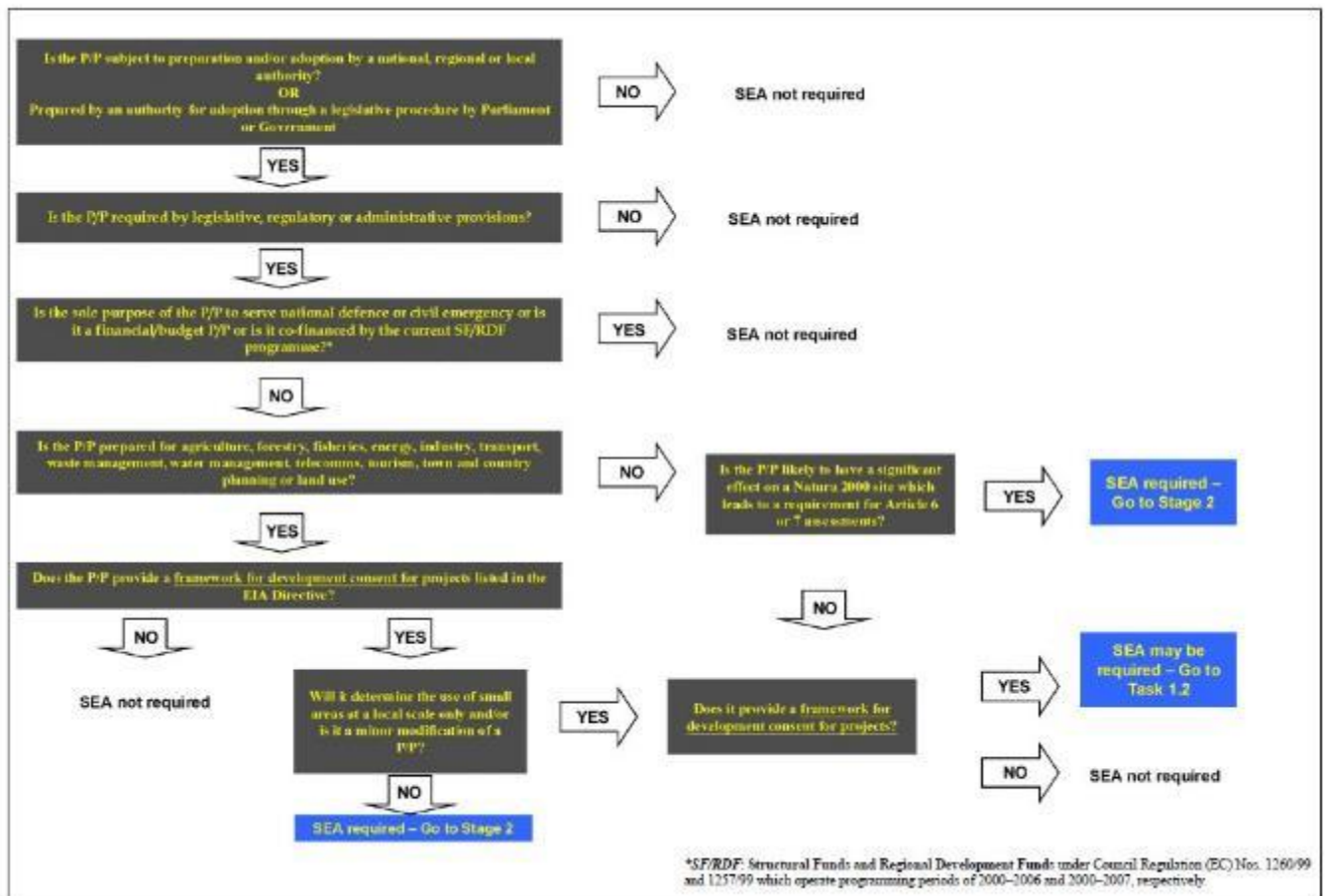


Figure 1- Flow Diagram of the Screening Process (Source: Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (2001-DS-EEP-2/5), Environmental Protection Agency, Ireland, 2003)

## 4.0 Screening

In the first instance, it is important to establish whether the plan in question, the Dublin Air Quality Plan 2021, is subject to the SEA Directive Regulations. Given that it is a plan required under the Air Quality Standards Regulations 2011, this satisfies the SEA Directive criteria of a plan which is *'(a) (...) subject to preparation and/or adoption by an authority at regional or local level (...) and (b) (...) required by legislative, regulatory or administrative provisions'*. The plan also does not meet any of the detailed exemptions.

Further to this, the Dublin Air Quality Plan 2021 is tested against the most relevant *'requirements to carry out environmental assessment'*. The first relevant criteria 9(1)(a) relates to plans *'which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive'*.

The Dublin Air Quality Plan 2021 does not come under any of the sectors specifically listed namely *'agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism'*.

Although the Dublin Air Quality Plan 2021 may refer to other plans and projects in order to capture the current baseline position in each of the relevant local authorities, the Plan does not identify or provide the framework for the delivery of these plans and projects. The projects as well as the proposed measures to be listed in Section 5.7 of the draft Plan can only be delivered through inclusion of dedicated objectives in the relevant statutory plans which are subject to SEA in their own right. In some cases, measures also require the provision of enabling legislation. The Plan will therefore not *'set the framework for future development consent of projects'* listed in Annexes I and II<sup>2</sup> to the Environmental Impact Assessment Directive<sup>3</sup>.

The second relevant criteria 9(1)(b) relates to plans *'which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.'* The Dublin Air Quality Plan 2021 either individually or in combination with other plans, is not likely to have a significant effect on any European site for reasons outlined in the AA Screening Report.

Given that the Dublin Air Quality Plan 2021 is not within any of the categories established in the criteria, it is concluded that an SEA is not required. However, for completeness the plan was assessed further in relation to criteria 9(3) which states *'A competent authority shall determine whether plans and programmes (...) are likely to have significant effects on the environment'*. This is established by criteria set out in Schedule 1 of the SEA regulations. A table detailing the environmental significance is presented in Appendix 1.

As the measures within the Draft Plan are intended to secure compliance with targets in the Air Quality Standards Regulations 2011, the Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC) and the 2013 Clean Air for Europe programme they will have an overall positive effect on air quality, and therefore as per Appendix 1, the Plan is not considered likely to have quantifiable effects on the environment in its own right; rather its effects will be mediated through other plans and programmes which may be the subject of SEA and/or AA.

---

<sup>2</sup> The Annex I and Annex II projects have been transposed into Section 5 (Parts 1 and 2) of the Planning and Development Regulations 2001, as amended.

<sup>3</sup> Environmental Impact Assessment Directive (EIA Directive) means Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014.

## 5.0 Conclusion

The Dublin Air Quality Plan 2021 underwent a Screening for Strategic Environmental Assessment (SEA) and following the thorough tests against all relevant criteria in the regulations it is considered that SEA is not required.

It is established that the Dublin Air Quality Plan 2021 is subject to the SEA Directive regulations, however it does not qualify for the requirements to carry out environmental assessment. To clarify, this screening report indicates that the plan:

- will not come under any of the sectors specifically listed ('agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism')
- will not 'set the framework for future development consent of projects', and
- Is not, either individually or in combination with other plans, likely to have a significant effect on any European Site.

For completeness the plan was also assessed against the criteria in Schedule 1 of the SEA Directive. This assessment set out in Appendix 1 concludes that the Plan is not likely to have significant effects on the Environment.

## APPENDIX 1 SCHEDULE 1 ARTICLE 9 OF THE SEA DIRECTIVE

‘Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment.’

