

Traffic Management Measures - South Quays (Aston Quay and Burgh Quay)

EIA Screening Report

Client:

Dublin City Council

Civic Offices

Wood Quay

Dublin 8

D08 RF3F

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1. Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared on behalf of Dublin City Council (DCC) in respect of traffic management measures proposed on Aston Quay and Burgh Quay, Fleet Street & Westmoreland Street, referred hereafter as the “proposed measure”. It is not accepted that the measure, the subject of this report, falls within the notion of “project” within the meaning of the EIA Directive. In addition, it is not accepted that it falls within any specified class or type of EIA project, for which an EIA may be required. Nonetheless out of an abundance of caution and taking a precautionary approach this EIA examination screening has been prepared.

This EIA Screening Report contains the necessary information to enable the competent authority, in this case Dublin City Council, to undertake an examination, and screening, to determine if the proposed measure is subject to the requirements of Directive 2011/92/EU as amended by Directive 2014/52/EU (referred to hereafter as the EIA Directive) and whether any likely significant effects on the environment means that an Environmental Impact Assessment Report (EIAR) is required.

1.1 Legislative Context

Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (referred to hereafter as the EIA Directive) sets out the requirements for environmental impact assessment (“EIA”), including screening for EIA. Projects listed in Annex I of the EIA Directive require mandatory EIA while projects listed in Annex II require Screening to determine whether an EIA is required.

The Directive is transposed into Irish law and EIA legislation as it relates to the planning process and has now been largely brought together in Part X of the Planning and Development Act 2000 (as amended), and Schedules 5, 6, 7 and 7A of the Planning and Development Regulations, 2001 (as amended). Part 1 of Schedule 5 to the Planning and Development Regulations lists projects which require a mandatory EIA to be prepared. Part 2 of Schedule 5 outlines the thresholds for other projects which require EIA. The present measure is however, being taken under section 38 of the Road Traffic Act 1994 and Section 95 of the 1961 Roads Traffic Act as amended. The Schedules under the Planning Regulations 2001 nonetheless provide guidance in terms of the EIA screening insofar as they reflect the corresponding Annexes to the EIA Directive.

1.2 Methodology

This assessment is undertaken based on relevant European Union (EU), national legislation, and relevant guidance documents. The methodology devised for this EIA Screening is developed with reference to:

- Annex III of the EIA Directive which sets out the criteria to determine whether Annex II projects should be subject to an EIA;
- Planning and Development Regulations 2001 (as amended), and specifically the information requirements set out in Schedule 7A and criteria set out in Schedule 7;
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development (DEHLG, 2003);
- Environmental Impact Assessment of Projects Guidance on Screening (European Commission, 2017);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, (Government of Ireland, August 2018);
- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022); and
- Practice Note PN02 Environmental Impact Assessment Screening (OPR, 2021).

2. Description of the proposed measure

2.1 Nature of the Measure

The proposed Traffic Management Measures will consist of the installation of poles, bollards, road signage and road markings on Aston Quay and Burgh Quay, as well as the addition of road signage at Fleet Street, where it meets Westmoreland Street and on Aston Quay where it meets Westmoreland Street. The measures will involve minor excavation works in order to insert and/or replace traffic poles and bollards into the existing carriageway.

The proposed measures are to:

- reserve Aston Quay for east-west movement for public transport and cyclists only. This will mean private vehicles will not be permitted to travel on to Aston Quay from Burgh Quay, private vehicles will continue to be able to turn right on to O'Connell Street and/or left on to D'Olier Street.
- on the junction of Westmoreland Street and Fleet Street signage will be installed to prevent private vehicular traffic turning left on to Fleet Street, local access and deliveries will continue to be permitted in the area.

The proposal will be operational during the times of 7am-7pm daily, outside of these hours vehicular traffic will be permitted to access these areas as they currently do, at the time of writing.

Appendix A consists of drawings showing the existing and proposed changes to traffic directions for vehicles, cyclists and bus traffic.

It is anticipated that the works will take place over approximately a 1-week period during off-peak periods and/or at night. Traffic management measures will be implemented to ensure access is maintained to properties and will limit disruption to traffic in the area during the works.

2.2 Background and Context

2.2.1 Dublin City Development Plan 2022-2028

Dublin City Development Plan's (DCDP) vision is, *"Within the next 10 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15-minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high-quality bio-diverse, green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice."*

To realise this vision the DCDP has a variety of policies and objectives including:

Objective SMT05 *"To review the City Centre Transport Plan 2016 in collaboration with the NTA in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high-quality public realm."*

2.2.2 Dublin City Centre Transport Plan 2023

The *Dublin City Centre Transport Plan 2023* (DCCTP) was finalised in 2024 by Dublin City Council. The purpose of the DCCTP was *"to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision for the City as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan."*

The plan also facilitates the implementation of the National Transport Authority's *Transport Strategy for the Greater Dublin Area 2022-2042* by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking.

The plan also gives local effect to the following national policies for Dublin City Centre to national policy including *Climate Action Plan*, *National Sustainable Mobility Policy*, and *National Investment Framework for Transport in Ireland*.

Climate Action Plan 2023, prepared by the Government of Ireland lays out a roadmap of actions which will ultimately lead to meeting the national climate objective of "pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy". It aligns with the legally binding economy-wide carbon budgets and sectoral emissions ceilings that were agreed by Government in July 2022. It sets a target to reduce transport emissions nationally by 50%.

