

Tuarascáil do Chathaoirleach agus Comhaltaí an Choiste um Bheartais Straitéiseacha maidir le hIompar

Athruithe Bainistíochta Tráchtar ar na Céanna
Thuaidh agus Theas
Feabhra 2017.

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1 Réamhrá

Meastar go mbeidh ar líonra iompair Bhaile Átha Cliath freastal ar thuairim is 40,000 turas breise gach maidin trasna thródam na gcanálacha faoi 2023; méadú beagnach 20% ó 200,00 go 240,000. Ar mhaithe le cabhrú le díriú ar bhuarthaí faoin gcaoi ar féidir le Baile Átha Cliath leanúint dá fhás agus a bheith beoga go heacnamaíoch, d'fhoilsigh CCBÁC agus an ÚNI a gcomhdhréacht le haghaidh Staidéar Iompair Bhaile Átha Cliath in 2015.

Leag an staidéar seo síos creat don bhealach inar féidir líonra iompair Bhaile Átha Cliath a athshainiú ar mhaithe le freastal ar an éileamh breise seo, trí úsáid níos fearr a bhaint as an mbonneagar atá ar fáil cheana féin, agus trí athrú go húsáid níos inbhuanaithe agus níos éifeachtúla a bhaint as an réimse poiblí i lár na cathrach.

Bhí an staidéar á spreagadh ag roinnt riachtanas i lár na cathrach, lena n-áirítear an gá le:

- Acmhainneacht forbartha lár na cathrach amach anseo a ráthú, agus feabhsú a dhéanamh ar mhuinín as cumas lár na cathrach a bheith mar phríomhfhócas infheistíochta amach anseo;
- Cinntiú go bhforbraítear an chathair ar bhealach a chuirfidh timpeallacht mhaireachtála agus oibre níos fearr ar fáil do chónaitheoirí agus do chuiditheoirí araon;
- Sraith chomhaontaithe líonraí iompair atá comhtháite agus comhlántach a fhoirmliú;
- Creat a fhorbairt d'infheistíocht bhonneagair i lár na cathrach;
- Cur leis an infheistíocht atá ann faoi láthair agus amach anseo in iompar poiblí sa chathair, agus cinntiú go mbainfear an leas cuí as na sócmhainní seo as seo amach; Cinntiú gur féidir le Luas Trasna na Cathrach feidhmiú ar bhealach éifeachtach agus éifeachtúil agus é á oibriú; Feabhsú a dhéanamh ar an gcumas gluaiseachta i lár na cathrach;
- Teach ar Lár na Cathrach a fheabhsú;
- Cinntiú go ndéantar athruithe i Lár na Cathrach in éineacht le feabhsuithe ar iompar poiblí ar fud réigiún Bhaile Átha Cliath, mar atá leagtha amach i Straitéis Iompair an ÚNI;
- Feabhsú a dhéanamh ar thoilleadh, iontaofacht agus úsáid mhéadaithe iompair phoiblí – trí dhíriú go háirithe ar dhroch-amanna turais, plódú tráchta busanna (go háirithe thart timpeall ar stadanna bus) agus tionchar diúltach gníomhaíochtaí bus ar an réimse poiblí;

Beartaíodh i ndréacht-Staidéar Iompair Lár na Cathrach le haghaidh 2015 bearta tosaíochta busanna a thabhairt isteach ar feadh na gCéanna Thuaidh agus Theas i lár na cathrach d'fhonn cabhrú leis na cuspóirí a bhfuil cur síos orthu thuas a bhaint amach agus le dul i ngleic go háirithe leis na moilleanna a théann i bhfeidhm ar iontaofacht iompair phoiblí, agus le cinntiú go bhféadfaidh an t-iompar poiblí go léir feidhmiú ar bhealach éifeachtúil nuair a bheidh Luas Trasna na Cathrach á oibriú.

Tar éis do chomhairliúchán poiblí a bheith déanta in 2015, chomh maith le teagmháil le páirtithe leasmhara amhail na miondíoltóirí móra sa chathair, leasaíodh na moltaí le ligean do thrácht ginearálta a chasann ar chlé úsáid a bhaint as Siúlán Bhaitisiléir le teacht ar Shráid Uí Chonaill agus Cé Éidin a chur ar fáil d'iompar poiblí amháin ina áit sin. Rinneadh seo le ligean do dhaoine teacht ar charrchlóis agus le freastal ar sheachadadh isteach i gceathrú Shráid Uí Chonaill/Shráid Anraí.

Foilsíodh Staidéar Deiridh Lár na Cathrach in 2016 agus leagann an tuarascáil seo amach anois conas a chuirfear an tosaíocht mhéadaithe do bhusanna i bhfeidhm ar na Céanna Thuaidh agus Theas.

Cúlra

Nuair a thosófar seirbhísí do phaisinéirí ar Luas Trasna na Cathrach go Droichead Broome i Nollaig 2017, beidh tionchar mór acu seo ar thoilleadh sráideanna agus acomhal Bhaile Átha Cliath agus beidh gá le hathruithe móra dá bharr ar an líonra tráchta chun an infheistíocht shuntasach i Luas Trasna na Cathrach a chosaint agus le cinntiú go mbeidh rath ar thosú na seirbhísí do phaisinéirí i Nollaig 2017.