### 1. The characteristics of the plan or programme, or modification to a plan or programme, having regard, in particular, to

| Criteria  | Dublin Air Quality Plan 2021  |
|---|---|
| <p>The degree to which the plan or programme, or modification to a plan or programme, sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.</p> | <p>The purpose of the Air Quality Plan 2021 is to address the exceedance of ambient nitrogen dioxide limit values in the Dublin agglomeration during 2019 as reported to the EU Commission.</p> <p>In accordance with the S.I. No. 180/2011 - Air Quality Standards Regulations 2011, the Dublin Air Quality Plan must identify the cause(s) and source(s) behind the previously mentioned reported exceedance and the actions required over time to bring ambient air quality back in line with EU limit values.</p> <p>The Plan will <u>not</u> set a framework for future development consent of projects listed in Annexes I and II of the Environmental Impact Assessment Directive (85/337/EC) as amended, or likely to have significant environmental effects on European Sites. The framework for future development consent of projects is set by hierarchy of statutory plans including the NPF, RSES as well as City and County Development Plans.</p>   |
| <p>The degree to which the plan or programme, or modification to a plan or programme, influences other plans including those in a hierarchy.</p>  | <p>The Air Quality Plan 2021 is being formulated to identify the cause(s) and source(s) behind the reported exceedance and the actions required over time to bring ambient air quality back in line with EU limit values.</p> <p>Existing measures are drawn from plans and programmes, which are subject to SEA/ SEA screening in their own right; the environmental impacts of any additional measures will be evaluated in land use plans or other sectoral plans, which may be subject to SEA and/or AA as appropriate. In some cases, the incorporation of clean air issues has been implicitly part of the SEA of pre-existing plans and programmes.</p> <p>Specific examples of national plans and programmes referred to in Air Quality Plan 2021 which have had full SEA/AA undertaken include;</p> <ul style="list-style-type: none"> <li>• National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland – DoT</li> <li>• The National Planning Framework, 2040 - DHPLG</li> <li>• Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region</li> <li>• Dublin City Council Development Plan – 2016 - 2022</li> <li>• Dun Laoghaire Rathdown County Council Development Plan 2016 – 2022</li> <li>• South Dublin County Council Development Plan 2016 – 2022</li> </ul> |



| Criteria  | Dublin Air Quality Plan 2021   |
|---|--|
|   | <ul style="list-style-type: none"> <li>Fingal County Council Development Plan 2017 – 2023</li> </ul> <p>City and County Development Plans will evolve over time to address updates to national and regional policy.</p>  |
| The relevance of the plan or programme, or modification to a plan or programme, for the integration of environmental considerations in particular with a view to promoting sustainable development.                                 | The plan identifies measures which may be committed to, across a range of plans and programmes. The promotion of sustainable development and measures to improve air quality will be considered in those other plans.  |
| Environmental problems relevant to the plan or programme, or modification to a plan or programme.   | While the cumulative effect of air pollution emissions can manifest locally as problems with ambient air quality or impacted ecosystems, the focus of the plan is not to manage these local environmental problems directly. Rather, the plan supports the achievement of EU Commission air quality targets by outlining a suite of possible measures that can be implemented at national, regional and local level. |
| The relevance of the plan or programme, or modification to a plan or programme, for the implementation of European Union legislation on the environment (e.g. plans and programmes linked to waste management or water protection). | The Dublin Air Quality Plan 2021 is being developed to comply with the EU Air Quality Directive. It is consistent with the implementation of this European Union Directive which is directly related to protection of the environment and human health.  |

**2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to**

| Criteria   | Dublin Air Quality Plan 2021   |
|--|--|
| The probability, duration, frequency and reversibility of the effects. | The measures within the Plan aim to have an overall positive effect on air quality and consequently human health and the environment in the long term.   |
| The cumulative nature of the effects.                                  | The Plan draws on other national plans and programmes and identifies a suite of measures for potential inclusion in City and County Development Plans. The environmental impact of the selected measures will be evaluated in those other plans, which in the case of Development Plans will be subject of mandatory SEA and AA. The |



| Criteria  | Dublin Air Quality Plan 2021   |
|---|--|
|   | cumulative nature of the effects will be generally beneficial but can only established at that stage.  |
| The transboundary nature of the effects.  | The Plan will have no direct transboundary effects of its own account.   |
| The risks to human health or the environment (e.g. due to accidents).   | The Dublin local authorities are committed to enhancing the health of citizens by meeting current legal air quality standards and working towards further improvements in line with health gain and evolving legal standards in the coming decade. There are no expected risks to human health or the environment as a result of the Plan.             |
| The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).   | Effects may flow from measures identified in the Plan, which are drawn from other plans and programmes. Their application and therefore the magnitude and spatial extent of the effects will depend on the local context. The responsibility for assessing the magnitude and spatial effects will fall to other plans and programmes.                  |
| The value and vulnerability of the area likely to be affected due to: <ul style="list-style-type: none"> <li>(a) special natural characteristics or cultural heritage,</li> <li>(b) exceeded environmental quality standards or limit values,</li> <li>(c) intensive land-use.</li> </ul> | The Plan identifies measures from and for other plans and programmes which will reduce air pollution emissions in Ireland. The effect of these measures should be beneficial on the environment nationally and will be applied to address the exceedance of ambient nitrogen dioxide limit values in the Dublin agglomeration during 2019.             |
| The effects on areas or landscapes which have a recognised national, European Union or international protection status.   | The Plan identifies measures which will reduce air pollution emission levels across the Dublin agglomeration. The net effect of these measures, which are subject to environmental assessment in their own right, is likely to be positive on areas or landscapes which have a recognised national, European Union or international protection status. |

## APPENDIX 2 AIR QUALITY STANDARDS REGULATIONS 2011

### *S.I. No. 180/2011 - Air Quality Standards Regulations 2011*

#### **Scope**

#### 4. These Regulations:

- (a) make provisions necessary for the implementation of Directive 2008/50/EC on ambient air quality and cleaner air for Europe;
- (b) establish limit values and, as appropriate, alert thresholds for concentrations of certain pollutants in ambient air intended to avoid, prevent or reduce harmful effects on human health and the environment as a whole;
- (c) provide for the assessment of concentrations of certain pollutants in ambient air on the basis of methods and criteria common to the Member States of the European Communities;
- (d) provide for the obtaining of adequate information on concentrations of certain pollutants in ambient air and ensure that it is made available to the public, inter alia by means of alert thresholds; and
- (e) provide for the maintenance of ambient air quality where it is good and the improvement of ambient air quality in other cases with respect to certain pollutants.'

#### **Measures to ensure compliance with ozone target values and to maintain good air quality**

15. (1) The Minister, the Agency and the local authority shall take all necessary measures not entailing disproportionate costs to ensure that ozone target values and long-term objectives, as specified in Schedule 7, are attained.

(2) In zones and agglomerations in which a target value for ozone is exceeded the Agency and the local authority, or local authorities as appropriate, shall ensure that the programme prepared pursuant to Article 6 of Council Directive 2001/81/EC on national emission ceilings for certain atmospheric pollutants is implemented in order to attain target values save where not achievable through measures not entailing disproportionate costs.

(3) For zones and agglomerations in which the levels of ozone in ambient air are higher than the long-term objectives but below, or equal to, the target values, the Minister, the Agency and the local authority shall prepare and implement cost-effective measures with the aim of achieving the long-term objectives. Those measures shall, at least, be consistent with all the air quality plans and the programme referred to in Regulation 15(2).

(4) For the purpose of ensuring continued compliance with ozone target values and long-term objectives in zones or agglomerations the Agency shall identify the measures by which such values can be attained and the means

by which the best ambient air quality standards may be preserved, insofar as factors including the transboundary nature of ozone pollution and meteorological conditions permit,

(5) The Agency shall advise the relevant local authority, or local authorities as appropriate and any statutory agency or body with relevant functional responsibility of any such measures identified under Regulation 15(4).

(6) The Agency and the local authority, or local authorities as appropriate, shall through proportionate measures promote the preservation of best ambient air quality compatible with sustainable development and a high level of environmental and human health protection.

### **Schedule 15**

Information to be included in the local, regional or national air quality plans for improvement in ambient air quality

#### **A. Information to be provided under article 23 (air quality plans)**

##### **1. Localisation of excess pollution**

- (a) region;
- (b) city (map);
- (c) measuring station (map, geographical coordinates).