National Sustainable Mobility Policy prepared by the Department of Transport sets out a framework for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

National Investment Framework for Transport in Ireland prepared by the Department of Transport, it ensures sectoral investment is aligned with the National Planning Framework (NPF) and delivery of the ten National Strategic Outcomes (NSOs).

Aston Quay

The proposed measure is supported as part of the DCCTP proposals for Aston Quay which details that private vehicles along the north and south quays will be removed at these locations leaving the space for buses, taxis, cyclists and pedestrians only.

The proposed measure will support sustainable travel and transport by removing of through traffic which will allow for more efficient management of the existing road network in this area, it will also improve the pedestrian environment in the area due to the reduction in private vehicular traffic.

2.3 Size of the Measure

The proposed measure involves minor works along approximately 140m of existing road, from the eastern end of Aston Quay and the western end of Burgh Quay, as well as the addition of road signage at Fleet Street, where it meets Westmoreland Street and on Aston Quay where it meets Westmoreland Street.

2.4 Location and Extent of Proposed Measure

The proposed measure is located along Aston Quay and extends onto Burgh Quay, as well as signage works at sections of Fleet Street & Westmoreland Street, in Dublin City Centre. The area is located on the south quays area of the city. The proposed measure boundary includes areas of the south quays and crosses the southern section of O'Connell Bridge, bordering the southern bank of the River Liffey.

Appendix B details the proposed measure boundary of the proposed measure.

3. Screening for EIA

3.1 Screening for EIA

This first part of any EIA Screening exercise is to determine if EIA is required as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) ("the Act") and Schedule 5 (Part 1 and Part 2) of the Planning and Development Regulations, 2001 (as amended). Section 172 of the Act provides the legislative basis for mandatory EIA. As noted earlier, the proposed traffic management measures do not fall within any specified class or type of EIA project, for which an EIA may be required, nonetheless, out of an abundance of caution and taking a precautionary approach this EIA screening has been prepared.

Therefore, even if the measure does constitute a project and a specific class of project under the EIA Directive, this EIA screening report, carries out a screening assessment in accordance with the applicable criteria which would apply to a project falling within a class of sub threshold EIA projects.

This EIA Screening Report is undertaken with reference to the requirements of Annex III of the EIA Directive, which is reflected in Schedule 7 of the Planning and Development Regulations 2001.

In consideration of the requirement to assess the potential for likely significant effects on the environment an examination of, inter alia, the nature, size, location and cumulative impact is presented in the table below.

The examination is based on professional expertise, experience and having regard to the Source - Pathway - Target' model. This screening examination has had regard to the information requirements set out in Annex II A of the EIA Directive which is reflected in Schedule 7A to the Planning and Development Regulations 2001 (as amended). The table below reflects the OPR Environmental Impact Practice Note 02, which sets out in more detail the application of the Annex III criteria.

Table 3-1 Assessment of the characteristics and likely significant effects on the environment of the proposed measure

1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):	
	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
(a) The size and design of the whole of the proposed development (including any demolition works):	<p>The proposed measure involves minor works along approximately 140m of existing road, from the eastern end of Aston Quay and the western end of Burgh Quay, as well as within approximately 30m of the existing road along Fleet Street, where it meets Westmoreland Row. New signage, bollards and road markings will be installed to indicate the new arrangements for vehicular traffic.</p> <p>No trees or vegetation will be affected as part of the works.</p> <p>There are no sources of significant waste production likely as a result of the proposed measure during the construction, operational, and / or decommissioning stages of the measure. No likely significant effects are predicted.</p>
(b) Other existing or permitted projects (including under other legislation that is subject to	The Dublin City Council, An Bord Pleanála (planning searches) websites, and the Department of Housing, Planning and Local Government EIA portal have been accessed to search for existing

