SEA Scoping Report
BACKGROUND DOCUMENT

Greater Dublin Area
Draft Transport Strategy
2011-2030
2030 vision
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1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This final version Scoping Report is a post scoping-consultation document that has been prepared as part of the Strategic Environmental Assessment (SEA) of ‘2030Vision for Greater Dublin Transport’ (2030Vision) - Dublin Transportation Office’s (DTO) Strategy for the Greater Dublin Area (GDA) for 2010 – 2030 (the ‘Strategy’). A draft version of this document was circulated to a total of 32 consultation bodies in September 2008 for their comment and feedback (Section 8.2). The submissions received have been considered by the DTO and the Draft Scoping Report hereby amended as appropriate to reflect the views and information provided by the consultees.

A separate ‘SEA Scoping Consultation Submissions Report’ summaries the content of the submissions received during the consultation, responds to the matters raised in each and records where the submission has resulted in changes to the Scoping Report.

The Scoping Report outlines the environmental issues, which will be addressed in the Environmental Report, the key document in the SEA process. In doing so this Scoping Report sets the context by investigating linkages between 2030Vision and other plans and programmes, and identifying sources of environmental baseline information.

This report also outlines an environmental assessment framework or methodology. SEA, as with other forms of strategic appraisal and assessment, is an objectives-led process. In this regard this Final Scoping Report also presents a set of SEA Objectives, which will be used to identify the likely significant effects on the environment and to ensure that environmental considerations are integrated into the preparation of the Strategy.

This Final Scoping Report and the SEA Scoping Consultations Submissions Report will be made available to all of the scoping consultees for their information and will be made available to the public via the DTO’s 2030Vision website (www.2030vision.ie).

1.2 BACKGROUND TO THE SCOPING REPORT

The DTO was established in 1995 to coordinate the implementation by the relevant agencies of an agreed integrated transport strategy for the Greater Dublin Area, namely The Dublin Transportation Initiative (DTI) which was adopted as government policy in 1995. The DTO was established with S.I. 289 of 1995.

In November 2001, the DTO published an integrated transport strategy for the Greater Dublin Area 2000 to 2016 called ‘A Platform For Change’. This transport strategy comprised two main elements namely a suite of transport-
infrastructure and service improvement projects and a series of travel demand management policies and measures.

The DTO is required to maintain an up-to-date transport strategy for the GDA, which is to be reviewed and updated at least once every five years. 2030Vision, which is the successor to A Platform for Change, is currently being developed. It is the aim of the DTO to have both the new Strategy and subsequent implementation programme adopted by Government in 2010.

Directive 2001/42/EC (‘SEA Directive’) came into force under two sets of Irish Regulations and requires that the plans and programmes (e.g. 2030Vision) of certain sectors (including transport and land use), which are likely to have significant effects on the environment, be subject to environmental assessment. This process is called SEA.

The initial decision to progress with the SEA was made in March 2008 when the DTO formally determined through a screening process that the Strategy required SEA (the Screening Determination and Report can be viewed at www.2030vision.ie). The next stage in the SEA process is Scoping – the determination and identification of issues to be considered and the assessment methods to be used. This Final Scoping Report represents the conclusion of the scoping stage of the SEA process.

1.3 STRUCTURE OF THIS REPORT

The remainder of this Final Scoping Report is structured as follows:

Section 2 presents an outline of the SEA process and its key stages. A brief summary of the legislative basis for SEA in Ireland is provided along with information, which is recommended for inclusion in a Scoping Report.

Section 3 provides an overview of the Strategy for the GDA 2010 – 2030 (2030Vision). The Strategy Vision, Objectives and Sub-objectives are set out and potential elements of the Strategy Alternatives are presented. A description of the integration of the Strategy-development and SEA processes is also provided.

Section 4 contains the scope of the SEA. The scope is presented under three headings: spatial, temporal and technical. This section outlines the relevant environmental issues and potential effects which will be considered in the SEA process.

Section 5 identifies the key policy, plans and programmes of relevance to the DTO Strategy and to the SEA process. A summary of these is provided in Annex A.