##### **2. General information**

- (a) type of zone (city, industrial or rural area);
- (b) estimate of the polluted area (km<sup>2</sup>) and of the population exposed to the pollution;
- (c) useful climatic data;
- (d) relevant data on topography;
- (e) sufficient information on the type of targets requiring protection in the zone.

##### **3. Responsible authorities**

Names and addresses of persons responsible for the development and implementation of improvement plans.

##### **4. Nature and assessment of pollution**

- (a) concentrations observed over previous years (before the implementation of the improvement measures);
- (b) concentrations measured since the beginning of the project;
- (c) techniques used for the assessment.

##### **5. Origin of pollution**

- (a) list of the main emission sources responsible for pollution (map);
- (b) total quantity of emissions from these sources (tonnes/year);
- (c) information on pollution imported from other regions.

##### **6. Analysis of the situation**

- (a) details of those factors responsible for the exceedance (e.g. transport, including cross-border transport, formation of secondary pollutants in the atmosphere);
- (b) details of possible measures for the improvement of air quality.

7. Details of those measures or projects for improvement which existed prior to 11 June 2008, i.e:
  - (a) local, regional, national, international measures;
  - (b) observed effects of these measures.
8. Details of those measures or projects adopted with a view to reducing pollution following the entry into force of this Directive:
  - (a) listing and description of all the measures set out in the project;
  - (b) timetable for implementation;
  - (c) estimate of the improvement of air quality planned and of the expected time required to attain these objectives.
9. Details of the measures or projects planned or being researched for the long term.
10. List of the publications, documents, work, etc., used to supplement information required under this Schedule.

#### B. Information to be provided under article 22(1)

1. All information as laid down in Section A.
2. Information concerning the status of implementation of the following Directives:
  1. Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States on measures to be taken against air pollution by emissions from motor vehicles (1);
  2. Directive 94/63/EC of the European Parliament and of the Council of 20 December 1994 on the control of volatile organic compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations (2);
  3. Directive 2008/1/EC of the European Parliament and of the Council of 15 January 2008 concerning integrated pollution prevention and control (3);
  4. Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (4);
  5. Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels (5);
  6. Council Directive 1999/13/EC of 11 March 1999 on the limitation of emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations (6);
  7. Council Directive 1999/32/EC of 26 April 1999 relating to a reduction in the sulphur content of certain liquid fuels (7);
  8. Directive 2000/76/EC of the European Parliament and of the Council of 4 December 2000 on the incineration of waste (8);
  9. Directive 2001/80/EC of the European Parliament and of the Council of 23 October 2001 on the limitation of emissions of certain pollutants into the air from large combustion plants;
  10. Directive 2001/81/EC of the European Parliament and of the Council of 23 October 2001 on national emission ceilings for certain atmospheric pollutants;

11. Directive 2004/42/EC of the European Parliament and of the Council of 21 April 2004 on the limitation of emissions of volatile organic compounds due to the use of organic solvents in certain paints and varnishes and vehicle refinishing products (9);

12. Directive 2005/33/EC of the European Parliament and of the Council of 6 July 2005 amending Directive 1999/32/EC as regards the sulphur content of marine fuels (10);

13. Directive 2005/55/EC of the European Parliament and of the Council of 28 September 2005 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles (11);

14. Directive 2006/32/EC of the European Parliament and of the Council of 5 April 2006 on energy end-use efficiency and energy services (12).

(1) OJ L 76, 6.4.1970, p. 1. Directive as last amended by Directive 2006/96/EC (OJ L 363, 20.12.2006, p. 81).

(2) OJ L 365, 31.12.1994, p. 24. Directive as amended by Regulation (EC) No 1882/2003 (OJ L 284, 31.10.2003, p. 1).

(3) OJ L 24, 29.1.2008, p. 8.

(4) OJ L 59, 27.2.1998, p. 1. Directive as last amended by Directive 2006/105/EC.

(5) OJ L 350, 28.12.1998, p. 58. Directive as amended by Regulation (EC) No 1882/2003.

(6) OJ L 85, 29.3.1999, p. 1. Directive as last amended by Directive 2004/42/EC of the European Parliament and of the Council (OJ L 143, 30.4.2004, p. 87).

(7) OJ L 121, 11.5.1999, p. 13. Directive as last amended by Directive 2005/33/EC of the European Parliament and of the Council (OJ L 191, 22.7.2005, p. 59).

(8) OJ L 332, 28.12.2000, p. 91.

(9) OJ L 143, 30.4.2004, p. 87.

(10) OJ L 191, 22.7.2005, p. 59.

(11) OJ L 275, 20.10.2005, p. 1. Directive as last amended by Regulation (EC) No 715/2007 (OJ L 171, 29.6.2007, p. 1).

(12) OJ L 114, 27.4.2006, p. 64.

3. Information on all air pollution abatement measures that have been considered at appropriate local, regional or national level for implementation in connection with the attainment of air quality objectives, including:

(a) reduction of emissions from stationary sources by ensuring that polluting small and medium sized stationary combustion sources (including for biomass) are fitted with emission control equipment or replaced;

(b) reduction of emissions from vehicles through retrofitting with emission control equipment. The use of economic incentives to accelerate take-up should be considered;

(c) procurement by public authorities, in line with the handbook on environmental public procurement, of road vehicles, fuels and combustion equipment to reduce emissions, including the purchase of:

new vehicles, including low emission vehicles,

cleaner vehicle transport services,

low emission stationary combustion sources,

low emission fuels for stationary and mobile sources,

(d) measures to limit transport emissions through traffic planning and management (including congestion pricing, differentiated parking fees or other economic incentives; establishing low emission zones);

(e) measures to encourage a shift of transport towards less polluting modes;

(f) ensuring that low emission fuels are used in small, medium and large scale stationary sources and in mobile sources;

(g) measures to reduce air pollution through the permit system under Directive 2008/1/EC, the national plans under Directive 2001/80/EC, and through the use of economic instruments such as taxes, charges or emission trading.

(h) where appropriate, measures to protect the health of children or other sensitive groups.'

## APPENDIX 3 SEA SCREENING OF CHANGES TO THE DUBLIN AIR QUALITY PLAN 2021

The draft Dublin Region Air Quality Plan 2021 was made available for public consultation along with the AA Screening and SEA Screening for a period of four weeks from 18th October 2021.

Following this consultation, several changes were proposed to the draft plan. Screening for SEA as set out in the Table below confirms that these changes are minor in nature and of limited relevance to Schedule 1 Screening criteria as defined by the SEA Directive. In essence, the amendments do not materially change the measures/policies in the plan and are generally included in order to provide for context and/or clarity in relation to existing provisions.

| Plan Section | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.        |
|--------------|---|--|
| 1.0          | <b>1.0 Introduction</b> – Setting the context   | Minor editorial amendment with no change to policy/objectives. No relevance to Schedule 1 criteria.  |
| 1.1          | <b>For the purposes of air quality management, this zone would be classified as a city.</b> | Minor editorial amendment with no change to policy/objectives. Limited relevance to Schedule 1 criteria, in that the additional text confirms the plan boundary. |

| Plan Section | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|--------------|--|--|
| 1.3          | <p>Overview of the Dublin region Geographic and Population Profile The Dublin Region occupies an area of 922 square kilometres and is situated on the east coast of Ireland on the River Liffey, which discharges into Dublin Bay and the Irish Sea. The area of Agglomeration A - the Dublin Conurbation, which is the subject of this Plan, is 637 square kilometres. The area around St. John’s Road West, where the recorded exceedance of nitrogen dioxide occurred in 2019 is situated in the west of Dublin City. The road in question is highly trafficked and serves as a feeder route to two motor ways (M50 and M4). There is a main railway station immediately to the north of the air quality station and the area is a hub for national and urban bus services as well as a taxi rank serving the railway station.</p> <p>The region is a relatively low-lying area with rich pastures to the west and north of the city. In addition to the River Liffey, two other major rivers run through the region and include the River Tolka from the northwest and the River Dodder from the southwest. The latter rises in the Wicklow Mountains that together with the smaller Dublin Mountains are located to the south west of Dublin City. The highest peaks in the Dublin Mountains extend to around 750metres, where those in the Wicklow Mountains extend to above 1000 metres in places. The mountains are known to have an influencing effect on the weather in Dublin, primarily reducing precipitation that falls extensively over the mountain ranges. In addition, the region also contains two canals linking the city centre to the River Shannon in the Midlands. The map below shows the extent of Agglomeration A - the Dublin Conurbation relative to the overall region. In terms of Information on the type of targets requiring protection in the zone, these are addressed in Chapter 8- Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Screening.</p> | <p>The additional text provides greater context to the Dublin Region. Minor editorial amendment with no change to policy/objectives. Limited relevance to Schedule 1 criteria, in that the additional explanatory text provides further information on existing environmental problems relevant to the plan.</p> |
| Table 1.1    | Source: Met Eireann - World climate guide  | Minor editorial amendment with no change to  |