<p>EIA) that could give rise to cumulative effects:</p>	<p>or approved planning applications within approximately 500m of the proposed measure. Small scale and domestic developments were not considered given the nature of the proposed measure. No existing or approved projects were identified as having the potential to result in cumulative effects.</p> <p>BusConnects Ballymun / Finglas to City Centre Core Bus Corridor Scheme (ABP Reference No. 314610) is located approximately 810m west of the proposed measure at its closest point. Due to the nature of the proposed measure being a sustainable transport project, there is potential for positive in-combination effects for population and human health, air quality and climate with these projects.</p> <p>At the time of writing, DCC is currently progressing similar Traffic Management Measures located along Bachelor's Walk & Eden Quay with changes to signage and road marking, which is located approximately 65 meters north of the proposed measure. This measure is similar in nature and scale to the proposed measure. There is potential for positive cumulative effects particularly for the sustainable traffic and transport users' due to the reduction in private vehicular traffic which will lead to potentially positive cumulative effects particularly for public transport and cyclists leading to air quality and climate benefits.</p> <p>Furthermore, a traffic <i>Modelling Report</i> (Jacobs, 2023) was developed to support the development of the Dublin City Centre Transport Plan 2023. The traffic modelling indicates that in 2028, the transport network including the key public transport network improvements of BusConnects and the DART+ combined with the measures identified within the DCTP can accommodate increased trip demand and a strong shift towards sustainable travel modes of active travel and public transport. Key points are noted in the modelling report to include:</p> <ul style="list-style-type: none">• The increased sustainable mode share target set out in the DCDP can be met;• The Inner Core Area will see a significant reduction in private vehicle traffic, freeing up the space required for Dublin to become a more sustainable city;• There will be 8 kilometres of roads with less vehicles in the city centre, 7 kilometres of which is part of the primary cycling or walking networks;• While some public transport services would see a slight decrease in patronage, overall, the passenger numbers would rise significantly due to more efficient services with greatly reduced congestion; and• Mitigation or alternative routing could be considered where bus speeds fall or where car flows increase in unsuitable environments. <p>Due to the nature of the proposed measure, being a sustainable transport measure, there is potential for positive in-combination effects for population and human health, air quality and climate with</p>
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	this measure and will support the delivery of local and national policies.
(c) Use of natural resources, in particular land, soil, water and biodiversity: <i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i>	The proposed measure is located on an existing road. The development is not likely to result in abnormal use of natural resources, non-renewable resources, and resources that are short in supply.
(d) Production of waste: <i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i>	There are no sources of significant waste production likely as a result of the proposed measure during the construction, operational, and / or decommissioning stages of the development.
(e) Pollution and nuisances: <i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i>	<p>The proposed measure is limited to the installation of signage and road markings. There will be minor excavation works involved with the installation of poles and bollards. Construction machinery will be involved as part of the works and therefore, there is a potential for pollutants. However, the level of pollutants will be no greater than the existing risk of pollution from normal vehicular traffic and road maintenance works.</p> <p>There will be no changes to the surface water regime and surface water runoff is not expected to increase from the baseline.</p> <p>The proposed measure consists of installation of signage and road markings to direct vehicular traffic flow, which will decrease traffic in the area and therefore, has the potential to improve air quality caused by private vehicular traffic and congestion in the area.</p> <p>No exceedances in environmental standards are predicted.</p>
(f) Major accidents and disasters: <i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i>	<p>There is no risk of major accidents or disaster including those caused by climate change as a result of the proposed measure.</p> <p>No likely significant effects are predicted.</p>
(g) Risks to human health, for example due to water contamination or air pollution:	There are no likely significant risks to human health as a result of the proposed measure.
2. Location of proposed development:	

The environmental sensitivity of geographical areas likely to be affected by the proposed development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
(a) Generally, describe the location of the site and its surroundings:	<p>The site is located in Dublin City Centre. The site is zoned in DCC Development Plan 2022-2028 for “City Centre – Zone Z5” with the objective to “consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.”</p> <p>The proposed measure site is bounded by the River Liffey to the north, Wellington Quay and Temple Bar to the west, College Street to the South, and Burgh Quay and Townsend Street to the east.</p> <p>The development on Aston Quay, Fleet Street & Westmoreland Street is in line with existing and emerging planning policy for the area.</p>
<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> • European site • NHA/pNHA • Designated Nature Reserve • Designated refuge for flora or fauna • Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>The proposed measure is adjacent to one ecologically sensitive site, the River Liffey. The River Liffey, which is a nutrient sensitive area and located directly north of the proposed measure. The River Liffey discharges into Dublin Bay approximately 4.6km downstream of the proposed measure.</p> <p>The South Dublin Bay and River Tolka Estuary SPA [004024] are located 3.2km east from the proposed measure at its closest point; 4.7km downstream via the River Liffey. South Dublin Bay SAC [000210] is located 3.2km southeast of the proposed measure. North Bull Island SPA [004006] and North Dublin Bay SAC [000206] are located 7.2km northeast from the proposed measure; 7.2km downstream via the River Liffey and Dublin Bay. North-west Irish Sea SPA [004236] is also located 7.2km northeast of the proposed measure; 7.2km downstream via the River Liffey and Dublin Bay.</p> <p>The Royal Canal pNHA [002103] is located approximately 1.3km east of the proposed measure at its closest point and the Grand Canal pNHA [002104] is located approximately 1.5km east of the proposed measure at its closest point. There are no other protected sites or features of ecological interest on or nearby the proposed measure.</p> <p>There will be no change to the surface water regime, and therefore no likely significant effects are predicted on ecologically sensitive sites.</p> <p>No likely significant effects are predicted.</p>
(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and	<p>There are no other ecologically sensitive areas on or around the location of the proposed measure that could be affected by the proposed measure. No likely significant effects are predicted.</p>

the marine environment, mountains, forests or woodlands, that could be affected by the project?	
(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?	The proposed measure will involve minor road works on existing urban roads in the city centre. There are no landscape conservation areas within the proposed measure boundary. It is not likely that the works will be highly noticeable to many people or the environment due to the low-density nature of the measure and the surrounding landscape. No likely significant effects are predicted.
(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?	<p>There are several Record of Protected Structures (RPS) located within the proposed measure boundary however due to the minor nature of the proposed measure, they are not likely to be affected by the proposed measure.</p> <p>The DCDP indicates there is one ACA that is located within the eastern section of the proposed measure, which runs along the extents of O'Connell Bridge, O'Connell Street Lower and O'Connell Street Upper.</p> <p>Approximately 50m southeast of the proposed measure boundary, the DCDP indicates that the land is zoned as "Georgian Conservation Areas – Zone Z8" with smaller areas within this area zoned as "Amenity / Open Space Lands / Green Network – Zone Z9". "Georgian Conservation Areas – Zone Z8" has an objective to "to protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective" and the objective of "Amenity/Open Space Lands/Green Network – Zone Z9" is to "preserve, provide and improve recreational amenity, open space and ecosystem services" these areas will not be affected by the works of the proposed measure.</p> <p>There are no Sites and Monuments Records (SMR) sites / features located within the proposed measure boundary.</p> <p>Proposed signage and road markings will be consistent with the existing signage and road markings in the area, the ACA is not likely to be affected by the proposed measure. No likely significant effects are predicted.</p>
(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?	The proposed measure is located in Dublin City Centre. The area is heavily trafficked by vehicles, public transport, walkers and cyclists. The area is surrounded by mixed-use developments including residential, commercial, recreational and amenity land users which would be considered sensitive. The proposal seeks to reduce private vehicular traffic entering Aston Quay and Fleet Street and will improve the traffic and transportation environment particularly