Section 6 presents a summary of the baseline environmental conditions in the GDA and also highlights some of the relevant environmental problems in the study area.

Section 7 outlines the framework for assessing environmental effects. There are three principle environmental assessment stages: 1.) Strategy Potential Measures assessment, 2.) Strategy Alternatives assessment and 3.) Preferred
draft Strategy assessment. The SEA Objectives are presented in this section, as is the key inputs into the development of these.

Section 8 explains the various stages of consultation within the SEA process and lists the various authorities and bodies who will be invited to comment on the various SEA outputs.

Section 9 provides a short conclusion to the Final Scoping Report.

Annex A summarises the key policy, plans and programmes of relevance to the DTO Strategy and to the SEA process.

Annex B details the issues raised at the SEA Scoping meeting with the EPA (on Tuesday 7/10/08)
2 SEA PROCESS

2.1 INTRODUCTION

This section provides an introduction and overview of the SEA process, as well as the legislative background to SEA.

2.2 SEA LEGISLATION AND GUIDANCE

SEA is a formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme, before a decision is made to adopt the plan or programme. SEA in Ireland is based on Directive 2001/42/EC (Assessment of the Effects of Certain Plans and Programmes on the Environment), more commonly known as the ‘SEA Directive’.

The main objective of the SEA Directive is to “provide for a high level of protection for the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.”

Directive 2001/42/EC came into force in Ireland during July 2004. The Directive has been transposed into Irish Law through two sets of Regulations as set out hereunder:

- European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004); and

- Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004).

Regarding 2030 Vision, the relevant Regulations are S.I. 435 of 2004.
2.3 **KEY STAGES IN THE SEA PROCESS**

The SEA process can be divided into six broad stages and these are summarised in Figure 2.1 below.

**Figure 2.1 Key stages in the SEA Process**

1. **SEA Screening**
   - Prepare draft SEA Screening Report
   - Consult with the EPA, DoEHLG and DoCMNR (env authorities)
   - Consider screening consultation responses from environmental authorities
   - Decision on whether the preparation of an Environmental Report is required

2. **SEA Scoping**
   - Notify the environmental authorities and prepare draft SEA Scoping Report
   - Consult with the EPA, DoEHLG and DoCMNR
   - Consider scoping consultation responses from environmental authorities

3. **Environmental Report**
   - Prepare Environmental Report

4. **Consultation**
   - Consult with both the designated environmental authorities and the public

5. **Consideration of submissions**
   - Evaluation of consultation submissions received
   - Amendments to draft Plan/Programme (and Environmental Report, if required)

6. **Adoption of Plan/Programme**

7. **SEA Statement**
   - Preparation and publication of SEA Statement

Bold text and box outlining indicated the current stage of the SEA process. This document represents the conclusion of the scoping stage of this SEA.

Source: ERM (2008)

A brief summary of each of these key stages in the SEA process provided below.
2.3.1 **Screening**

This is the first stage in the SEA process and is the mechanism for determining whether the preparation of an Environmental Report is required for a plan or programme (*2030Vision* this case). The key basis for this decision is whether significant effects on the environment are likely to arise as a result of the implementation of the plan or programme. Further guidance on the need for the preparation of an Environmental Report is provided in S.I 435 of 2004, including a series of criteria to assist with the screening process.

The DTO prepared a Screening Report (Strategic Environmental Assessment Screening Report and Determination – Transport Strategy for the Greater Dublin Area 2010-2030, March, 2008) that concluded that SEA of DTO Strategy was necessary. Consultation on this Screening Report with the designated environmental authorities (and also some non-statutory bodies, such as the relevant Local Authorities in the GDA) was undertaken and the views expressed in the submissions received were that full SEA was required.

Following a review of the submissions, the DTO’s final determination was that SEA was required and that it would proceed to the next stage in the SEA process, scoping.

2.3.2 **Scoping**

The second stage in the SEA process is the determination of the key issues, which are to be addressed in the Environmental Report. Scoping ensures that the SEA is focused on the relevant environmental issues and examines issues at the appropriate level of detail.