| Plan Section                                       | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.   |
|--|--|---|
|  |  | policy/objectives. No relevance to Schedule 1 criteria.   |
| 2.2 Air Quality Standards under the CAFÉ Directive | Each of the pollutants monitored in the national network in Ireland have associated EU legal limit values assigned to them, which if exceeded, require action to be taken by the relevant authorities. These legal limit values are <b>focused</b> on the protection of human health and are based on the World Health Organisation Air Quality Guidelines Global Update 2005. These legal limit values are focused on the protection of human health and are based on the World Health Organisation Air Quality Guidelines Global Update 2005. <b>It should be noted that the World Health Organisation issued revised air quality guidelines in 2021, and these are under consideration by the European Union in terms of formulating future clean air directives (see 2.3 for more detail).</b> | Additional text to include reference to updated guidelines. Of some relevance to schedule 1 criteria in that the revised guidelines will inform future clean air directives. The revised guidelines recommend new air quality levels to protect the health of populations, by reducing levels of key air pollutants, some of which also contribute to climate change. The goal of the guidelines is for all countries to achieve recommended air quality levels. The proposed amendment improves the plan as it aligns more clearly with current guidance and improves the environmental performance of the plan. |

| Plan Section  | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|---|---|--|
| 2.10<br>St Johns Road<br>West 2019 Results  | This level of air pollution is wholly consistent with the levels of heavy traffic passing this monitoring station. <b>It should be stated in this instance for nitrogen dioxide the pollution is not imported from other regions. It should be noted that annual nitrogen dioxide levels at St. John's Rd. West were below 40 micrograms per cubic metre for 2020 and 2021 (to date) –see Appendix A. Nitrogen dioxide levels at other locations also remain below 40 micrograms per cubic metre at other monitoring locations for the same period.</b> | This additional text provides greater context to air quality exceedances in the Dublin Region. Minor editorial amendment with no change to policy/objectives. Limited relevance to Schedule 1 criteria, in that the additional explanatory text provides further information on the environmental problems relevant to the plan. |
| 2.12 Follow Up<br>Steps- Urban<br>Transport Related<br>Air Pollutants<br>(UTRAP) Working<br>Group | <b>Further information on UTRAP can be found at: <a href="https://www.gov.ie/en/publication/3f634-urban-transport-related-air-pollution-utrap-working-group/">https://www.gov.ie/en/publication/3f634-urban-transport-related-air-pollution-utrap-working-group/</a><br/>The development of the Dublin Regional Air Quality Plan is an essential element in informing the conclusions of UTRAP in these matters.</b>  | Additional text referencing source of further information on UTRAP. Of limited relevance to schedule 1 criteria.   |
| 3 Sources of NOx<br>Emissions 3.1   | <b>The EPA also published a study on Urban Air Quality Modelling of Dublin July 2019 that calculated reported on NOx emissions in the Dublin Area and is shown below in Figure 3.3</b><br>NOx emissions for Dublin adapted from EPA urban air quality report 2019   | This additional text provides greater context to air quality data available in the Dublin Region. Minor editorial amendment with no change to policy/objectives. Limited   |

| Plan Section  | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|---|---|--|
|   |   | relevance to Schedule 1 criteria, in that the additional explanatory text provides further information on the environmental problems relevant to the plan.   |
| 4.2 Greater Dublin Area Transport Strategy 2022-2042 (Draft) This | <p>Transport Strategy for the Greater Dublin Area 2022-2042 (Transport Strategy) replaces the previous framework, titled the Transport Strategy for the Greater Dublin Area 2016- 2035, which was approved by the then Minister for Transport, Tourism and Sport in 2016. That prior transport strategy set out to contribute to the economic, social and cultural progress of the Greater Dublin Area (GDA) by providing for the efficient, effective and sustainable movement of people and goods. It did that by providing a framework for the planning and delivery of transport infrastructure and services in the GDA. It has also provided a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, could align their own investment priorities. It has been an essential component, along with investment programmes in other sectors, for the development of the GDA, which covers the counties of Dublin, Meath, Kildare and Wicklow. The outcomes of the prior Strategy implementation include:</p> <ul style="list-style-type: none"> <li>• An increase in the use of sustainable modes for travel into Dublin City in the morning peak, from 66% (2015) to 72% (2019);</li> <li>• A reduction in the use of cars to enter Dublin City Centre in the morning peak, from 65,000 (2015) to 58,000 (2019)</li> <li>• Growth in daily passenger trips on Irish Rail services in the GDA, from 119,000 (2015) to 150,000 (2019);</li> <li>• Increase in total passenger trips on Dublin Metropolitan Area bus services, from 120 million (2015) to 153 million (2019);</li> </ul> | This additional text updates the policy context with respect to transport planning. Minor editorial amendment with no change to policy/objectives. Some relevance to Schedule 1 criteria, in that the additional text provides further information on the policy context and targets relevant to the plan. |

| Plan Section              | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |                 |                 |      |       |             |           |           |         |         |                           |           |         |         |         |                  |      |      |      |      |  |
|---------------------------|--|---|-----------------|-----------------|------|-------|-------------|-----------|-----------|---------|---------|---------------------------|-----------|---------|---------|---------|------------------|------|------|------|------|--|
|                           | <ul style="list-style-type: none"> <li>• Growth in total passenger trips on the Luas system, from 35 million (2015) to 48 million (2019);</li> <li>• 87% customer satisfaction among public transport users (2019)</li> </ul> <p>This latest Draft Strategy, published in November 2021 and undergoing public consultation until 17 December 2021 addresses the following challenges.</p> <ul style="list-style-type: none"> <li>• Climate Change</li> <li>• Recovery from the Covid19 Pandemic</li> <li>• Servicing the Legacy Development Patterns</li> <li>• Revitalisation of the City Centre and Town Centres</li> <li>• Transformation of the Urban Environment • Ensuring Universal Access</li> <li>• Serving Rural Development</li> <li>• Improving Health and Equality</li> <li>• Fostering Economic Development</li> <li>• Delivering Transport Schemes</li> </ul> <p>The Transport Strategy, in combination with other Government policies and programmes is forecast to lead to a significant reduction in air polluting emissions compared to 2016:</p> <p style="text-align: center;">Table 3.2 Air-polluting Emissions 2016 and 2042 (Kg)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>NO<sub>x</sub></th> <th>NO<sub>2</sub></th> <th>PM10</th> <th>PM2.5</th> </tr> </thead> <tbody> <tr> <td><b>2016</b></td> <td>7,182,430</td> <td>2,234,190</td> <td>537,350</td> <td>357,300</td> </tr> <tr> <td><b>2042 With Strategy</b></td> <td>1,217,850</td> <td>259,640</td> <td>445,270</td> <td>247,590</td> </tr> <tr> <td><b>Reduction</b></td> <td>-83%</td> <td>-88%</td> <td>-17%</td> <td>-31%</td> </tr> </tbody> </table> |   | NO <sub>x</sub> | NO <sub>2</sub> | PM10 | PM2.5 | <b>2016</b> | 7,182,430 | 2,234,190 | 537,350 | 357,300 | <b>2042 With Strategy</b> | 1,217,850 | 259,640 | 445,270 | 247,590 | <b>Reduction</b> | -83% | -88% | -17% | -31% |  |
|                           | NO <sub>x</sub>  | NO <sub>2</sub>   | PM10            | PM2.5           |      |       |             |           |           |         |         |                           |           |         |         |         |                  |      |      |      |      |  |
| <b>2016</b>               | 7,182,430  | 2,234,190   | 537,350         | 357,300         |      |       |             |           |           |         |         |                           |           |         |         |         |                  |      |      |      |      |  |
| <b>2042 With Strategy</b> | 1,217,850  | 259,640   | 445,270         | 247,590         |      |       |             |           |           |         |         |                           |           |         |         |         |                  |      |      |      |      |  |
| <b>Reduction</b>          | -83%   | -88%  | -17%            | -31%            |      |       |             |           |           |         |         |                           |           |         |         |         |                  |      |      |      |      |  |

