Traffic Management Measures Westland Row / Pearse Street / Sandwith Street

EIA Screening Report

Client: Dublin City Council

Civic Offices

Wood Quay

Dublin 8 D08 RF3F

Date: September 2024

Consultant: ROD – CSEA Joint Venture

Document Control Sheet

Project Name:	Traffic management measures - Westland Row / Pearse Street / Sandwith Street
Project Number:	23.168.109
Report Title:	Traffic management measures - Westland Row / Pearse Street / Sandwith Street EIA Screening Report
Filename:	ATSO-ROD-EGN-SW_AE-RP-EN-AE0003

Issue No.	Issue Status	Date	Prepared by	Checked by
00	Draft for Comment	25/04/2024	Emeline Lafortune	Barry Corrigan
01	Addressing Client Comments	11/06/2024	Emeline Lafortune	Frances O'Kelly
02	Final updates	25/09/2024	Emeline Lafortune	Frances O'Kelly

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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 proposed traffic management measures on Westland Row / Pearse Street / Sandwith 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 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 on Westland Row / Pearse Street / Sandwith Street will consist of a bus only left turn from Westland Row to Pearse Street, with vehicular/general traffic turning right from Westland Row on to the proposed two-way vehicular traffic section from Westland Row junction on Pearse Street to Sandwith Street junction.

The traffic management measures will be operational 24 hours a day. **Appendix A** consists of drawings showing the existing and proposed changes to traffic directions for vehicles, cyclists and bus traffic.

There will be minimal construction required for the proposed measure. The traffic management measure will involve updated traffic signals, road signage, flexible bollards, and street markings where necessary to direct traffic safely. Traffic islands will be reconfigured and realigned at the Westland Row - Pearse Street junction.

It is anticipated that the works will take place over approximately an 8-week period during the hours of 10:00 and 16:00. Traffic management measures will be implemented to ensure access is maintained to properties and roads 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 meets 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).

Westland Row / Pearse Street / Sandwith Street

The proposed measure is supported as part of the DCCTP proposals for Westland Row / Pearse Street / Sandwith Street which details that private vehicles from Westland Row to Pearse Street will be removed at these locations prioritising space for more sustainable modes including buses, taxis, cyclists and pedestrians.

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 car traffic.

2.3 Size of the Measure

The proposed measure involves works along approximately 380m of the existing road of Pearse Street, including a section of Westland Row to the west and a section of Sandwith Street to the east, including traffic signal head changes at Pearse Street – Sandwith Street junction, Pearse Street – Westland Row junction, and Pearse Street Lombard Street junction.

2.4 Location and Extent of Proposed Measure

The proposed measure is located along Westland Row, Pearse Street, and Sandwith Street, in Dublin City Centre. The proposed measure boundary is located directly south of Sean O'Casey Bridge, and directly west of Grand Canal Dock.

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 measures do 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 is undertaken in accordance with the requirements of Annex III of the EIA Directive, which is reflected in Schedule 7 of the Planning and Development Regulations 2001 as amended.

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).

Table 1.1 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):	The proposed measure involves works along approximately 380m of the existing road of Pearse Street, including a section of Westland Row on the western end of the proposed measure boundary, and a section of Sandwith Street on the eastern end of the proposed measure boundary, including traffic signal head changes at Pearse Street – Sandwith Street junction, Pearse Street – Westland Row junction, and Pearse Street Lombard Street junction. New signage and road markings will be installed to indicate the new arrangements for vehicular traffic. Cycle facilities will also be implemented as part of the proposed measure, which will include the implementation of traffic signals (including low level cycle heads, cycle loops, and loop chambers), road markings, red high friction surfacing, minor pavement surfacing works, and flexible bollards. No trees or vegetation will be affected as part of the works.