	for public transport users, walker and cyclists. No likely significant effects are predicted.	
(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals that could be affected by the proposal?	<p>The bedrock underlying the site is classified as “Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones”. The groundwater vulnerability is “High Vulnerability” for most of the proposed measure and Moderate Vulnerability for the northeastern and northwestern areas of the proposed measure.</p> <p>The proposed measure is located on the site of an existing urban road which will include minor road works. There is 1 no. SMR feature, and a number of NIAH sites located within the proposed measure boundary, which are not proposed to be disturbed during the operational phase. Appropriate mitigation will be applied during the construction phase to ensure they are protected and preserved. No likely significant effects are predicted. There are no likely significant effects on groundwater, surface water or forested areas during the construction and operational phases of proposed measure. The site is zoned for the proposed road use and can accommodate the proposed measure. All other resources required for the measure are not considered to be scarce.</p>	
(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?	<p>The River Liffey (EPA Name: Liffey Estuary Upper) transitional waterbody is located south of the proposed measure. Liffey Estuary Upper was classified as having “good” status in the Transitional Waterbody WFD Status 2016-2021 monitoring period and “review” for Transitional Waterbodies Risk. Dublin Bay was classified as “good” status in the Coastal Waterbody WFD Status 2016-2021 monitoring period and “not at risk”. The Ground Waterbody WFD Status 2016-2021 classifies the overall status of Dublin as “good” and “review” for Ground Waterbodies Risk.</p> <p>No environment exceedances are identified within or around the site.</p>	
(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?	<p>A review of the OPW flood risk maps indicates there is a “High Probability” of River Flood Extents and Coastal Flood extents along the River Liffey, which is adjacent to the proposed measure. There have been no. 2 previous flooding events, “Flooding at Trinity College, Dublin 2”, that occurred in 2013 and, “Flooding at Dublin City”, that occurred in 2019, both located south of the proposed measure boundary along College Green. Surface water drainage will be designed to mitigate the potential risk of flooding onsite in accordance with the requirements of Dublin City Council.</p>	
(j) Are there any additional considerations that are specific to this location?	There are no additional considerations relevant to the proposed measure location.	
3. Types and characteristics of potential impacts:		
If relevant, briefly describe the characteristics of the potential impacts under the headings below.	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant

(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):		effects on the environment?
Population and human health:		
<p>It is expected that the works will take place off-peak or at night traffic management measures will be implemented as standard to ensure access is maintained during the works. The contractor will be required to consider the safety of all users during the construction phase.</p> <p>The proposed measure aims to reduce traffic congestion and improve access of public transport and services and improve the pedestrian and cyclist environment in the city centre.</p> <p>Based on a breakdown of the traffic figures by junctions from the traffic survey undertaken by Dublin City Council, the numbers of cars and volume of people likely to be affected by the proposed changes on a daily basis at Aston Quay/O'Connell Bridge/Burgh Quay junction are the cars moving from east to west from Burgh Quay to Aston Quay, which is estimated to be approximately 3,418 private cars with a volume of 4,102 people per day. Light Good Vehicles (LGV) estimated to be affected is approximately 1,007 with a volume of 1,259 per day. The number of private cars and LGVs that will remain unaffected by the proposed changes are estimated to be approximately 2,242 private cars with a volume of 2,691 people, and approximately 892 LGVs with a volume of 1,116 people, per day.</p>	<p>The construction activities will be controlled through a standard construction practices and on-site environmental management by the contractor. The traffic management measures will be implemented during the approximately 1-week construction phase resulting in not-significant, temporary traffic disruption.</p> <p>During the operation phase, it is likely there will be an increase in private vehicle movement on other routes however no significant environmental impacts are envisaged, and no mitigation is required.</p>	<p>No likely significant effects are predicted.</p>

See For further information on results of the traffic survey, refer to Appendix C.		
<i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.^{1 *}</i>		
There are no ecological sensitive sites impacted by the proposed measure. The proposed measure is located in a high-density urban environment, there are no potential impacts on local biodiversity during construction and operation phases. There are no pathways for effects between the proposed measure and any European sites.	No mitigation is required.	No likely significant effects are predicted.
<i>Land, soil, water, air and climate:</i>		
The proposed measure is redeveloping the site of the existing road creating an efficient use of scarce land resources and thus, a reduction in the need to develop areas beyond the city centre. No significant effects to water, air or climate are likely during the construction or operational phases. The project supports sustainable mobility measures and climate action.	No mitigation is required.	No likely significant effects are predicted.
<i>Material assets, cultural heritage and the landscape: *</i>		
Proposed signage and road markings will be consistent with the existing signage and road markings in the area and will not affect any sensitive sites identified including RPS, ACA in the area. Refer to	The contractor will be required to control construction traffic and safety as standard during the construction stage. No mitigation is required.	No likely significant effects are predicted.