| Plan Section                            | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|---|--|--|
|   | <p><b>Table 3.2 Air-polluting Emissions 2016 and 2042 (Kg)</b></p>   |  |
| 4.3 Five Cities Demand Management Study | <p>The Department of Transport <del>commissioned Systra</del> <b>commissioned Systra Ltd.</b> to undertake a study on traffic in the cities of Dublin, Cork, Galway, Limerick and Waterford titled “Five Cities Demand Management Study” a phase 1 recommendations report was published in March this year. <b>Their final 36 report was published on 25 November 2021</b> to provide a “focused and evidence based approach to addressing the carbon, congestion and air quality challenges facing our cities”. The report list and assess options for addressing the challenges. <del>Further work is due to be published quantifying the impacts of the options.</del> Many of the measures discussed in chapter 5 of this <b>Air Quality Plan are taken from are consistent with this study.</b></p> | <p>Minor editorial amendment with no change to policy/objectives. No relevance to Schedule 1 criteria.</p>   |
| 4.4 Remote Working                      | <p>It is too early to quantify the longer-term level <b>and other impacts</b> of remote working and therefore assess the impact on air quality.</p>  | <p>Minor editorial amendment to qualify meaning. No change to policy/objectives and no relevance to Schedule 1 criteria.</p>   |
| 4.6 Bus and Taxis                       | <p>There is an action in the <b>2021</b> climate action plan to evaluate 37 fully electric buses as part of bus procurement. <b>The latter commits to a significant decarbonising of Ireland’s public transport fleet and requires that all new urban buses be electric hybrid or electric.</b></p>  | <p>This additional text updates the policy context with respect to provisions in the climate action plan. Minor editorial amendment with no change to policy/objectives. Some relevance to Schedule 1 criteria, in that the additional</p> |

| Plan Section                            | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.                            |
|---|--|--|
|   |  | text provides further information on the policy context and targets relevant to the plan.  |
| 5.2 Measures Measure 1                  | The Five Cities Demand Management Study <del>Study</del> <a href="https://www.gov.ie/en/publication/c6571-fivecities-demand-management-study/">https://www.gov.ie/en/publication/c6571-fivecities-demand-management-study/</a> <del>(https://www.gov.ie/en/publication/63517-publication-of-five-cities-demand-management-study-phase-1-report-and-toolkits/)</del>  | Additional text referencing correct source of further information. Of no relevance to schedule 1 criteria.   |
| Measure 2 Public Parking Controls       | The local authorities in the Dublin region each have comprehensive policies in their respective Development Plans to control the supply and price of parking in their functional area to achieve sustainable transportation policy objectives.<br>PROPOSED ACTION: Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans <b>with regard to maintaining and enhancing public parking controls</b> | Minor editorial amendment to Measure 2 in order to qualify meaning. No material change to policy/objectives and no significant effect on the environment arising from the amendment. |
| Measure 3 Residential Parking Standards | PROPOSED ACTION: Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard <b>to maintaining and enhancing residential parking standards.</b>  | Minor editorial amendment to Measure 3 in order to qualify meaning. No material change to policy/objectives and no significant effect on the environment arising from the amendment. |

| Plan Section                                 | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|--|--|--|
| Measure 6 Electric Vehicle Charging Strategy | Rapid hub charging has significant benefits compared to slow on-street charging and is therefore the priority technology recommended. <b>It is this switch to EVs, supported by an adequate EV charging network that will contribute to a significant reduction in emission</b>  | Minor editorial amendment to Measure 6 in order to qualify meaning. No material change to policy/objectives and no significant effect on the environment arising from the amendment.   |
| Measure 7 Publication of Clean Air Strategy  | <b>The introduction of these policies will be a key step in underpinning many of the measures identified in this plan. A draft National Clean Air Strategy, is due for publication in 2021 and will be the subject of a public consultation process.</b>   | Minor editorial amendment to Measure 7 in order to update the position with respect to the National Clean Air Strategy. No material change to policy/objectives and no significant effect on the environment arising from the amendment. |
| Measure 8 Air Quality Enabling Legislation   | One of the specific measures that is of fundamental importance in the context of a National Clean Air Strategy is to provide a fit for purpose <b>framework of measures in air quality enabling legislation</b> . Such a framework would include providing for the delegation of legal powers to appropriate bodies, including local authorities to introduce enhanced air quality measures. <b>The Department of the Environment, Climate and Communications (DECC) have indicated their intention to commence work on a Clean Air Act</b> . The Five Cities Demand Management Study indicates that air quality enabling legislation could yield a <del>60%</del> <b>49%</b> reduction nitrogen oxides emissions. | Minor editorial amendment to Measure 8 in order to update the position on Air Quality Enabling Legislation. No material change to policy/objectives and no significant effect on the   |

| Plan Section   | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.   |
|--|--|---|
|  |  | environment arising from the amendment.   |
| <p>Measure 9<br/>                     Introduction of<br/>                     Clean Air Zones</p> | <p>One of the targets of the Carbon Plan 2021 is to implement decarbonising zones in each local authority by 2030. Furthermore, Action 244 of the National Climate Action 2021 gives a commitment to:</p> <ul style="list-style-type: none"> <li>• Examine the role of demand management measures in Irish cities, including low emission zones and parking pricing policies</li> </ul> <p>The nearest existing approximation to such powers under the Air Pollution Act 1987, enable the Minister for Environment as follows:</p> <p><b>53.</b>—(1) The Minister, for the purpose of preventing or limiting air pollution, may make regulations in relation to—</p> <p>( a ) the standard, specification, composition and contents of any fuel of a type which is used in mechanically propelled vehicles or in mechanically propelled vehicles of a particular class or description or mechanically propelled vehicles in a particular area or a particular class of areas;</p> <p>It should also be noted that under the current provisions of Part IV of the Air Pollution Act 1987, there is provision for the introduction of Special Control Areas. It is not clear however if these provisions are appropriate or provide for the introduction of clean air zones or low emission zones in relation to vehicle or transport related emissions. Therefore an appraisal of the current legal provisions to determine if they are fit for purpose regarding the introduction of clean air zones or low emission zones and identification of any potential amendment necessary is required.</p> <p><del>PROPOSED ACTION: Local authorities be delegated powers to introduce Clean Air Zones/ Low Emission Zones as appropriate. This action is contingent on enabling legislation to permit local authorities to introduce such zones being introduced. This can be achieved either by</del></p> | <p>An amendment to Measure 9 in order to provide further clarity on context and further detail on the proposed measure. Fundamental position on investigating legislative means for introducing clean air zones remains unchanged. No material change to policy/objectives.</p> |