This document represents the conclusion of this stage of the SEA process.

The scoping stage does not specifically require the preparation of a Scoping Report. However, it is generally recognised as good practice to prepare a Scoping Report as this typically assists consultation and helps to lead to a well-defined SEA scope. The recommended contents of a Scoping Report are addressed in Section 2.4 below.

Scoping does require the preparation of a scoping notification. In this regard the Draft Scoping Report was submitted (in September 2008) to the relevant designated environmental authorities so that they could make submissions on the scope of the Environmental Report. Specific details regarding consultation on the Draft Scoping Report can be found below in Section 8.3 of this report and in the Scoping Consultation Submissions Report.

2.3.3 **Preparation of the Environmental Report**

This stage involves the preparation of the Environmental Report. This is the key document in the SEA process and it outlines the likely significant effects on the environment and details the iterative process through which mitigation measures to address the significant adverse effects have been recommended and considered. In summary, the key objectives of an Environmental Report are to:
• identify, describe and evaluate the likely significant effects on the environment of implementing a plan or programme, or modifying a plan or programme (in this case a Strategy); and

• identify the reasonable alternatives, taking account of the objectives and the geographical scope of the plan or programme or modification.

Further detail on proposed content (scope) of the draft Environmental Report for the 2030Vision is provided in Section 4 below. It should be noted that there is no specific requirement to prepare both a draft and final Environmental Report. However, the DTO has requested that a draft (i.e. pre-consultation) and final (post-consultation) Environmental Reports be prepared with regards to the 2030Vision.

2.3.4 Consultation

Consultation on the draft plan or programme (i.e. 2030Vision) and the Environmental Report is required with the relevant designated environmental authorities and also with the public before the Strategy can be adopted. It is important to be aware that both the draft plan or programme and the Environmental Report must both be available for comment. Comments and submissions may be made on either, or both, documents.

2.3.5 Consideration of Submissions

There is a requirement that all submissions received must be considered and the draft 2030Vision amended, if deemed necessary. Any amendments to the Strategy may warrant the identification of additional/new significant environmental effects. If such additional significant effects do arise, then there is likely to be a need to develop additional mitigation measures.

Following a consideration of the consultation submissions received (and associated amendments to the Strategy), the competent authority (i.e. DTO) may adopt the 2030Vision.

2.3.6 Preparation of the SEA Statement

Following the formal adoption of the 2030Vision by the DTO, the final stage in the SEA process is the preparation of the SEA Statement, which is a document which summarises how environment considerations have been integrated into the adoption of the 2030Vision. It also summarises how the various submissions were considered and if these resulted in the 2030Vision being amended. In parallel with the publication of the SEA Statement, a Final Environmental Report will be prepared, containing amendments following a consideration of submissions received during the consultation stage of the SEA (Section 2.3.5 above).

2.3.7 Monitoring

Following publication of the SEA Statement, the SEA process is concluded. However, monitoring of the implementation of the adopted 2030Vision will be undertaken for its duration, up until the next iteration of the strategy is adopted. The overall objective of monitoring is to monitor the significant
environmental effects of the implementation of 2030Vision so as “to identify at an early stage unforeseen adverse effects and to be able to undertake appropriate remedial action” (Article 10 of SEA Directive and Regulation No. 17 of S.I. 435 of 2004).

2.4 INFORMATION TO BE CONTAINED IN A SCOPING REPORT

Table 2.1 below outlines the recommended list of information to be included in a Scoping Report. This list is based on the Environmental Protection Agency’s SEA guidance document Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (2003).

Table 2.1 Recommended List of Information to be Included in an SEA Scoping Report

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* = plan or programme (i.e. 2030Vision)
3 DEVELOPING 2030 VISION

3.1 INTRODUCTION

This section provides a short introduction to how 2030Vision will be developed. Information is provided on:

- the background and basis for the 2030Vision;
- the scope and nature of the 2030Vision;
- integration of the 2030Vision development process and SEA process
- the draft Vision and Objectives of 2030Vision (from which the specifics of 2030Vision will emerge);
- the initial strategy measures under consideration and.
- the broader Strategy Appraisal Framework and integration with the SEA.