^{1 *}And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>Section 1.e of this table for detailed information on sites). No likely significant effects are predicted.</p> <p>There are residential neighbourhoods, businesses, and other sensitive community receptors nearby and within the proposed measure or those that use this area it is likely there will be short-term disruption during the construction and operational phases.</p>		
Cumulative effects:		
<p>No existing or approved planning applications were identified as having the potential to give rise to likely significant negative direct, indirect, synergistic or cumulative effects.</p> <p>Refer to Section 1.b of this table for more information including assessment of potential positive effects.</p>	No mitigation is required.	No likely significant effects are predicted.
Transboundary effects:		
No transboundary effects are identified.	No mitigation is required.	No likely significant effects are predicted.
4. Additional Considerations:		
<p>Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):</p>	<p>A separate AA Screening has been completed by ROD (ROD, 2024) and has informed this report. The AA Screening assessment found that proposed measure is not likely to have a significant effect on any European site in view of best scientific knowledge and the Conservation Objectives of the site concerned, either alone or in combination with other plans or projects.</p> <p>An SEA was undertaken to inform the development of the Draft Dublin City Centre Transport Plan 2023. The SEA Environmental Report was completed by CAAS (CAAS Ltd., 2023) and has informed this EIA Screening report.</p>	
Other relevant information/considerations of note:	No other information is relevant.	

4. Conclusion

This EIA Screening Report contains the necessary information to enable the competent authority, to undertake an examination, and screening, of the proposed measure to determine if EIA is required.

Having regard to the information provided in accordance with Annex II.A as reflected in Schedule 7A of the Planning and Development Regulations 2001, as amended, and following the examination of the nature, size and location of the proposed measure including potential cumulative effects by reference to the criteria in Annex III (as reflected in Schedule 7A), it is ROD's conclusion that an EIAR is not required. The main reasons and considerations for this conclusion are related to the nature and characteristics of the proposed measure involving:

- Minor road works involving changes to signage and road markings taking place over approximately a 1 week construction period in Dublin City Centre;
- the site does not contain, and or, is not located close to any ecological designated sites.
- the works will not affect archaeological and architectural heritage features located in the vicinity of the proposed works;
- there are no mitigation measures proposed as part of this EIA Screening.
- the proposed measure is consistent with the existing and future land use and planning policy of the area.

A separate AA Screening assessment (ROD, 2024) found that proposed measure is not likely to have a significant effect on any European sites in view of best scientific knowledge and the Conservation Objectives of the site concerned, either alone or in combination with other plans or projects.

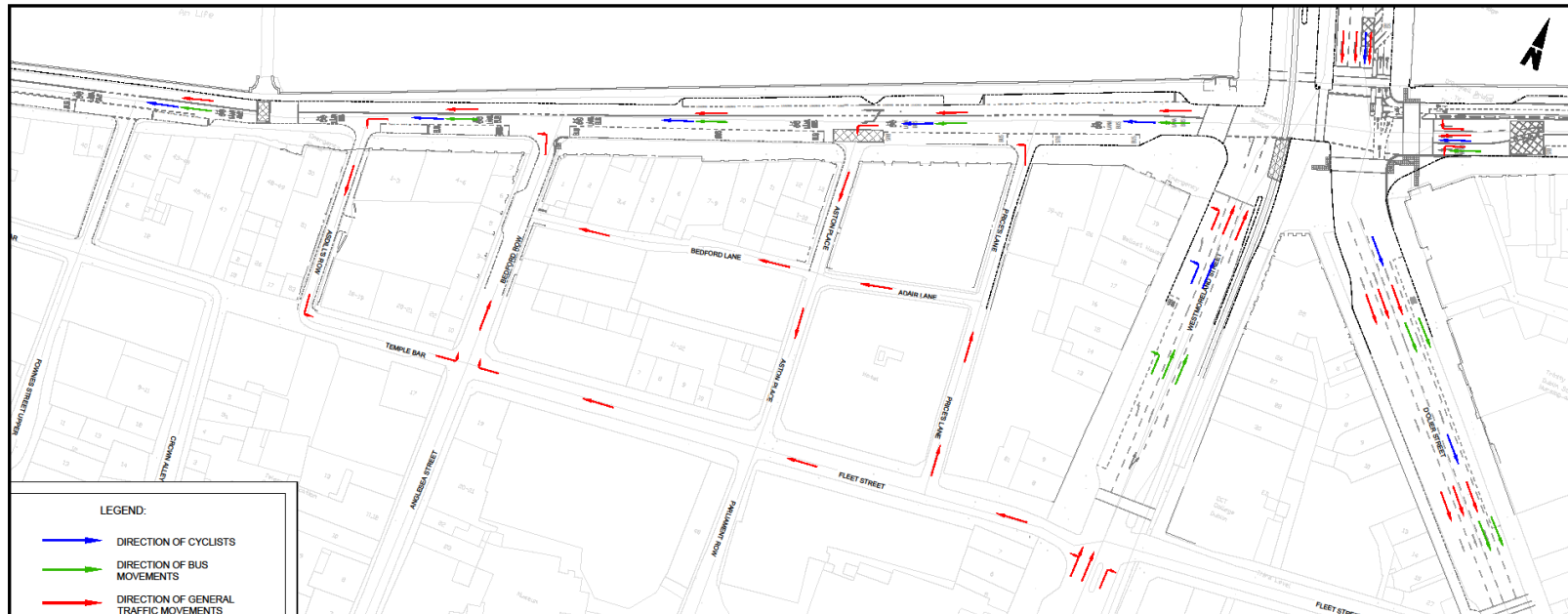
The screening examination has found that there are no likely significant direct, indirect, and / or cumulative effects likely to arise, therefore, there is no real likelihood of significant effects on the environment. ROD conclude that the proposed measure does not require an EIAR and EIA to be undertaken.