| Plan Section                                | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|---|--|---|
|   | <p><del>amendment to existing legislation i.e. Section 53(1) (a) of Air Pollution 1987, or the introduction of new legislation. The UTRAP Working Group, which includes the Dublin local authorities, should commit to further investigations into the feasibility of Low Emission Zones in Dublin.</del></p> <p><b>PROPOSED ACTION:</b> An appraisal be carried out of the current provisions in the Air Pollution Act 1987 to determine if they are fit for purpose regarding the delegation of powers to local authorities for the introduction of clean air zones or low emission zones and identification of any potential amendment necessary. This appraisal should include consideration of amending Section 53(1) (a) of the Act to delegate powers to local authorities as well as the current the provisions of Part IV of the Act. Furthermore, an overall appraisal into the feasibility of introducing Low Emission Zones in the Dublin region where appropriate to be carried out. These are tasks that should be undertaken by the UTRAP Working Group ( which includes the Dublin local authorities) or a sub-group of UTRAP.</p> |   |
| Measure 10                                  | Measure 10 <b>Remote</b> /Flexible Working   | Minor editorial amendment to qualify meaning. No change to policy/objectives and no relevance to Schedule 1 criteria.                                     |
| Measure 12 Air Quality - Citizen Engagement | In May 2021, Google and Dublin City Council launched “Airview Dublin” - a partnership initiative to capture Dublin’s air quality street by street as part of the <b>Dublin Smart Cities</b> programme.   | Minor editorial amendment to qualify meaning. No change to policy/objectives and no relevance to Schedule 1 criteria.                                     |

| Plan Section                        | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.  |
|-------------------------------------|---|--|
| Measure 14<br>Behavioural<br>Change | <p>Campaigns to cleaner fleets The Five Cities Demand Management Study identifies this measure of targeted behavioural change campaigns to encourage low emission vehicle purchase as being highly effective and enjoying general support. – estimated that a <del>60%</del> 49% reduction in nitrogen oxides emissions is achievable. Stakeholder feedback to the study highlighted COVID-19 as creating an opportunity for change in behavior. <b>These reductions refer to the percentage change in the emissions per kilometre from the average private car in city centre traffic in 2030, relative to 2019 levels, based on ANPR data collected in Cork in February 2020.</b></p> <p><b>Nitrogen Dioxide Modelling</b></p> <p>As part of the production of this Plan, the Environmental Protection Agency (EPA) supported the four Dublin local authorities by specifically modelling nitrogen dioxide levels for a number of scenarios, involving a base year and four future scenarios. To inform this Plan, the EPA assessed monitoring and modelling data to get a wider understanding of the current and future air quality situation around the local area of the measured exceedance. The area of assessment within the vicinity of St Johns Road West is the area covered by the bold rectangle in Figure 5.1 below. Completing Air Quality modelling across the Dublin Region would be a significant undertaking beyond the timeframe available for the production of this Air Quality Plan and has thus not been possible at this time. However, at the time of drafting of this Plan it is known that the EPA are progressing wider air quality modelling of Dublin and this will be published in 2022. The approach adopted for this plan thus makes best use of the work underway by the EPA and focuses output at the location of the St John’s Road West monitoring station to demonstrate the positive impacts that predicted future changes to transportation fleet, and emissions from same, is likely to have on air quality in the vicinity of the St John’s Road West monitoring station. A copy of the EPA report is available in Appendix D.</p> | <p>Amendment provides further detail on modelling data used to support the preparation of the plan. This measure will focus on behavioural change to encourage low emission vehicle purchase which is positive in relation to enhancing air quality.</p> |

| Plan Section | New/Changed text (additional text in red) | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|--------------|---|---|
|--------------|---|---|

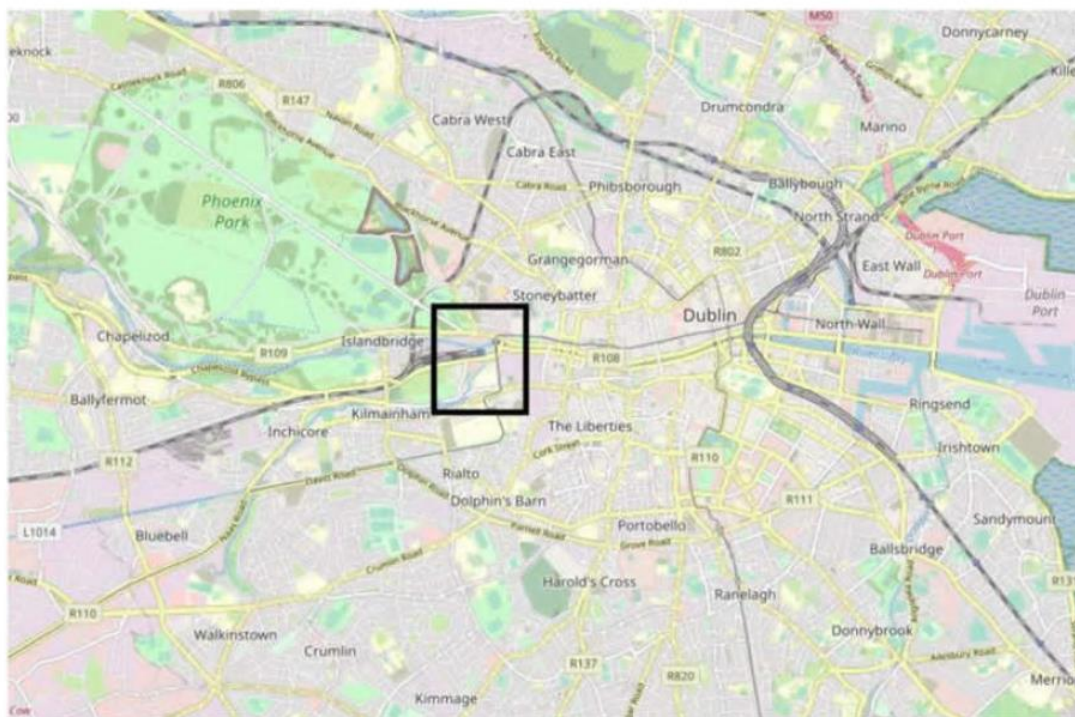


Figure 5.1 – Area of Air Quality Modelling Assessment (Marked in Bold)

**Modelling Methodology**

The EPA completed the air quality modelling of the assessment area using the urban scale model ADMS-Urban and the outputs have been evaluated and verified by the EU DELTA tool in

| Plan Section | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|--------------|---|---|
|              | <p>conjunction with the model developers own model evaluation tool kit, see EPA report in Appendix D. As noted above the modelling was completed for a base year and four future scenarios. These scenarios were chosen by the four Dublin Local Authorities and are set out below;</p> <ul style="list-style-type: none"> <li>• 2019 Basecase scenario</li> <li>• 2028 Business as Usual scenario</li> <li>• 2028 Intervention scenario</li> <li>• 2030 Business as Usual scenario</li> <li>• 2030 Intervention scenario</li> </ul> <p>A fuller explanation of these scenarios is included below. The traffic data and emission factor forecasts in relation to fleet growth and changes have been taken from existing national traffic models (National Transport Authority (NTA) Regional Modelling System) and relevant transport fleet profiles and toolkits (based on a review of National and UK sources). As mentioned above the Five Cities Demand Management Study identified a measure of targeted 51 behavioural change campaigns to encourage low emission vehicle purchase as being highly effective to contribute to achieving greater emission reductions. It is this behavioural change that is reflected in measure 14 and in the modelled scenarios set out above. The business as usual case reflects the change to fleet profiles based around forecasted car sales and changes to fuel/emissions profile of this changing fleet. The intervention scenario is a sensitivity scenario to demonstrate the effect that further incentives to drive accelerated electrification of the fleet might have on air quality.</p> <p>The measures included in this sensitivity intervention scenario include;</p> <ul style="list-style-type: none"> <li>• 50% electrification of the taxi fleet</li> <li>• 50% electrification of the bus fleet</li> <li>• 20% electrification of the passenger car fleet</li> </ul> |   |