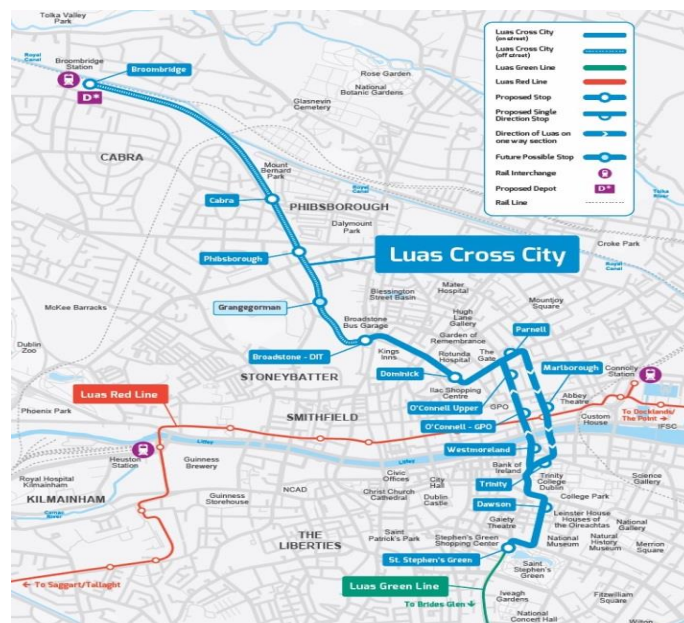
Murab ionann agus an Líne Dhearg agus an Líne Uaine, ar a bhfuil an tram scoite amach ón trácht eile go léir, cuimsíonn Luas Trasna na Cathrach codanna móra comhreatha leis an trácht ginearálta, go háirithe ó Shráid Dhásain go Sráid Uí Chonaill, agus mura ndéanfar idirghabháil shuntasach i lár na cathrach, beidh tramanna Luas sáite i mbrú tráchta agus beidh an tseirbhís nua mall, neamhiontaofa agus ní bheidh sí in ann gluaiseacht go leanúnach.

Ar an gcaoi chéanna, níl ach codanna áirithe den líonra busanna i Lár na Cathrach scoite amach ón trácht ginearálta. Mar sin bíonn moilleanna ann go minic i láthair na huaire in éineacht le hamanna neamhiontaofa turais, agus bíonn líonra na mbusanna thíos go leanúnach le brú tráchta, teagmhais agus timpistí.

Rinneadh roinnt athruithe móra bainistíochta tráchta le roinnt blianta anuas chun iompar poiblí a éascú i lár na cathrach, amhail na coisc ar chasadh ag Sráid Dhásain agus Sráid Sheoirse, tabhairt isteach an gheata busanna ag Faiche an Choláiste agus na hathruithe thart timpeall ar Fhaiche Stiabhna ar mhaithe le trácht a chur ar mhalairtí slí ó líne Luas Trasna na Cathrach ar Shráid Dhásain. Cinnteoidh na moltaí do phlás Fhaiche an Choláiste go mbeidh tramanna agus busanna in ann gluaiseacht go héifeachtúil ó Shráid Dhásain go/Sráid Westmoreland/Sráid Hawkins.

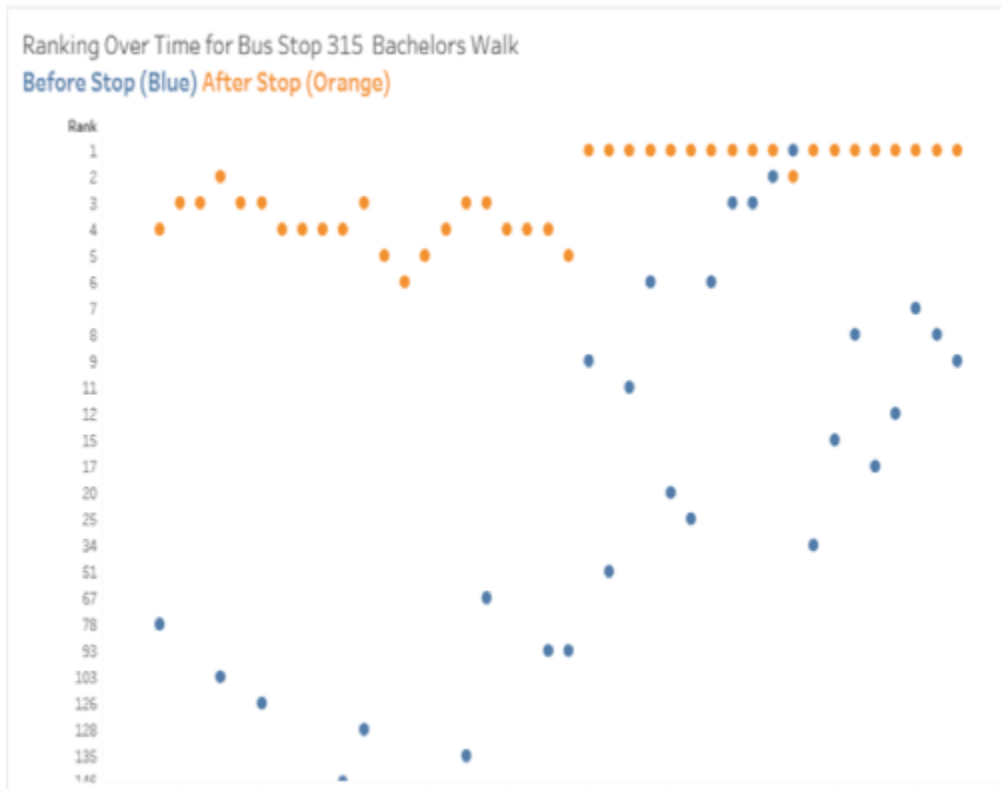
Trasnaíonn líne Luas Trasna na Cathrach na Céanna Thuaidh agus Theas ag Droichead Uí Chonaill agus Droichead Róise Haicéid araon agus mura ndéanfar athruithe móra ar ghluaiseacht an tráchta soir-siar ar feadh na gCéanna, beidh moilleanna agus brú mór tráchta i gceist sa dá limistéar seo i gcás na mód iompair go léir.