	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.
(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	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 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. The *Grand Canal Storm Water Outfall Extension (*ABP Reference No. 313738*)* is located approximately 450m east of the proposed measure, *Bus Connects Ringsend to City Centre Core Bus Corridor Scheme* (ABP Reference No. 317679) is located approximately 220m north of the proposed measure, and the *Proposed Amendments to North Lotts & Grand Canal Dock Planning Scheme* (ABP Reference No. 316134) is located approximately 200m east of the proposed measure at their closest points. Due to the nature of the proposed measure, there is no potential for in-combination effects with these projects and plan. 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, approximately 650 meters west of the proposed measure, and Traffic Management Measures located along Aston Quay and Burgh Quay with changes to signage and road marking at Fleet Street & Westmoreland Street, which is located approximately 600m west of the proposed measure. These measures are 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 car traffic which will lead to positive cumulative effects particularly for public transport and cyclists leading to potentially positive air quality and climate benefits. Furthermore, traffic *Modelling Report* (Jacobs, 2023) was developed to support the development of the Dublin City Centre Transport Plan 2023 (DCCTP). 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 DCCTP 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: • 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. 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 this measure and will support the delivery of local and national policies. No likely significant effects are predicted.
(c) Use of natural resources, in particular land, soil, water, and biodiversity: *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?*	The proposed measure is located on an existing road. The measure is not likely to result in abnormal use of natural resources, non-renewable resources, and resources that are short in supply. No likely significant effects are predicted.
(d) Production of waste: *Will the proposal produce solid wastes during construction, operation, or decommissioning?*	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. No likely significant effects are predicted.
(e) Pollution and nuisances: *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?*	The proposed measure is limited to the implementation of new signage, road markings and cycle facilities. There will be minor excavation works involved with the installation of bollards and the reconfiguration and realignment of traffic islands. 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. There will be no changes to the surface water regime and surface water runoff is not expected to increase from the baseline. The proposed measure consists of installation of signage and road markings to direct vehicular traffic flow, which will decrease traffic

	in the area and the implementation of cycle facilities will encourage a shift to active travel modes. Therefore, the proposed measure has the potential to improve air quality caused by private vehicular traffic and congestion in the area. No exceedances in environmental standards are predicted. No likely significant effects are predicted.
(f) Major accidents and disasters: *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?*	There is no risk of major accidents or disaster including those caused by climate change as a result of the proposed measure. No likely significant effects are predicted.
(g) Risks to human health, for example due to water contamination or air pollution:	There are no risks to human health as a result of the proposed measure. No likely significant effects are predicted.
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:	The site is located within the Dublin City Centre. The development boundary contains a number of zonings under in *Dublin City Development Plan 2022-2028* (DCDP) to include: • "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.*", • "Key Urban Villages / Urban Villages – Zone Z4" with the objective to "*To provide for and improve mixed-services facilities*", • "Residential Neighbourhoods (Conservation Areas) – Zone Z2" with the objective to "*To protect and/or improve the amenities of residential conservation areas*", and • "Georgian Conservation Areas – Zone Z8" with the objective to "*To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective*". The proposed measure is bound by Townsend Street and Hanover Street to the north, Trinity College to the west, Fenian Street to the south, and Erne Street to the east. The proposed measure on Pearse Street is in line with existing and emerging planning policy for the area. No likely significant effects are predicted.

(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: • 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.	The proposed measure is adjacent to one ecologically sensitive site, the River Liffey, which is a nutrient sensitive area and located approximately 250m north of the proposed measure. The River Liffey discharges into Dublin Bay approximately 2.8km downstream of the confluence of the Grand Canal and the Liffey. The South Dublin Bay and River Tolka Estuary SPA [004024] is located 2km northeast from the proposed measure at its closest point. South Dublin Bay SAC [000210] is located 2.3km southeast of the proposed measure. North Bull Island SPA [004006] and North Dublin Bay SAC [000206] are located approximately 4.6km northeast from the proposed measure. North-west Irish Sea SPA [004236] is located 6.3km northeast of the proposed measure. The Royal Canal pNHA [002103] is located approximately 570m north of the proposed measure at its closest point and the Grand Canal pNHA [002104] is located approximately 450m 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. No likely significant effects are predicted.
(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 the marine environment, mountains, forests or woodlands, that could be affected by the project?	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.
(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?	There are no Key Views within the proposed measure boundary and no landscape conservation areas. The proposed measure will involve minor road works and changes to traffic flows on an existing heavily trafficked urban roads in the Dublin City Centre which is noticeable to many people. These routes are used by the public for a range of purposes including recreation or other facilities and are likely to be changed by the proposal? The measure involves improving access for sustainable modes of transport and maintains local access to all properties. No likely significant effects are predicted.
(e) Are there any areas or features of historic or cultural importance on or around the	There are several Record of Protected Structures (RPS) located adjacent to the proposed measure boundary, the majority located along Westland Row and at the Pearse Street – Lombard Street East junction.