| Plan Section           | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |  |  |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
|------------------------|---|---|--|--|---|--|---------------|------|------|---|---|------------------------|------|---|-----|------|-------------------|------|---|-----|------|------------------------|------|---|-----|------|-------------------|------|---|------|------|--|
|                        | <p><b>Modelling Results</b><br/>The modelled results for each of the five scenarios is set out in the table below</p> <table border="1" data-bbox="510 595 1411 1042"> <thead> <tr> <th>Scenario</th> <th>Modelled Annual Average NO<sub>2</sub> St John's Road Receptor (µg/m<sup>3</sup>)</th> <th>Measured Annual Average NO<sub>2</sub> St John's Road Receptor (µg/m<sup>3</sup>)</th> <th>Absolute NO<sub>2</sub> Concentration Reduction (µg/m<sup>3</sup>)</th> <th>Percentage NO<sub>2</sub> Reduction from 2019 Basecase Scenario (%)</th> </tr> </thead> <tbody> <tr> <td>2019 Basecase</td> <td>39.0</td> <td>43.4</td> <td>-</td> <td>-</td> </tr> <tr> <td>2028 Business as Usual</td> <td>31.3</td> <td>-</td> <td>7.7</td> <td>19.7</td> </tr> <tr> <td>2028 Intervention</td> <td>29.4</td> <td>-</td> <td>9.6</td> <td>24.6</td> </tr> <tr> <td>2030 Business as Usual</td> <td>30.6</td> <td>-</td> <td>8.4</td> <td>21.5</td> </tr> <tr> <td>2030 Intervention</td> <td>29.0</td> <td>-</td> <td>10.0</td> <td>25.6</td> </tr> </tbody> </table> <p>As can be seen from the above results the model output for 2019 is very close to that which was measured at this location in 2019. The results are within 10% of the measured. The results from the scenarios all show significant reduction in the nitrogen dioxide concentrations when compared to the 2019 basecase scenario with the results for the business as usual case showing reductions of 21.5% out to 2030 and up to 25.6% where the further sensitivity interventions outlined are achieved within this timeframe. These scenarios all bring the predicted annual average air quality values for NO<sub>2</sub> at this location back within the legal limit of 40 µg/m<sup>3</sup>. This would remain the case even if an allowance for the 10% discrepancy between modelled and measured values was applied as indicated by the modelling of the baseline case. 52 Based on</p> | Scenario  | Modelled Annual Average NO <sub>2</sub> St John's Road Receptor (µg/m <sup>3</sup> ) | Measured Annual Average NO <sub>2</sub> St John's Road Receptor (µg/m <sup>3</sup> ) | Absolute NO <sub>2</sub> Concentration Reduction (µg/m <sup>3</sup> ) | Percentage NO <sub>2</sub> Reduction from 2019 Basecase Scenario (%) | 2019 Basecase | 39.0 | 43.4 | - | - | 2028 Business as Usual | 31.3 | - | 7.7 | 19.7 | 2028 Intervention | 29.4 | - | 9.6 | 24.6 | 2030 Business as Usual | 30.6 | - | 8.4 | 21.5 | 2030 Intervention | 29.0 | - | 10.0 | 25.6 |  |
| Scenario               | Modelled Annual Average NO <sub>2</sub> St John's Road Receptor (µg/m <sup>3</sup> )  | Measured Annual Average NO <sub>2</sub> St John's Road Receptor (µg/m <sup>3</sup> )  | Absolute NO <sub>2</sub> Concentration Reduction (µg/m <sup>3</sup> )                | Percentage NO <sub>2</sub> Reduction from 2019 Basecase Scenario (%)                 |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
| 2019 Basecase          | 39.0  | 43.4  | -  | -  |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
| 2028 Business as Usual | 31.3  | -   | 7.7  | 19.7   |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
| 2028 Intervention      | 29.4  | -   | 9.6  | 24.6   |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
| 2030 Business as Usual | 30.6  | -   | 8.4  | 21.5   |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |
| 2030 Intervention      | 29.0  | -   | 10.0   | 25.6   |   |  |               |      |      |   |   |                        |      |   |     |      |                   |      |   |     |      |                        |      |   |     |      |                   |      |   |      |      |  |

| Plan Section                              | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|---|---|---|
|   | <p>the modelling results, it would be reasonable to conclude that the realisation of the anticipated “business as usual” fleet changes, together with additional interventions that may result from the range of measures proposed by this Plan and other National strategies, will have a beneficial effect on reducing NO<sub>2</sub> levels across the Dublin Region, although it is acknowledged that the actual reductions will vary across the region depending on local traffic patterns. The EPA modelling of the Dublin region will provide additional clarity on this in 2022. It is thus reasonable to conclude, based on the modelling results that the Dublin agglomeration will be compliant with the NO<sub>2</sub> limits by 2028 or earlier. Measures 1 to 13 will help to accelerate the timeline to achieve compliance, although it is not possible to quantify their benefit through modelling work. In particular, incentives to move to lower emission vehicles such as financial incentives or the introduction of low emissions zones (Measure 9) is likely encourage a more timely transition.</p> <p><b>PROPOSED ACTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Commuter/Travel surveys carried out by public bodies to include determining public attitudes towards air quality measures and commuting behaviour.</li> <li>2. Air quality forum (see Measure 12) to address and gauge public attitudes on behaviour change to improve air quality.</li> <li>3. Public consultation on City and County Development Plans to include eliciting feedback on public view on introduction of cleaner fleets and clean air/low emission zones</li> </ol> |   |
| 7.1 Overview of legislative requirements. | <p>Therefore, in the interests of involving the public and seeking engagement and consultation with the public a decision was made to engage members of the public<sup>59</sup> and go to Public Consultation for a four-week period on the 18th October 2021. Our methodology for public consultation is set out below in <b>Section 7.2</b>.</p>  | <p>Minor editorial amendment to qualify meaning. No change to policy/objectives and no relevance to Schedule 1 criteria.</p>                              |

| Plan Section                         | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|--------------------------------------|--|---|
| 7.2 Methodology Adopted              | <p>Stakeholder/Prescribed Bodies Consultation</p> <p>A positive response was received and on 1st September 2021 a consultation meeting/workshop <b>was held with</b> the following prescribed bodies and An Taisce;<br/> <b>A summary of the responses and issues raised by the public consultation process are detailed in section 7.3 below and also Appendix B.</b></p>   | <p>Minor editorial amendment. No change to policy/objectives and no relevance to Schedule 1 criteria.</p>   |
| 7.3 Summary of responses and replies | <p><b>Background</b></p> <p><b>The public consultation on the Dublin Region Air Quality Plan, Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region was open for submissions from 18 October 2021 to 15 November 2021. A total of 219 unique submissions were received, 208 via the Consultation Portal and 11 by email. Only a small number of submissions were specifically related to the actual draft Air Quality Plan document itself and its requirements as set out by Europe. The majority were instead comments on air pollution in general, how it can be addressed and paying for it through taxes. While these submissions could not be directly incorporated into the Air Quality Plan itself at this time, they give a valuable insight into public feelings on the issue, and will feed into ongoing work in the area including the development of many of the measures included in the plan.</b></p> <p><b>Appendix B of the Plan includes details of the public consultation submissions and the analysis undertaken in relation to same.</b></p> <p><b>Appendix B1 includes a report with graphs produced from the Consultation Hub which contained an online survey with 25 questions relating to the Air Quality Plan. A quantitative summary of the submissions taken from that data set out in that consultation hub report is presented in the section 61 below. Questions 22 to 25 and emailed submissions have been reviewed, tagged by Theme and analysed against the measures in the plan.</b></p> | <p>Amendment to provide summary of responses and issues raised by the public consultation process. Of limited relevance to Schedule 1 criteria.</p>       |