Mar sin tá sé rithábachtach go gcuirfear na hathruithe beartaithe seo i bhfeidhm sula n-osclofar Luas Trasna na Cathrach agus tá sé beartaithe iad a thabhairt isteach i Lúnasa 2017 le ligean do na hathruithe a bheith daingnithe agus chun tús reatha trialach agus tástála na dtamanna a éascú i rith na míosa sin.



2 Cás na gCéanna i Láthair na hUaire

I láthair na huaire, bíonn amanna éagsúla fad turais i gceist ar na céanna chomh maith le moilleanna ar iompar poiblí. Ar na céanna thuaidh mar shampla, bíonn na moilleanna is measa ar na seirbhísí bus a fhreastalaíonn ar na stadanna ar Shiúlán Bhaitisiléir, mar atá léirithe ag an ngraf thíos ar a léirítear aicmiú na moilleanna i bhfianaise na n-áiteanna go léir ar fud Líonra Bhus Átha Cliath.



Agus é seo á chur i gcomhthéacs, is ionann an mhoill charnach ar na seirbhísí bus san áit seo i rith bhuaicuaireanta na maidine idir 07:00-10:00 agus breis is 5 huaire moilleanna ar fud na seirbhísí go léir, rud a fhágann gurb é an áit seo an áit is measa ó thaobh moilleanna ar sheirbhísí Bhus Átha Cliath de ar fud an líonra go léir.

Bíonn moilleanna ar fhlít na mBusanna ar dhá phríomhchúis,

- Is ionann 30% de na moilleanna agus busanna ag teacht isteach ag na stadanna bus ar feadh Shiúlán Bhaitisiléir
- Tarlaíonn 70% de na moilleanna toisc gur gá do bhusanna bogadh thar dhá lána tráchta ón lána inmheánach go dtí an lána seachtrach ar mhaithe le casadh ar dheis isteach ar Dhroichead Uí Chonaill agus isteach ar Shráid D'Olier

Téann na fadhbanna anseo i bhfeidhm ar thrácht ginearálta chomh maith nuair nach bhfuil ach luas meánach 5Km/H san áit seo.