	location that could be affected by the project?	The DCDP indicates that there are no Architectural Conservation Areas (ACA) located within the proposed measure boundary. The SMR lists one feature, Brickworks (SMR DU018-020439), located west within the proposed measure boundary. There are 2 no. NIAH features located within the proposed measure boundary, including the Westland Row railway bridge (Reg. No. 50020427) and a post box (Reg. No. 50930338) both located on Westland Row. The proposed signage and road markings are consistent with the existing signage and road markings in the area. No likely significant effects are predicted.
(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 measure is located in the Electoral Division (ED) of 'Mansion House A', which has a population of 4,298 (Central Statistics Office, 2022). The area is surrounded by mixed use developments including residential, commercial, recreational and amenity land uses which would be considered sensitive. The proposal seeks to reduce private vehicular traffic (while maintaining local access) from Westland Row to Pearse Street it will improve the traffic and transportation environment particularly for public transport users, walkers 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?	The bedrock underlying the site is classified as "Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones". The groundwater vulnerability is "Low Vulnerability". The proposed measure is located on the site of an existing urban road which will include minor road works. There is one Sites and Monuments Record (SMR) and two National Inventory of Architectural Heritage (NIAH) features located within the western section of 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. No likely significant effects are predicted.
(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 River Liffey (EPA Name: Liffey Estuary Lower) transitional waterbody is located north of the proposed measure. Liffey Estuary Lower was classified as having "moderate" status in the Transitional Waterbody WFD Status 2016-2021 monitoring period and "at risk". The River Liffey discharges into Dublin Bay approximately 2.8km downstream of the confluence of the Grand Canal and the Liffey. Dublin Bay was classified as "good" status in the Coastal Waterbody WFD Status 2016-2021 monitoring period and "not at

	the status of water bodies under the Water Framework Directive?	risk". The Grand Canal Basin (Liffey and Dublin Bay) is located east of the proposed measure. The River Waterbody WFD Status 2016-2021 classifies the Grand Canal Basin as "good" status 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. No environment exceedances are identified within or around the site. No likely significant effects are predicted.
(i)	Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?	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 north of the proposed measure. There is Low Probability for Coastal Flood within the proposed measure boundary. There will be no change to the surface water regime. No likely significant effects are predicted.
(j)	Are there any additional considerations that are specific to this location?	There are no additional considerations relevant to the proposed measure location. No likely significant effects are predicted.

3. Types and characteristics of potential impacts:		
If relevant, briefly describe the characteristics of the potential impacts under the headings below. (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):	**If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.**	**Is this likely to result in significant effects on the environment?**
Population and human health:		
It is expected that the construction works will take place during the hours 10:00 and 16:00, requiring the implementation of traffic management measures to ensure access is maintained during the works. The contractor will be required to consider the safety of all users during the construction phase. The proposed measure aims to reduce traffic congestion and improve access of public transport and services and improve the	The construction activities will be controlled through standard construction practices and on-site environmental management by the contractor. The traffic management measures will be implemented during the approximately 8-week construction phase resulting in not-significant, temporary traffic disruption. During the operation phase, there is likely to be an increase in private vehicle movements on other routes, however, no significant environmental impacts are envisaged, and no mitigation is required.	No likely significant effects are predicted.