3.2 BACKGROUND TO AND BASIS FOR 2030VISION

3.2.1 DTO and Strategy Responsibilities

The DTO was established by Ministerial Order S.I. No. 289 of 1995 (as amended) and provides transport and land use planning advice to the agencies and organisations involved in this sector in the GDA. Part of the DTO’s remit is to review and update the original Dublin Transportation Initiative Strategy (prepared in 1994) at least once in every five years.

In compliance with this obligation, the DTO Steering Committee committed to produce a new Strategy for the GDA 2010 – 2030. The previous version of the Strategy (‘A Platform For Change’ 2000 - 2016) for the GDA was published in November 2001.

3.2.2 Potential Role and Powers of the Dublin Transport Authority

An important point to note is that the Dublin Transport Authority (DTA) is likely to be established during the preparation of the Strategy. The Dublin Transport Authority Act 2008 (DTA Act) was signed in July 2008 and it is anticipated that the DTA will be functional in 2009.

With the establishment of the DTA, 2030Vision will be taken forward as the statutory strategy of the DTA, a requirement of the Dublin Transport Authority Act 2008.

The DTA Act clarifies the relationship between the new transport strategy and the existing planning hierarchy. In preparing the Strategy the DTA ‘shall have Regard’ to the following:

- National Spatial Strategy;
- Regional Planning Guidelines in force for the GDA;
• City and County Development plans in force in the GDA, the Dublin Docklands Development Authority’s master plan, and the Grangegorman Development Agency’s strategic plan;

• Transport 21 or any subsequent capital investment framework for transport published by the Minister or Government; and

• Department of Transport’s sectoral plan under the Disability Act 2005 or any subsequent sectoral plan under that Act.

The DTA shall ensure that the transport strategy is consistent with relevant regional planning guidelines for the GDA. Similarly ‘When making regional planning guidelines the regional authorities within the GDA shall ensure that the guidelines are consistent with the transport strategy of the DTA.’ The Act sets out processes and consultation mechanisms by which the DTA and other Regional Authorities are to work in an integrated manner.

It is further noted that the Act provides for ‘each planning authority within the GDA shall ensure that its development plan and local area plans are consistent with the transport strategy of the DTA.’ It makes it a legal requirement for the various regional, local and other relevant state authorities and agencies to formally consult with the DTA during the preparation of each of their respective land use plans and strategies.

Additionally, the DTA will have the powers to make submissions to each of these authorities during the preparation of each of their respective plans and strategies. In the case of development plans (prepared by the seven Local authorities in the GDA), these reports can address the following relevant-transport issues:

• the transport investment priorities for the period of the development plan;

• the scope, if any, to maximise the performance of the transport system by effective land use planning;

• recommendations regarding the optimal use, location, pattern and density of new development taking account of its transport strategy; and

• recommendations on the matters to be addressed in the development plan to ensure the effective integration of transport and land use planning.

The powers and responsibilities of the DTA should help to ensure that 2030Vision and the associated Environmental Report, including recommendations made herein, will inform other associated plans and levels of plan making.

3.2.3 ‘2030Vision’ - The Nature of the Strategy

In its approach to the development of 2030Vision, the DTO does not view transport as an end in itself, but as a means of achieving wider economic,
social, cultural and environmental objectives. This broad approach is illustrated by the DTO’s starting point for this project, which was to develop a broad vision for the GDA and a set of high-level objectives – none of which are transport led.

From the outset, the DTO acknowledges that the emerging new strategy will have linkages to other policy areas such as landuse, environment, energy, health and education. Notwithstanding the fact that the DTO does not have a remit to establish policy in these policy areas, particular attention will be paid to integrating the objectives of these policy areas with the supporting transport framework. Where appropriate, advantage will be taken of synergies between complementary policies in these sectors. In addition, policy conflicts will be identified where relevant to ensure that the recommended strategy 2030Vision is coherent and robust.