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



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

Luas á oibriú

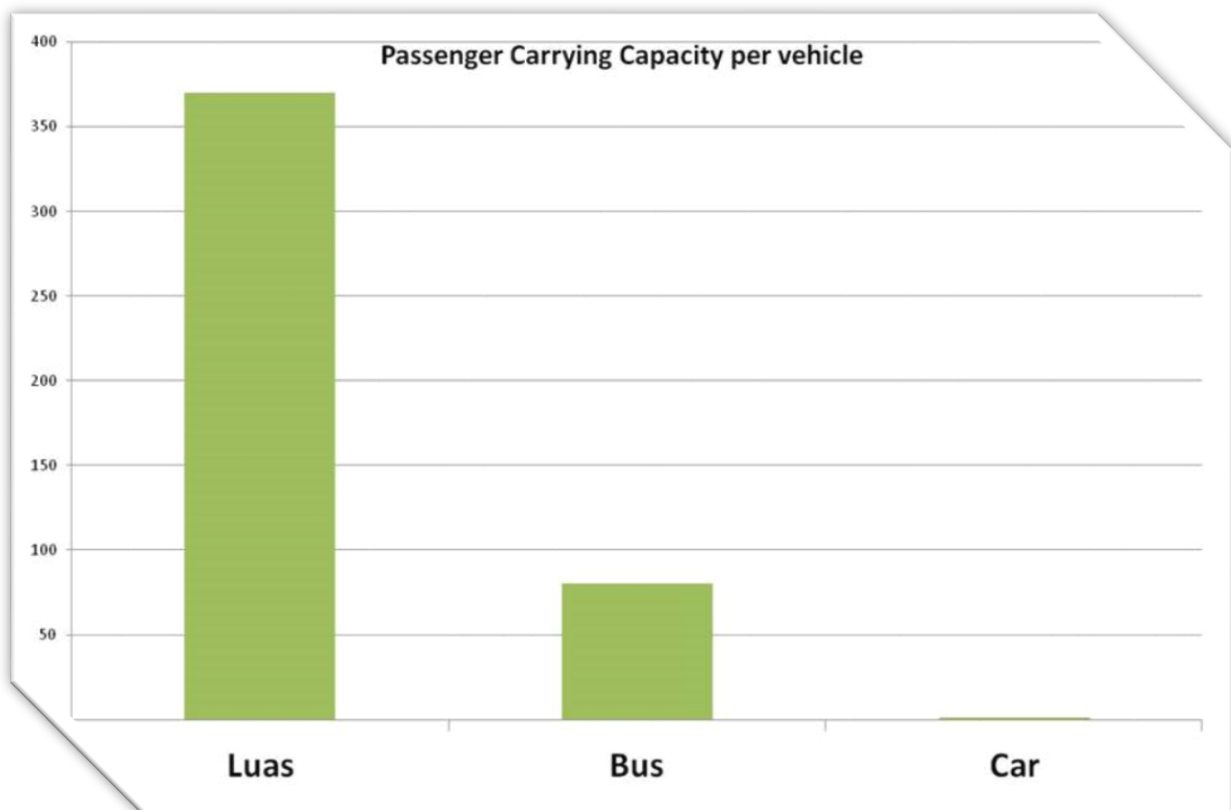
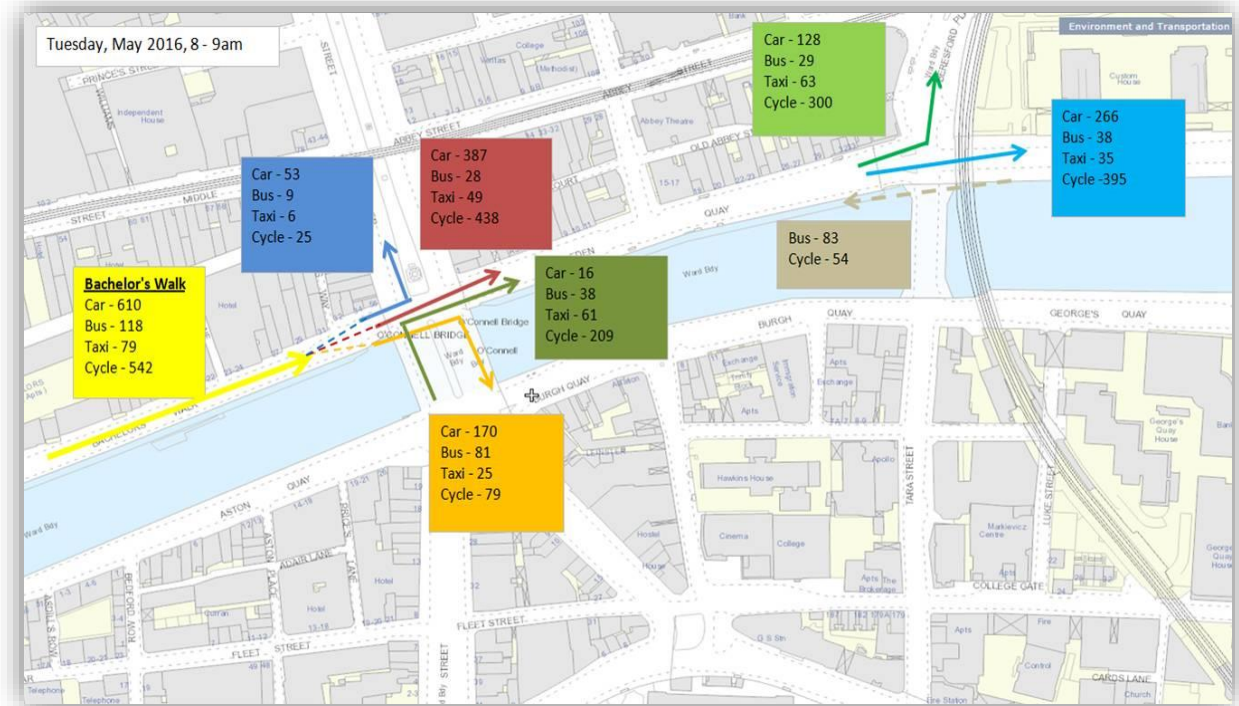
Rachaidh tabhairt isteach Luas sa limistéar seo i bhfeidhm go díobhálach ar an droch-iompar poiblí atá ar fáil san áit seo ar na cúiseanna seo a leanas:

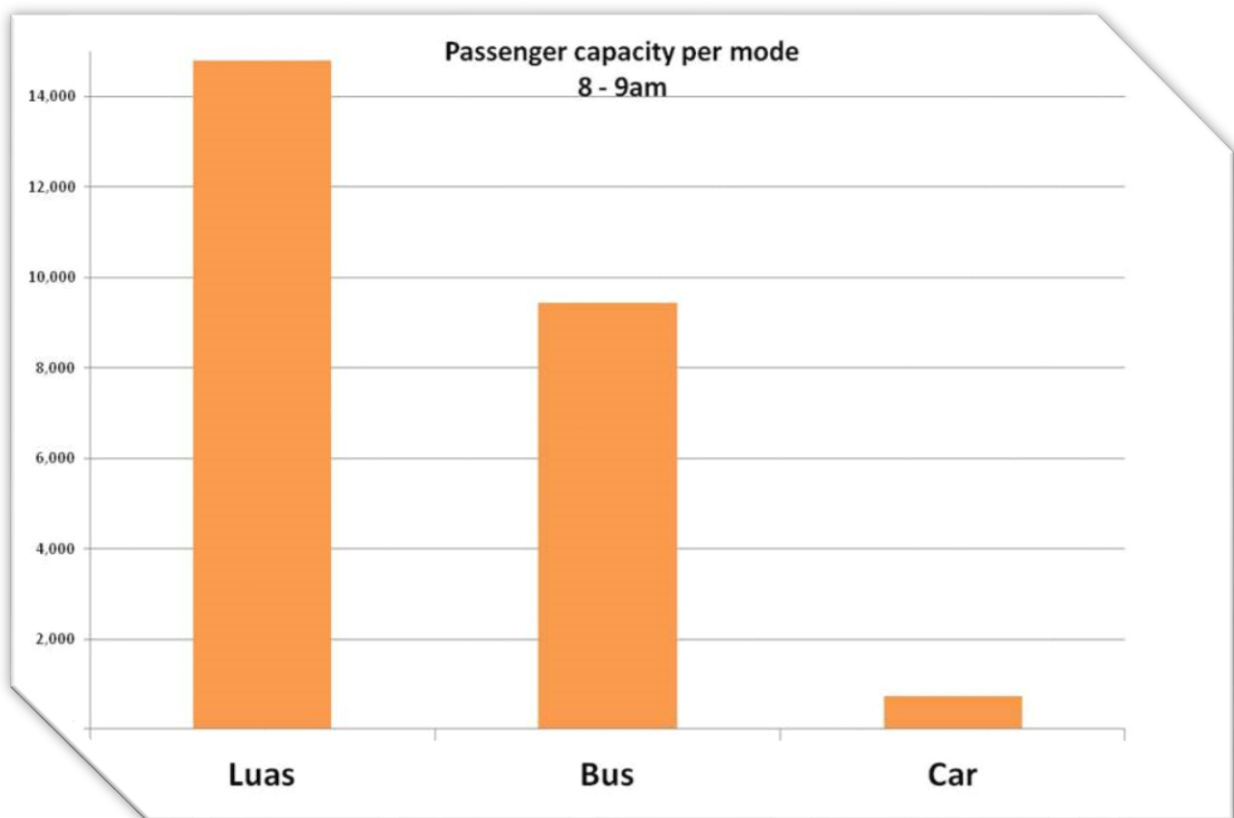
- Fad an tram (53 méadar), rud a fhágann nach féidir leis stopadh ar Dhroichead Uí Chonaill ná ar Dhroichead Róise Haicéid ar eagla go gcuirfeadh sé bac ar na Céanna Theas nó Thuaidh.
- Caithfidh na socruithe comharthaíochta tráchta i dtreo Dhroichead Broome a bheith ar bhealach go gcaithfidh tram a bheith in ann an droichead a thrasnú agus a bhealach a dhéanamh go dtí an stad taobh amuigh de Eason's ar Shráid Uí Chonaill gan moilleanna ar bith, chomh luath is a thosaíonn sé ar a thuras ó Shráid Westmoreland. Ós rud é go bhfuil an Tram ag roinnt le trácht eile feadh na coda seo, ní mór do na comharthaí feidhmiú do gach tram de réir an oird seo a leanas:
 - **Bain an trácht de Dhroichead Uí Chonaill agus de Shráid Uí Chonaill thar acomhal Shráid na Mainistreach.**
 - **Cinntigh go bhfuil an Ché Thuaidh agus an Ché Theas gan bhac.**
 - **Scaoil an tram sa chaoi go dtrasnaíonn sé an droichead in aon ionramháil amháin.**
- Caithfidh na socruithe comharthaíochta tráchta i dtreo Fhaiche Stiabhna a bheith ar bhealach go gcaithfidh tram a bheith in ann an droichead a thrasnú agus a bhealach a dhéanamh go dtí an líne stoptha ar Shráid Hawkins/Townsend gan moilleanna ar bith, chomh luath is a thosaíonn sé ar a thuras ó Shráid Mhaoilbhríde. Ós rud é go bhfuil an Tram ag roinnt le trácht eile feadh na coda seo, ní mór do na comharthaí feidhmiú do gach tram de réir an oird seo a leanas:
 - **Bain an trácht de Dhroichead Róise Haicéid agus de Shráid Hawkins chomh fada leis an acomhal le Sráid Townsend.**
 - **Cinntigh go bhfuil an Ché Thuaidh agus an Ché Theas gan bhac.**
 - **Scaoil an tram sa chaoi go dtrasnaíonn sé an droichead in aon ionramháil amháin.**
- Fágfaidh an t-idirchar tram go mbeidh tram ann gach 3 nóiméad sa dá threo, nó 40 tram san iomlán in aghaidh na huaire. Mar sin stopfar trácht na gCéanna Thuaidh agus Theas gach 90 soicind le ligean do thram trasnú.

Mura ndéanfar aon ghníomhartha chun trácht a laghdú ar na Céanna Thuaidh agus Theas, cuirfidh oibriú iompair phoiblí agus tráchta ghinearálta le LUAS moilleanna móra ar gach mód agus rachaidh an tranglam tráchta in olcas. Fágfaidh sé sin go rachaidh cáilíocht an aeir in olcas agus go laghdófar cáilíocht na timpeallachta siúil agus rothaíochta go mór dá bharr.

2.1 Sonraí Comhairimh

Tá sonraí á mbailiú go bliantúil ar na Céanna Thuaidh agus tá figiúirí 2016 ar taispeáint thíos.





I bhfianaise chomhaireamh tráchta an limistéir seo agus léirithe acmhainn iompair gach modha, is léir gur limistéar é seo inar cóir dúinn a chinntiú go bhfeidhmeoidh an córas iompair phoiblí ar bhealach éifeachtúil agus iontaofa. Chun é seo a dheimhniú, moltar go mbeadh méadú suntasach ar líon na lánáí bus ar na céanna agus go gceadófaí iompar poiblí amháin ar Ché Éidin. Beidh na buntáistí seo a leanas ag baint leis na moltaí thuas:

- Cuirfear níos mó spáis bhóthair ar fáil le haghaidh gluaiseachtaí bus agus limistéar stoptha.
- Laghdófar go mór ar na moilleanna is gnách don fhlít bus i láthair na huaire.
- Cinnteofar nach mbeidh seoladh an Luas thraschathrach chun aimhleas an fhlít bus.
- Deimhneofar go dtabharfar tús áite do thramanna agus iad ag taisteal idir an Ché Thuaidh agus an Ché Theas.
- Cinnteofar go gcosnófar an infheistíocht a rinneadh sa Luas thraschathrach trí chloí le hagaí turais agus idirachair idir fheithiclí.
- Déanfar cinnte de go gcoimeádfar rochtain ar charchlóis agus ar bhealaí seachadta.