APPENDIX A

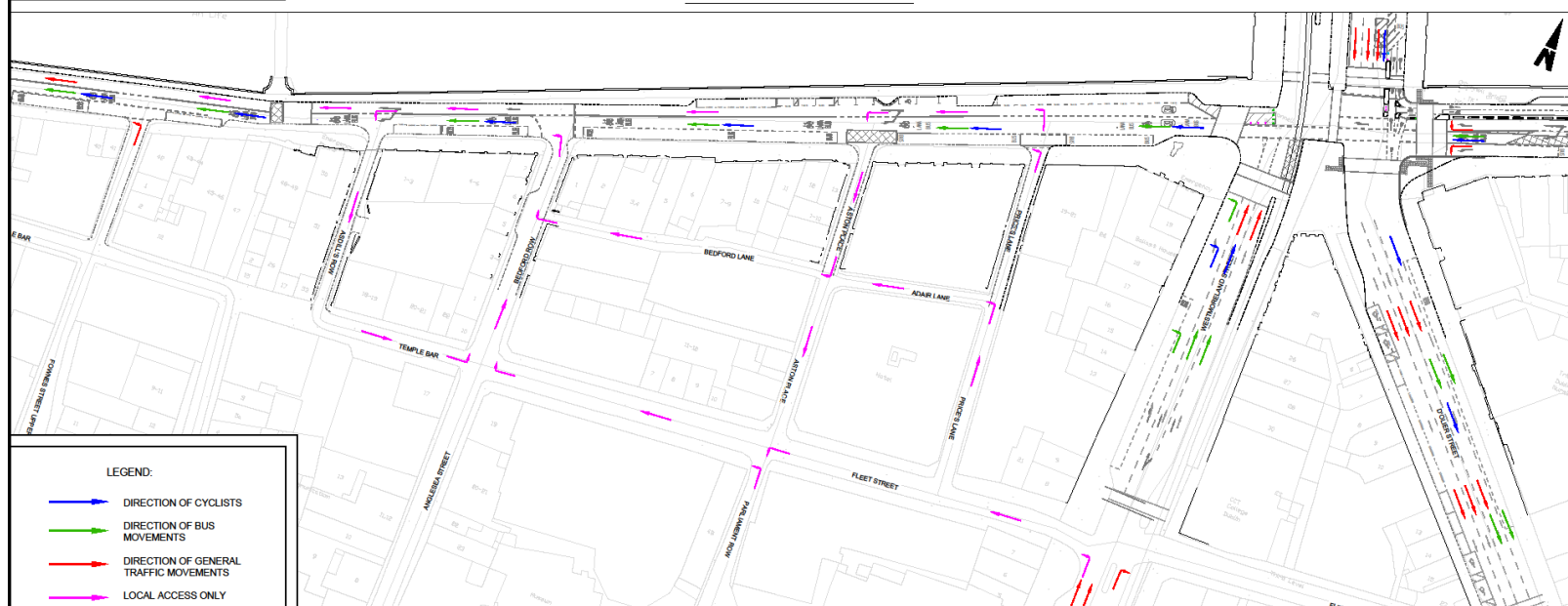
DRAWINGS OF EXISTING AND PROPOSED TRAFFIC ROUTING

Project: Traffic Management Measures
South Quays (Aston Quay and Burgh Quay)

Title: EIA Screening Report



EXISTING TRAFFIC ROUTING



PROPOSED TRAFFIC ROUTING

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DUBLIN CITY COUNCIL

Client
**TRAFFIC MANAGEMENT MEASURES - SOUTH QUAYS
(ASTON QUAY AND BURGH QUAY)**

Project
EXISTING AND PROPOSED TRAFFIC ROUTING

Drawn By: RH Checked By: MD Date: JUNE 2024

Project Code: Originator: Zonal: Phase: Level: Type: Role: Draw No:

NTA190002-NTA-SLW-ZZ-023-J_XX_00-SK-KK-0063

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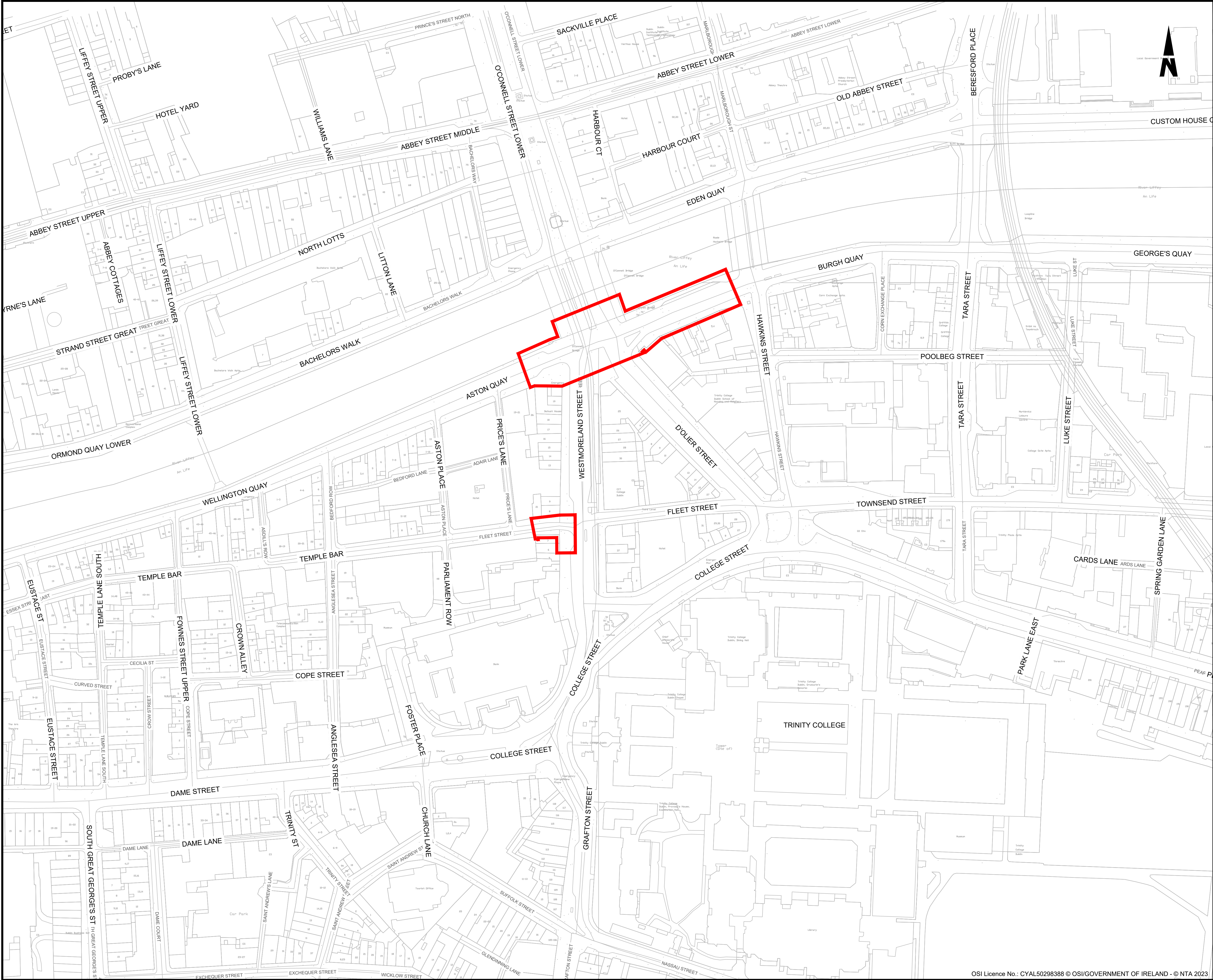
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APPENDIX B

BOUNDARY OF PROPOSED MEASURE



LEGEND:

AREA OF TRAFFIC
MANAGEMENT MEASURES

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P01	DRAFT ISSUE	AK	MD	JULY 24
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**TRAFFIC MANAGEMENT MEASURES - SOUTH QUAYS
(ASTON QUAY AND BURGH QUAY)**

Project

AREA OF TRAFFIC MANAGEMENT MEASURES

Dwg. Title

Drawn By **AK** Checked By **MD** Date **JULY 2024**

Project Code	Originator	Zone/ Phase	Level	Role	Dwg. No.
NTA190002-NTA-GEN_SL-D23-J_XX_00-SK-KK-0010					

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Status Code Suitability Description Scale @ A1

P01 DRAFT ISSUE 23.123J

Revision Project Status CSEA Job No.

APPENDIX C

TRAFFIC SURVEY RESULTS

Dublin City Council completed a traffic survey counting all modes of transport over a 7-day period extending from Monday 27th November to Sunday 3rd December 2023, between the hours of 7am to 7pm. The survey was undertaken using video cameras for junction turning counts. The cameras were positioned at the junctions of Bachelor's Walk and O'Connell Street and from Aston Quay, Burgh Quay and O'Connell Bridge.

The traffic data indicates that the busiest day of the week on both the north and south quays was Wednesday 29th November 2023. Therefore, the data for this date is used as the basis for assessing the potential effects to car-based transport as a result of the proposed interventions.

The total movements at the Aston Quay/O'Connell Bridge/Burgh Quay junction (all directions) are 280,300 movements (the movements consider the volume of people, which is the average occupancy by the number of the mode of transport). The survey indicates that the majority of the movements are stemming from Dublin Bus, comprising 49% of the share of movements. Other public transport operators are also high in comparison to other modes (see Figure C-1 and Figure C-2 for total movements). The table indicates that pedestrians comprise 20% of the movements while private cars comprise 2% and Light Good Vehicles (LGV) are 0.8%.