pedestrian and cyclist environment in the city centre. 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 Westland Row/Pearse Street/Lombard Street junction are the cars moving from south to west from Westland Row to Pearse Street, which is estimated to be approximately 4,322 private cars with a volume of 5,186 people on a daily basis. Light Good Vehicles (LGV) that will be affected is estimated to be approximately 890 per day with a volume of 1,113. The number of private cars and LGVs that will remain unaffected by the proposed changes are estimated to be approximately 8,016 private cars with a volume of 9,620 people, and approximately 1,688 LGVs with a volume of 2,110 people per day. For further information on the results of the traffic survey, refer to Appendix C.		
Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.[1] *		
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.
Land, soil, water, air and climate:		
The proposed measure is redeveloping the site of the existing road creating an efficient use of scare land resources and thus, a	No mitigation is required.	No likely significant

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

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.		effects are predicted.
Material assets, cultural heritage and the landscape: *		
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 including RPS, ACA in the area. (Refer to Section 1.e of this table for detailed information on sites). No likely significant effects are predicted. There are residential neighbourhoods, businesses, and other sensitive community receptors nearby and within the proposed measure boundary or those that use this area. It is likely there will be short-term disruption during the construction and operational phases.	The contractor will be required to control construction traffic and safety as a standard during the construction stage. No mitigation is required.	No likely significant effects are predicted.
Cumulative effects:		
No existing and approved planning applications were identified as having the potential to give rise to likely significant negative direct, indirect, synergistic or cumulative effects. Refer to Section 1.b of this table for more information including assessment of potential positive effects.	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:		
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):	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. 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.	
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 III 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, 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:

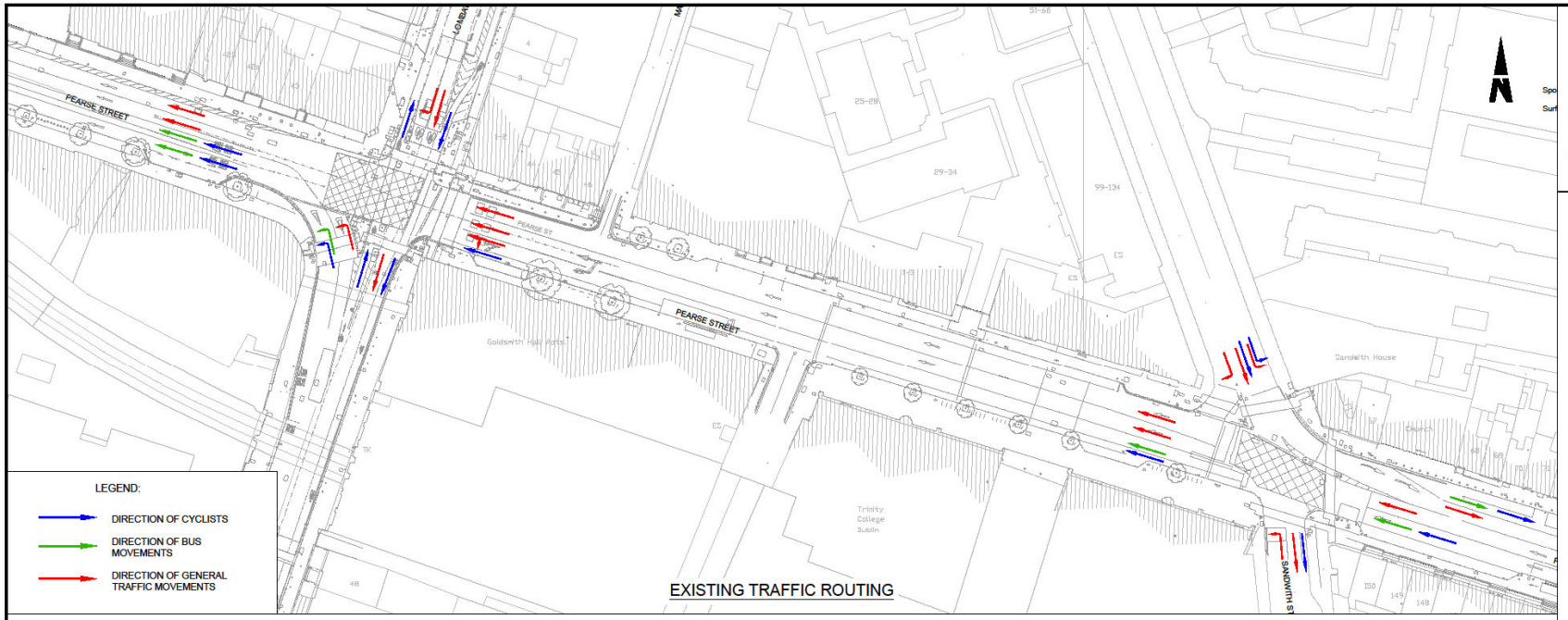
- Minor road works involving the implementation of cycle facilities, changes to signage and road markings taking place over approximately an 8-week construction period in Dublin City Centre;
- The site does not contain, and or, is not located close to any ecological designated sites;
- The works will 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.