3 An Reachtaíocht Ábhartha

3.1 An Modh Reachtúil Cuí

Tá a rogha modhanna reachtúla ar fáil do Chomhairle Cathrach Bhaile Átha Cliath má tá faomhadh á lorg aige chun scéim a chur i bhfeidhm, ag brath ar mhéid agus ar chastacht na scéime. Orthu sin tá:

- Measúnacht Tionchair Timpeallachta,
- Faomhadh Chuid 8, trí úsáid an Achta um Phleanáil agus Forbairt 2000,
- Alt 37/38 den Acht um Thrácht ar Bhóithre 1994.

Rinneadh iniúchadh ar na modhanna reachtúla seo ar fad sa chaoi go bhféadfaí cinneadh a dhéanamh maidir leis an modh is oiriúnaí i gcomhair cur i bhfeidhm beartas bainistíochta trácht do na Céanna Thuaidh agus Theas, agus i gcomhair bealach iompair phoiblí amháin a dhéanamh de Ché Éidin.

3.2 Measúnacht Tionchair Timpeallachta (MTT)

- Go hiondúil, cuirtear MTT i bhfeidhm i gcás forbraíochta a bhféadfadh tionchar suntasach a bheith aici ar an timpeallacht; ina theannta sin, luaitear in alt 8.4 de Phlean Forbartha Chomhairle Cathrach Bhaile Átha Cliath 2016-2022, go dtacaíonn an *plean forbartha le soláthar Staidéir ar Thrácht Lár na Cathrach*, ina leagfar síos creat maidir le conas is féidir gréasán iompair na Cathrach a shainmhíniú as an nua sa chaoi go bhfreastalóidh sé ar thuilleadh úsáide, trí fheidhm níos fearr a bhaint as a bhfuil ann de bhonneagar agus trí ghluaiseacht i dtreo úsáide níos inbhuanaithe agus níos éifeachtúla de réimse poiblí lár na cathrach, ach freisin sa chaoi go dtabharfar go hiomlán san áireamh cosaint agus forbairt na fostaíochta, an gheilleagair agus na beogachta cultúrtha i lár na cathrach. Beidh sé mar aidhm ag an staidéar dul i dtreo úsáide níos inbhuanaithe agus níos éifeachtúla réimse poiblí lár na cathrach, agus déanfar beartais an Údaráis Náisiúnta Iompair agus Chomhairle Cathrach Bhaile Átha Cliath a chomhtháthú i gcreat comhaontaithe. Tionscadal ar bith, arna faomhadh ag an gComhairle, a shaináithnítear sa staidéar, beidh sé faoi réir Measúnachta Tionchair Timpeallachta iomláine chun a chinntiú go ndéanfar aon tionchar a bheadh ag an tionscadal ar an timpeallacht a thomhas.
- Rinneadh na hoibreacha ar na Céanna Thuaidh agus Theas agus ar Ché Éidin a shaináithint i Staidéar Iompair Lár na Cathrach, agus ba ghá dá bhrí sin na hoibreacha úd a scagthástáil faoi choinne MTT. Ceapadh CAAS Ltd. chun tuairisc scagthástála iomlán Measúnachta Tionchair Timpeallachta (MTT) agus Tuairisc Scagthástála Measúnachta Cuí (MC) Céim 1 a chur i bhfeidhm i dtaca leis an moladh, Iompar Poiblí amháin a cheadú ar Ché Éidin.
- **Chinn CAAS Ltd. nach raibh MTT/RTT nó MC oiriúnach sa chás seo.** Féach tuairisc iomlán iniata in Aguisín 1.
- In 2009, rinne an Bord Pleanála an riachtanas MTT a scagthástáil i gcás molta den chineál céanna (ABP ref 29S.HD0015). Sa chás sin, bhain an moladh le 'Geata Bus' a chuirfeadh teorainn le trácht feithiclí ginearálta ó Fhaiche an Choláiste. Chinn an Bord nach raibh MTT ag teastáil.

3.3 Faomhadh Chuid 8

- San am atá thart, tá Comhairle Cathrach Bhaile Átha Cliath tar éis faomhadh Chuid 8 a lorg chun scéimeanna a thógáil trí úsáid Alt 179 den Acht um Phleanáil agus Forbairt 2000.
- Tá an t-alt seo leasaithe, áfach, san Acht um Rialáil Iompair Phoiblí 2009, agus de réir an leasaithe sin, más oibreacha atá i gceist a fheabhsóidh seirbhísí poiblí bus nó áiseanna do rothaithe, **ní bheidh an próiseas Chuid 8 i bhfeidhm agus ní bheifear in ann é a lorg.**

3.4 Alt 37/38 den Acht um Thrácht ar Bhóithre 1994

Ba chóir na hoibreacha a chur i bhfeidhm faoi bhun Alt 37 (comharthaíocht agus líniú tráchta) nó Alt 38 (beartais bhainistíochta tráchta) den Acht um Thrácht ar Bhóithre 1994, ar feidhmiúcháin an dá alt.