The Strategy development process will include *inter alia*:

- Consultation with the public, relevant agencies and other interested bodies at appropriate stages of the process;

- The development of an overall Vision for the GDA as a region and the establishment of associated objectives that will guide the development of the strategy;

- The integration of land use with transport as a critical determinant of the strategy formulation;

- An examination of historical trends of how circumstances have changed for people living in the GDA over the past 15 to 20 years;

- A review of lessons from past strategy development processes here and abroad – including The Dublin Transportation Initiative, A Platform for Change and strategies developed for other cities;

- A study of current plans and programmes and how they fit into the new strategy, recognising commitments already made, but clearly identifying where other plans may have to be amended to better conform to the new strategy objectives;

- A consideration of relevant EU, national and regional policies and directives in this area;

- The development of projections to 2030 under various scenarios, including a scenario based on current trends and a scenario that takes account of national and regional planning policies;

- An examination of future trends in the GDA in a state-wide and all-island context;

- The development of a series of alternative transport strategies for the period up to 2030 consistent with the agreed Vision and Objectives;
• An examination of the implications of forecasts and trends up to 2050 on strategy options, with a view to testing the robustness of the emerging strategy;

• A study of the movement of goods as well as the movement of people;

• An assessment of alternative transport strategies and the selection of a preferred strategy;

• A clear definition of linkages and synergies between the emerging preferred strategy and other strategic policies in the areas including Land Use, Environment, Energy, Health and Education;

• The consideration of the timetable for statutory plans (Development Plans, Local Area Plans, Regional Plans) within the GDA in order to ensure that these plans are informed by the emerging preferred strategy;

• The development of an implementation plan and investment programme taking into consideration how delivery of transport infrastructure and other key components of previous strategies has or has not matched previous strategy expectations; and

• A review of the relevant policies contained in key documents including the National Spatial Strategy, Regional Planning Guidelines, A Platform for Change, National Climate Change Strategy etc., and emerging policy documents such as the National Sustainable Travel and Transport Action Plan.

3.2.4 The Scope of the Strategy

The Scope is to develop a Regional Transport Strategy for the Greater Dublin Area.

The Strategy will set out how transport will be provided and how demand for transport will be managed within the Greater Dublin Area, for the period 2010 to 2030.

The Strategy will also seek to support and influence policies in other sectors as appropriate

In the case of spatial planning it will seek to support or influence policies:

• At regional level by:

  o Collaborating with the RPG project team and Steering Committee during the concurrent preparation of the Strategy and the revised Regional Planning Guidelines for the Greater Dublin Area (see Section 3.2.5 for details); and

  o Consulting Dublin and Mid-East Regional Authority members at key points during the Strategy development process.
• At local authority level by:
  
  o Working with local authority planning and transport departments during preparation of the Strategy;
  
  o Commenting on draft local authority Development Plans, and other plans as appropriate, during Strategy preparation and implementation stage.

The Strategy will also seek to support or influence policies in other sectors, including:

• Health:
  
  o Promotion of healthier modes of travel; and
  
  o Location and design of health facilities with respect to transport network and services.

• Enterprise/Employment:
  
  o Location and design of employment sites with respect to transport network and services.

• Social Inclusion:
  
  o Improving access for disadvantaged people and communities.

• Education:
  
  o Education on travel choices; and
  
  o Location and design and educational facilities with respect to transport network and services.

• Environment:
  
  o Promotion of more environmentally sustainable modes of travel.

3.2.5 The Strategy and the Regional Planning Guidelines

The Regional Planning Guidelines for the GDA are currently being reviewed with a view to commencing with consultation on draft RPG’s and associated SEA by December 2010. The RPG’s set out spatial distribution policies that best support agreed regional economic, social and environmental objectives. Recognising that 2030Vision objectives cannot be achieved by transport interventions alone, there is a clear need for consistency between the RPG objectives and the Strategy objectives. In this regard the DTO have proposed an approach for collaborating and liaising with the RPG team and Steering Committee. It is proposed to facilitate liaison in relation to critical topics, including the following:

• Population forecasts for 2020 and 2030;
• Current and Future Issues in the GDA;
• Interaction between 2030 Vision Objectives and RPG Objectives;
• Future land use Scenarios; and
• in relation to the environmental assessment/SEA processes.