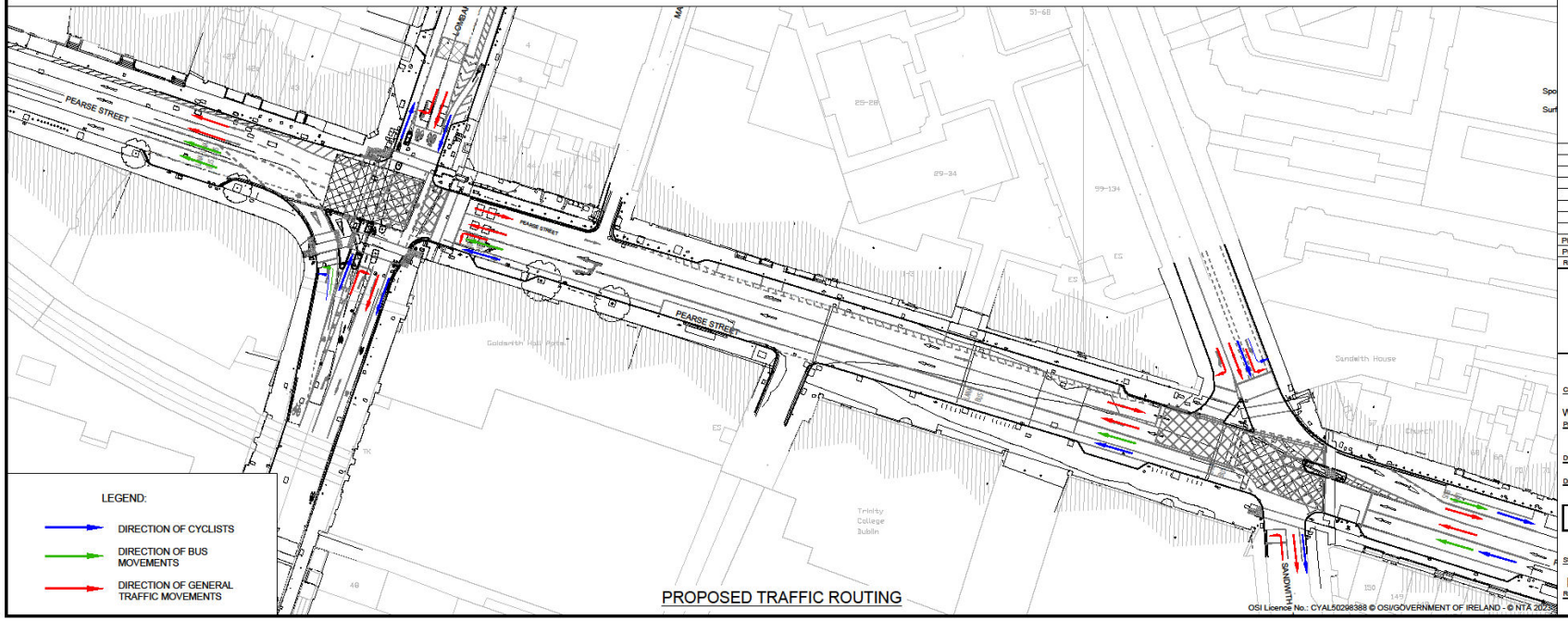
The screening examination has found that there are no likely significant direct, indirect, and / or cumulative effects likely to arise, therefore, there is no real likelihood of significant effects on the environment. ROD conclude that the proposed measure **does not require an EIAR and EIA to be undertaken**.