4 An scéim atá molta

4.1 Na Céanna Thuaidh

Ar na moltaí do na céanna thuaidh, tá lána bus tiomanta ó Ché Urumhan chomh fada le Siúlán an Bhaitisiléara agus ar aghaidh chuig Cé Éidin, agus cuimsíonn seo stadanna bus breise. An trácht ginearálta arb iondúil dó casadh faoi chlé isteach i Sráid Uí Chonaill, moltar go gceadófaí don trácht sin tiomáint ar Shiúlán an Bhaitisiléara chomh fada le Droichead Uí Chonaill. Éascóidh seo rochtain ar charrchlóis agus ceadóidh sé seachadadh earraí timpeall ar Shráid Uí Chonaill, Shráid Anraí agus Shráid na Mainistreach. Ní ligfear do thrácht feithiclí ginearálta ar Shiúlán an Bhaitisiléara ag Droichead Uí Chonaill leanúint díreach ar aghaidh chuig Cé an Éidin nó casadh faoi dheis isteach ar Dhroichead Uí Chonaill. Déanfar Cé an Éidin chomh fada le Sráid Mhaoilbhríde a athchumrú ina nasc d'iompar poiblí, do rothaithe agus do choisithe amháin.

Ar Ché an Éidin, beidh dhá lána bus soir (ceann amháin le haghaidh busanna atá ina stad) ar an taobh thuaidh den bhóthar, agus beidh an stad tacsaithe fós ar thaobh na bhfoirgneamh. Ní cheadófar do thrácht feithiclí ginearálta casadh faoi dheis ó Shiúlán an Bhaitisiléara isteach ar Dhroichead Uí Chonaill, ach beidh an casadh fós oscailte do bhusanna, tacsaithe agus rothaithe.

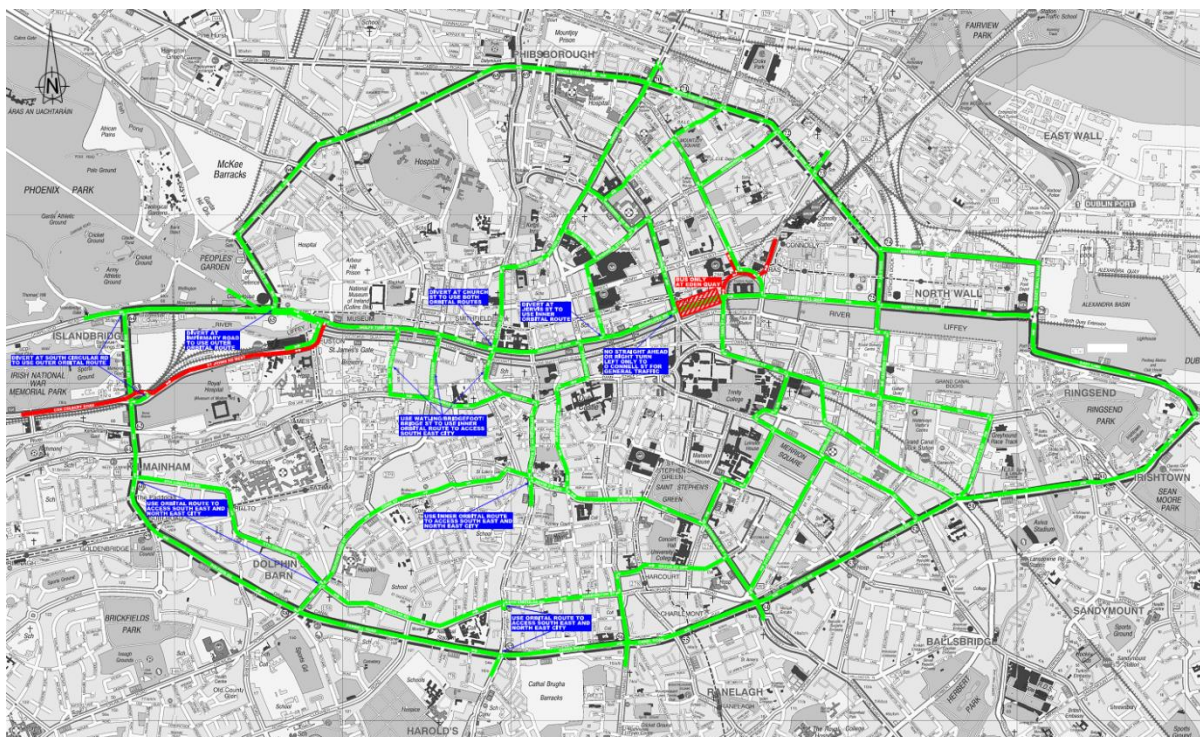


Moltar lána bus breise a chur ar fáil feadh Ché an Bhúrcaigh, Ché Aston agus Ché Wellington. Éascóidh seo soláthar stadanna bus breise agus scoitheadh busanna atá ina stad. Coimeádfar lána amháin i gcomhair tráchta ghinearálta feadh an stráice seo de na céanna theas, rud a chuirfidh teorainn leis an leibhéal tréthrachta atá ag dul siar agus a éascóidh rochtain ar áitribh mhiondíola agus thráchtála.

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5 Bealaí malartacha

Táthar fós ag déanamh iniúchadh ar bhealaí malartacha ar fud lár na cathrach. Léirítear cuid de na bealaí malartacha seo sa líníocht thíos:



5.1 Comharthaíocht do Charrchlóis agus do Chuarbhóithre

Tá iniúchadh idir lámha ar an gcomharthaíocht atá ar fud na cathrach faoi láthair. Tá an tÚdarás Náisiúnta Iompair ag obair i gcomhar le Comhairle Cathrach Bhaile Átha Cliath chun athbhreithniú a dhéanamh ar an gcomharthaíocht statach agus VMS (comharthaí teachtaireachtaí inathraithe) atá ann faoi láthair do chuarbhóithre agus do charrchlóis.