Figure C-1 Total number of movements at Aston Quay/O'Connell Bridge/Burgh Quay junction (all directions)

	Wednesday 29th November 7am – 7pm		
Mode of transport	No.	Volume	Volume % of total
HGV 5+	44	44	0.02%
HGV (2 - 4 axles)	372	372	0.1%
LGV	1,899	2,374	0.8%
Cyclists	3,993	3,993	1%
Cars	5,660	6,792	2%
Taxi	5,896	8,844	3%
Private Bus	864	30,240	11%
Luas	139	34,750	12%
Pedestrians	54,921	54,921	20%
Dublin Bus	3,066	137,970	49%
Total	76,854	280,300	

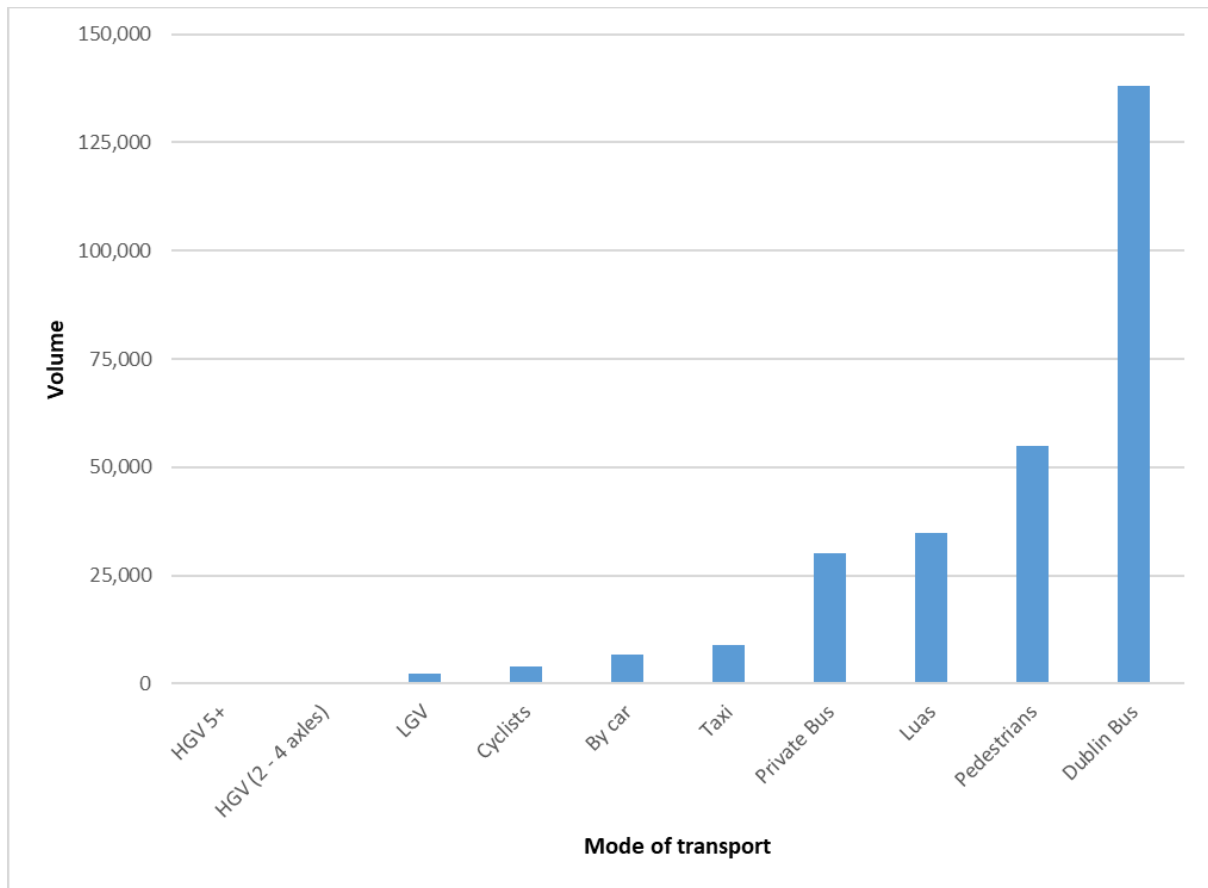


Figure C-2 Total number of movements at Aston Quay/O'Connell Bridge/Burgh Quay junction (all directions)

Based on a further breakdown of the figures by junctions, the numbers of cars and volume of people likely to be affected by the proposed traffic management measures at Aston Quay/O'Connell Bridge/Burgh Quay junction are the cars moving from east to west from Burgh Quay to Aston Quay, which is estimated to be approximately 3,418 private cars with a volume of 4,102, per day. Light Good Vehicle (LGV) is estimated to be approximately 1,007 with a volume of 1,259 per day. See Figure C-3 below for the total number of movements east to west at Burgh Quay to Aston Quay.

Figure C-3 Total number of movements from east to west (Burgh Quay to Aston Quay)

Wednesday 29th November 7am – 7pm			
Mode of transport	No.	Volume	% of total
HGV 5+	42	42	0.07%
HGV (2 - 4 axles)	169	169	0.3%
LGV	1,007	1,259	2%
Taxi	986	1,479	2%
Cars	3,418	4,102	7%
Pedestrians	16,761	16,761	28%

Dublin Bus	544	24,480	40%
Other bus	329	11,515	19%
Cyclists	892	892	1%
Total	24,148	60,699	

The proposed traffic management measures will ensure private car access is maintained for private vehicles and LGV to continue to travel north up O'Connell Street maintain access the city centre area albeit changed routes. The proposals will make space for the existing predominant modes of public transport and pedestrians along the quays contributing to improvements in the urban environment. The changes will also create a more pleasant environment for cyclists due to the reduction in private cars. The interventions will support planned improvements in sustainable transport and travel across the city centre proposed under the Dublin City Centre Transport Plan 2023 and will support the delivery of overarching national, regional, and local planning and transport policy.