APPENDIX A

DRAWINGS OF EXISTING AND PROPOSED TRAFFIC ROUTING



EXISTING TRAFFIC ROUTING



PROPOSED TRAFFIC ROUTING

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Tionscadal Éireann
Project Ireland
2040

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DRAFT COPY

Rev	Description	Drawn	Checked	Date
P02	ISSUED FOR INFORMATION	RH	PL	AUG 24
P01	ISSUED FOR INFORMATION	AK	PL	AUG 24

NTA ACTIVE TRAVEL SUPPORT OFFICE

ROD
Clifton Scannell Emerson Associates

Client: DUBLIN CITYCOUNCIL

Project: TRAFFIC MANAGEMENT MEASURES
WESTLAND ROW / PEARSE STREET / SANDWITH STREET

Dwg. Title: EXISTING AND PROPOSED TRAFFIC ROUTING
PEARSE ST / WESTLAND ROW / SANDWITH ST.

Drawn By: AK | Checked By: PL | Date: AUG 2024

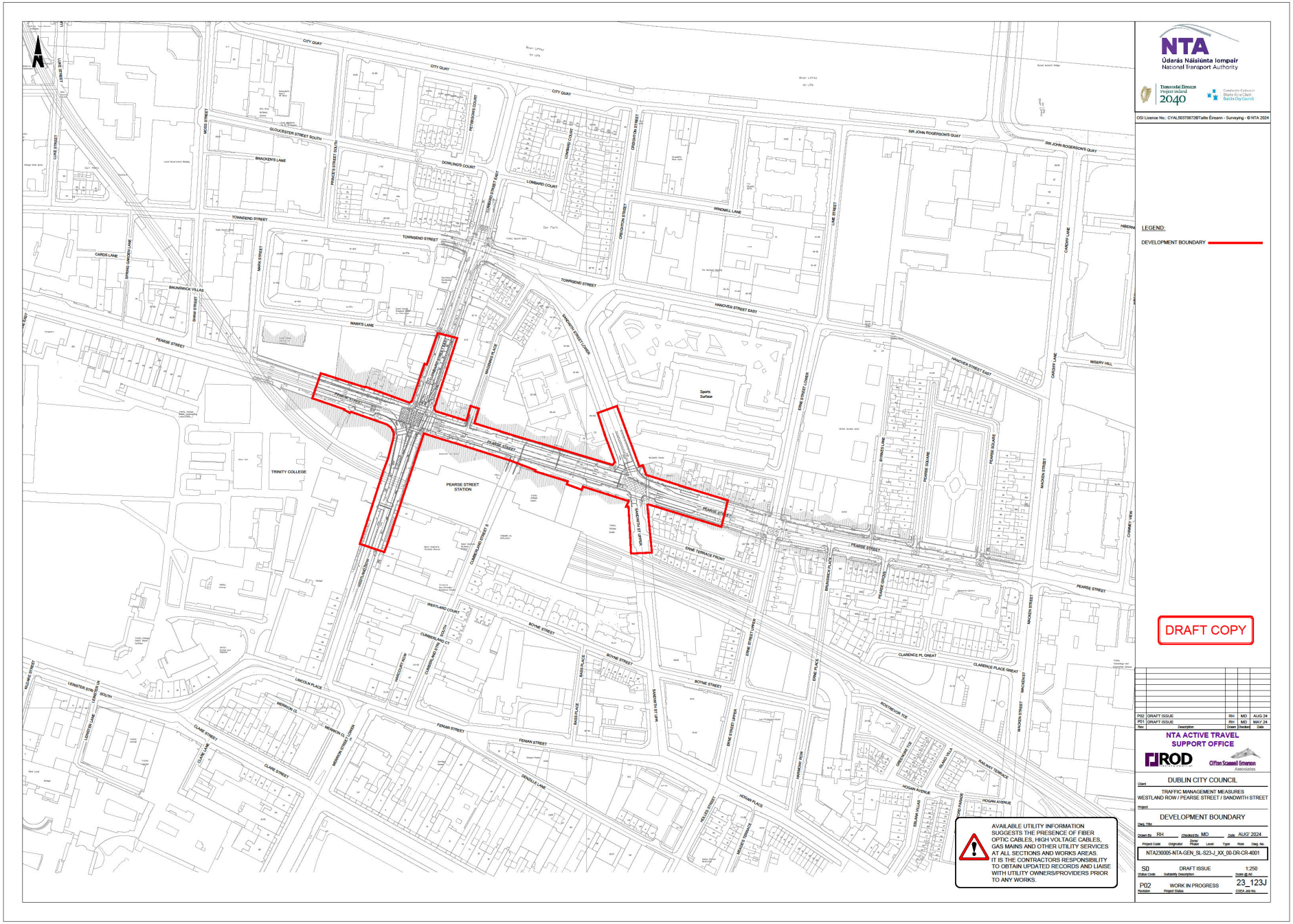
Project Code	Originator	Zone/ Phase	Level	Type	Role	Dwg. No.
NTA190002	NTA-GEN	SL	D23-J	XX	00	SK-KK-0078