Aon chomharthaíocht nua ar gá léi chun a chinntiú gur féidir le húsáideoirí bóithre rochtain éasca a fháil ar gach áit i lár na cathrach, déanfar í a shainaithint agus a chur i bhfeidhm. Ceaptar gurb é a bheidh i gceist ná comharthaíocht statach agus treochoimharthaí, comharthaíocht do chuarbhóithre agus do charrchlóis, agus comharthaíocht VMS breise chomh maith, pé áit a dteastaíonn sí. Tá maoiniú curtha i leataobh don obair seo ag an Údarás Náisiúnta Iompair.

5.2 Cuaracomhail

Rinneadh acomhail ar leith ar na cuaracomhail a shainaithint, agus déanfar iad sin a uasghrádú chun gluaiseacht ar fud agus laistigh de lár na cathrach a éascú. Tá maoiniú curtha i leataobh don obair seo ag an Údarás Náisiúnta Iompair.

6 Tatal agus na chéad chéimeanna eile

Creideann Comhairle Cathrach Bhaile Átha Cliath gurb é a eascróidh as na feabhsuithe ar iompar poiblí feadh na gcéanna de bharr an tionscadail seo, ná go n-éireoidh le seoladh an Luas thraschathrach agus go mbeidh buntáistí ann d'úsáideoirí iompair phoiblí ó thaobh agaí agus iontaofachta turas de. Beidh malairt slí ann dó charranna feadh lánáí iolracha, mar aon le neart comharthaí agus feachtas faisnéise poiblí chun a chinntiú go gcoimeádfar rochtain ar lár na cathrach sa chaoi gur féidir carrchlóis a úsáid agus earraí a sheachadadh, agus chun a dheimhniú gur féidir tréthracht a chur timpeall ar lár na cathrach.

Reáchtálfaidh Comhairle Cathrach Bhaile Átha Cliath comhairliúchán poiblí neamhreachtúil faoi bhun Alt 37 den Acht um Thracht ar Bhóithre ar feadh thréimhse 6 sheachtain dar tús 27 Feabhra 2017.

Cuirfear tuarascáil faoin gComhairliúcháin Poiblí faoi bhráid an Choiste um Bheartais Straitéiseacha ag an gcéad chruinniú eile dá chuid.

Tá maoiniú curtha i leataobh ag an Údarás Iompair Náisiúnta do na hoibreacha seo mar chuid dá chlár Deontas um Bhearta Iompair Inbhuanaithe.

Appendix 1.

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

**by
CAAS Ltd**



February 2017

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1 Introduction

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

2 Terms of Reference

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

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

This includes the following considerations:

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

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

3 The Proposed Development

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

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

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

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

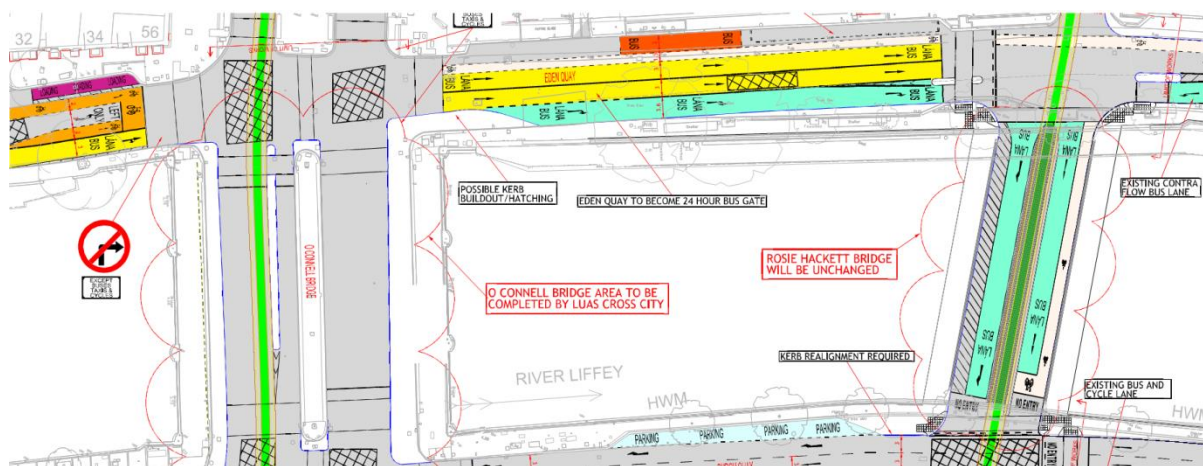


Figure 3.1 Proposed Traffic Management Measures

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

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

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



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

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



Figure 3.3 Bus Route Amendments in Wider City Centre

4 Type of Development

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

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

5 Extent of Development

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

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

6 Legislative Basis for EIA

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

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

7 Screening Considerations

Class of Development

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

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

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

(i) the construction of a motorway,

(ii) the construction of a busway,

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

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

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

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

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

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

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

10. Infrastructure projects

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

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

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

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

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

Size of Development

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

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

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

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

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

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

1. Characteristics of Proposed Development, in particular:

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

2. Location of Proposed Development

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

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

3. Characteristics of Potential Impacts

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

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

8 Preliminary Determination of Likely Effects

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

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

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

The proposed development constitutes ‘development’ involving:

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

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

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

9 Preliminary Screening and Scoping

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

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

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

Table 1 Preliminary Determination of likely effects of Proposed Development

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

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

10 Screening for Sub-threshold EIA

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

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

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

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

11 Precedent

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

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

These reasons are also applicable to the Eden Quay proposal.

12 Screening Determination

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

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

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

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