| Plan Section | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|--------------|---|---|
|              | <p>The subsequent section of this chapter, and the table in Appendix B3, deals with the review and analysis of the consultation responses which tagged them by Themes and presented responses and amendments to be made to the Plan.</p> <p>Quantitative Summary of the Public Consultation Responses</p> <p>There were 208 responses to the online Public Consultation on the AQP. These were mainly from private individuals, however, a list of organisations that responded is listed in Appendix B. Of those that responded approximately 52% resided in Dublin City with 18% in Fingal and 15% from Dun Laoghaire Rathdown, 10% from South Dublin. 4% of those that responded reside outside of Dublin County. By far the main reason for driving, almost 64%, was for day-to-day getting around and travelling to shops and local services. The vast majority of people had an understanding of the health impacts of elevated NO2 levels and vehicular emissions were considered to be a greater contributor to NO2 levels than agriculture, power plants or heating by about half of those responding. National Government led awareness campaigns were felt to be the best way to make the public aware of the health impacts of air pollution (specifically NO2) and these were closely followed by restricting drop off locations at schools and publicity about high transport related emissions in local areas. Approximately half of those who took part in the Public Consultation agreed with the recommendations of the Citizens' Assembly in relation to the climate actions that impact on air quality. Almost 80% of responders support the idea of reviewing and strengthening Local Authority and Environmental Protection Agency (EPA) powers in relation to dealing with air pollution. With regard to considering Low Emission Zones, over 75% of those who took part in the Public Consultation support this, as well as the possibility of a charge being levied on those with polluting vehicles. A similar number of responders support the Government amending existing legislation to delegate powers to the Local Authorities to introduce Low Emission Zones. Over 85% of the public involved are familiar with 10-15 minute neighbourhoods and over 70% think Local Authorities should examine</p> |   |



| Plan Section  | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|---|---|---|
|   | <p>the concept. 80% of those who took part in the Public Consultation want an electrical vehicle-charging network developed in Dublin. Almost 95% of those involved feel that the Irish workforce should be given the option of remote working for a portion of the week. 62 Around 70% of those involved believe that consideration should be given to incorporating air quality considerations into vehicle taxation and that the NCT emissions testing should have a role in periodic assessment of air pollution emissions, to inform better regulation of ‘in use’ vehicle emissions.</p> <p>Analysis of Public Consultation Responses In addition to the quantitative analysis of the submissions as set out in the previous section, all the submissions that contained free text and those that were received by email where analysed for the comments, views and suggestions expressed. Rather than respond to each view within each individual submission, all submissions were reviewed to identify common themes against which all the comments and views could be captured.</p> <p>A response against each theme has been provided which sets out how the Air Quality Plan and/or other Plans and Strategies address the issues covered by the Theme and also whether any amendments or actions within the Plan are proposed. For a detailed overview of the Themes identified together with the responses and actions proposed please see table in Appendix B3 at the end of this report.</p> |   |
| 7.4 Conclusions and proposed actions arising from public consultation | <p>Many different points were raised through the Public Consultation and an analysis of the general comments and suggestions was carried out as set out in Appendix B1 and B3. The draft Air Quality Plan included 14 measures as summarised below.</p> <ul style="list-style-type: none"> <li>• Integrate “15 Minute Neighbourhoods” concept in City and County development Plans</li> <li>• Public Parking Controls</li> <li>• Residential Parking Standards</li> </ul>   | Amendment to provide a summary of responses and issues raised by the public consultation process. Of limited relevance to Schedule 1 criteria.            |

| Plan Section                             | New/Changed text (additional text in red)   | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment. |
|--|---|---|
|  | <ul style="list-style-type: none"> <li>• Workplace Parking Standards</li> <li>• Continue delivery of the Active Travel Programme</li> <li>• Electrical Vehicle (EV) Charging Strategy</li> <li>• Publication of National Clean Air Strategy</li> <li>• Air Quality Enabling Legislation</li> <li>• Introduction of Clean Air Zones / Low Emission Zones</li> <li>• Remote / Flexible Working</li> <li>• Enhanced Air Quality Monitoring and Modelling</li> <li>• Air Quality – Citizen Engagement</li> <li>• Air Quality and Health Research</li> <li>• Behavioural Change Campaigns to Cleaner Fleets</li> </ul> <p>These 14 measures remain within the Final Plan. While there were varying comments and levels of support for each, the responses did not warrant the removal or a significant change to any one measure.</p> <p>Modification to two measures are proposed as set out below;</p> <ul style="list-style-type: none"> <li>• Measure 9 of the Plan to be amended to include an action as follows; The UTRAP Working Group, which includes the Dublin Local Authorities, should commit to further investigations into the adequacy of current legal provisions and feasibility of Low Emissions Zones in Dublin.</li> <li>• Measure 12 to be modified to reflect Smart Cities involvement in citizen engagement project</li> </ul> <p>Many of the comments and suggestions, while very valid, fall outside the remit of the Air Quality Plan but are covered by other Government and Local Authority strategies and plans.</p> |   |
| 8.1 Overview of Legislative Requirements | <p>The Dublin Regional Air Quality Action Plan to improve levels of nitrogen dioxide (NO<sub>2</sub>) in ambient air in Dublin has been prepared in accordance with the requirements of <del>Planning and Development (Strategic Environmental Assessment) Regulations 2004 S.I. No. 435/2004</del> -</p>   | <p>Addition to text that clarifies legislation and titles. No change to policy/objectives</p>   |

| Plan Section                              | New/Changed text (additional text in red)  | Summary Assessment against Schedule 1 criteria for determining whether a Modification to a Plan is likely to have significant effects on the Environment.   |
|---|--|---|
|   | <p>European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 and Article 6 of the Habitats Directive 92/43/EE</p> <p>The SEA Screening Report and Screening Statement in support of the AA <del>and Natura Impact Report</del> are available online on the four Dublin Local Authorities websites. <del>included in the Appendices of this Plan.</del> The SEA Determination, AA Determination and URL to the Screening Report and Statement are available in Appendix C.</p>   | <p>and no relevance to Schedule 1 criteria.</p>   |
| <p>10 Conclusions and Recommendations</p> | <p>ii. Levels of nitrogen dioxide in the ambient air have been in compliance with European Union limit values except for an exceedance in 2009 and again in 2019, when the limit value was exceeded at one location in these years. There is no room for complacency as levels recorded at various times and locations over a number of years have approached this limit value. There is a strong possibility that the limit value could be exceeded in subsequent years unless existing initiatives continue and additional appropriate measures are considered and implemented. <b>It should be noted that nitrogen dioxide levels for 2020 have not exceeded EU limit values, and the results to date for 2021 do not indicate an exceedance.</b></p> | <p>This additional text provides greater context on the air quality issues the plan is seeking to address. No material change to policy/objectives and no significant effects on the environment arising from this amendment.</p> |
|   | <p>Appendix B - Public Consultation Report and Analysis</p> <p>Appendix B1 – Consultation Hub Responses Summary Report</p> <p>Appendix B2 – Organisations listed in Consultation Response</p> <p>Appendix B3 – Analysis of Public Consultation Submissions against Themes, Responses and Actions</p>   | <p>Additional appendices present information arising from the public consultation process. This list is of no relevance to Schedule 1 criteria.</p>   |



## EUROPEAN OFFICES

### United Kingdom

#### AYLESBURY

T: +44 (0)1844 337380

#### BELFAST

belfast@slrconsulting.com

#### BRADFORD-ON-AVON

T: +44 (0)1225 309400

#### BRISTOL

T: +44 (0)117 906 4280

#### CARDIFF

T: +44 (0)29 2049 1010

#### CHELMSFORD

T: +44 (0)1245 392170

#### EDINBURGH

T: +44 (0)131 335 6830

#### EXETER

T: +44 (0)1392 490152

#### GLASGOW

glasgow@slrconsulting.com

#### GUILDFORD

guildford@slrconsulting.com

#### LONDON

T: +44 (0)203 805 6418

#### MAIDSTONE

T: +44 (0)1622 609242

#### MANCHESTER (Denton)

T: +44 (0)161 549 8410

#### MANCHESTER (Media City)

T: +44 (0)161 872 7564

#### NEWCASTLE UPON TYNE

T: +44 (0)191 261 1966

#### NOTTINGHAM

T: +44 (0)115 964 7280

#### SHEFFIELD

T: +44 (0)114 2455153

#### SHREWSBURY

T: +44 (0)1743 23 9250

#### STIRLING

T: +44 (0)1786 239900

#### WORCESTER

T: +44 (0)1905 751310

### Ireland

#### DUBLIN

T: +353 (0)1 296 4667

### France

#### GRENOBLE

T: +33 (0)6 23 37 14 14