Status Code	Suitability Description	Scale @ A1
S0	FOR INFORMATION ONLY	N.T.S.

Revision	Project Status	CSEA Job No.
P02	WORK IN PROGRESS	23_123J

APPENDIX B

BOUNDARY OF PROPOSED MEASURE


NTA
Údarás Náisiúnta Iompair
National Transport Authority
Tionscadal Éireann
Project Ireland
2040
LEGEND:
DEVELOPMENT BOUNDARY
DRAFT COPY
AVAILABLE UTILITY INFORMATION SUGGESTS THE PRESENCE OF FIBER OPTIC CABLES, HIGH VOLTAGE CABLES, GAS MAINS AND OTHER UTILITY SERVICES AT ALL SECTIONS AND WORKS AREAS. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN UPDATED RECORDS AND LIAISE WITH UTILITY OWNERS/PROVIDERS PRIOR TO ANY WORKS.
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TRAFFIC MANAGEMENT MEASURES
WESTLAND ROW / PEARSE STREET / SANDWITH STREET
DEVELOPMENT BOUNDARY
NTA230005-NTA-GEN_SL-S23-J_XX_00-DR-CR-4001
S0 DRAFT ISSUE 1:250
P02 WORK IN PROGRESS 23_123J

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 junction of Pearse Street to Lombard Street and Westland Row.

The traffic data indicates that the busiest day of the week for vehicles in the area 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 Westland Row/Pearse Street/Lombard Street junction (all directions) are 130,291 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 46% 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 24% of the movements while private cars comprise 11% and Light Good Vehicles (LGV) are 2%.

Figure C-1 Total number of movements at Westland Row/Pearse Street/Lombard Street junction (all directions)

Wednesday 29th November 7am – 7pm			
Mode of transport	**No.**	**Volume**	**Volume % of total**
HGV 5+	17	17	0.01%
HGV (2 - 4 axles)	399	399	0.3%
LGV	2,578	3,223	2%
Cyclists	1,319	1,319	1%
Cars	12,338	14,806	11%
Taxi	4,152	6,228	5%
Pedestrians	31,689	31,689	24%
Dublin Bus	1,318	59,310	46%
Other bus	380	13,300	10%
Total	54,190	130,291	

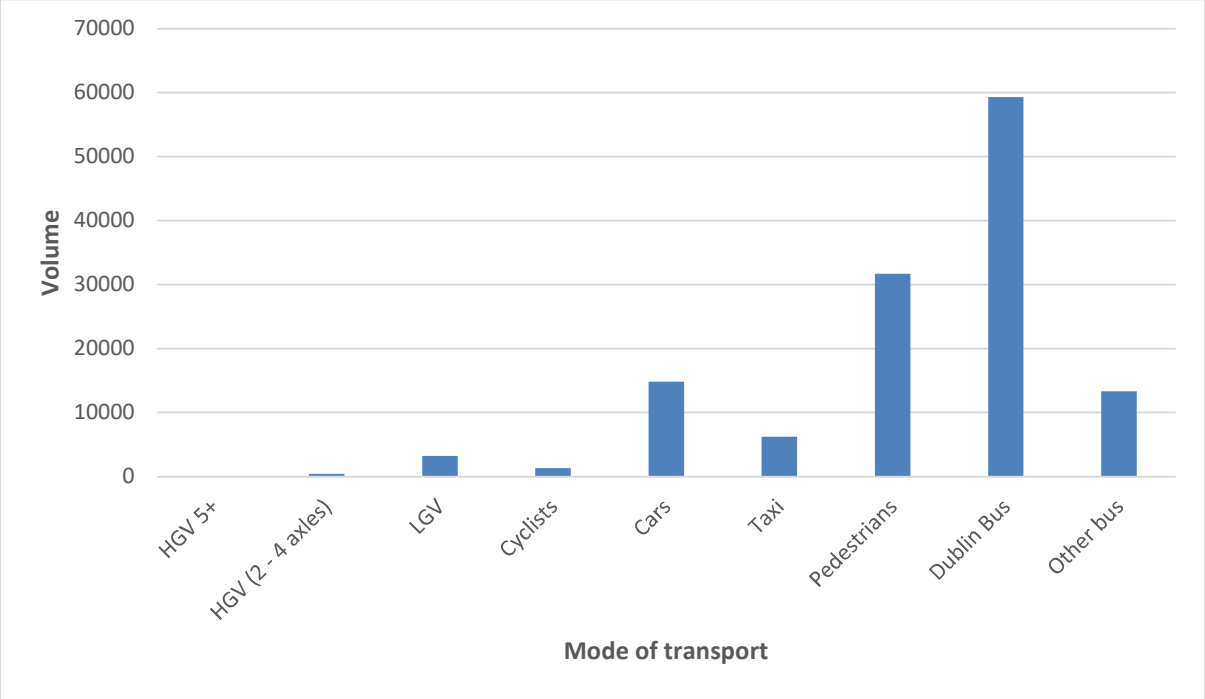

Figure C-2 Total number of movements at Westland Row/Pearse Street/Lombard Street junction (all directions)

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 Westland Row/Pearse Street/Lombard Street junction are the cars moving from south to west from Westland Row to Pearse Street, which is estimated to be approximately 4,322 private cars with a volume of 5,186, per day. Light Good Vehicle (LGV) is estimated to be approximately 890 with a volume of 1,113 per day. See Figure C-3 below for the total number of movements south to west from Westland Row to Pearse Street.

Figure C-3 Total number of movements from south to west (Westland Row to Pearse Street)

Wednesday 29th November 24 hours			
Mode of transport	**No.**	**Volume**	**Volume % of total**
HGV 5+	13	13	0.02%
HGV (2 - 4 axles)	179	179	0.2%
LGV	890	1,113	1%
Taxi	2,019	3,029	4%
Cars	4,322	5,186	7%
Pedestrians	17,151	17,151	22%
Dublin Bus	874	39,330	50%
Other bus	356	12,460	16%
Cyclists	298	298	0.4%
Total	26,102	78,759	

The proposed traffic management measures will ensure private car access is maintained for private vehicles and LGV to continue to travel west along Pearse Street from Lombard Street and Sandwith Street, maintaining access to the city centre area albeit changed routes. The proposals will make space for the existing predominant modes of public transport and pedestrians along Pearse Street 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.