3.3 **INTEGRATION OF THE STRATEGY PREPARATION AND THE SEA PROCESSES**

*Figure 3.1 summarises both 2030Vision development process and the SEA process clearly highlighting the linkages. The integration of the Strategy preparation process and the SEA process is central to this overall project.*

The blue stages/circles represent the various stages in the Strategy-preparation process while the green stages/circles represent stages in the SEA process with the various arrows illustrating the iterative connections.

It can be seen that both the 2030Vision-preparation process and the SEA process are undertaken in parallel with each other, yet clearly interlinked and working in an iterative manner.

Please note that the *Figure 3.1* is a simplification of the detail behind both processes: not shown are the multiple elements of ongoing public consultation nor the preparation of various consultation Submissions Reports. The purpose of *Figure 3.1* is to illustrate the integration of both processes.
3.4 VISION AND OBJECTIVES AND THE ASSESSMENT PROCESS

To date the DTO has progressed with the first stage in the Strategy development process – the development of a draft Vision and a set of Objectives for 2030Vision. The draft Vision and Objectives were the subject of public consultation from May to June 2008. These have now been finalised.
In light of responses to the public consultation, the Vision has been refined and is expressed as follows:

“Our vision of the Greater Dublin Area in 2030 is a competitive, sustainable city-region with a good quality of life for all.”

Based on this Vision, a series of Objectives have been developed for the 2030Vision, and these are presented in Table 3.1 below.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Build &amp; Strengthen Communities</td>
<td>Improve accessibility to work, education, retail, leisure and other activities</td>
</tr>
<tr>
<td></td>
<td>Improve access for disadvantaged people (including physical access for mobility impaired people)</td>
</tr>
<tr>
<td></td>
<td>Improve links between communities within the region</td>
</tr>
<tr>
<td></td>
<td>Improve links to the rest of the island of Ireland</td>
</tr>
<tr>
<td>2 - Improve Economic Competitiveness</td>
<td>Improve journey time reliability for business travel and the movement of goods</td>
</tr>
<tr>
<td></td>
<td>Reduce overall journey times for business travel and the movement of goods</td>
</tr>
<tr>
<td></td>
<td>Ensure value for money of transport expenditure</td>
</tr>
<tr>
<td></td>
<td>Support business agglomeration and competition</td>
</tr>
<tr>
<td></td>
<td>Improve access to GDA ports and Dublin airport</td>
</tr>
<tr>
<td></td>
<td>Provide for efficient goods distribution, servicing and access to materials</td>
</tr>
<tr>
<td>3 - Improve the Built Environment</td>
<td>Improve and maintain the environment for people movement (e.g. better quality design of streets and open spaces)</td>
</tr>
<tr>
<td></td>
<td>Improve the quality of design and maintenance of transport infrastructure and vehicles</td>
</tr>
<tr>
<td></td>
<td>Minimise physical intrusion of motor traffic</td>
</tr>
<tr>
<td>4 - Respect and Sustain the Natural Environment</td>
<td>Minimise the impact of transport on air quality</td>
</tr>
<tr>
<td></td>
<td>Minimise the impact of transport on water quality</td>
</tr>
<tr>
<td></td>
<td>Reduce greenhouse gases associated with transport</td>
</tr>
<tr>
<td></td>
<td>Improve efficiency in the use of natural resources, especially non-renewable ones (e.g. land, materials, fuels)</td>
</tr>
<tr>
<td></td>
<td>Minimise the impact of noise and vibration</td>
</tr>
<tr>
<td></td>
<td>Minimise adverse impact of transport on biodiversity and natural amenities</td>
</tr>
<tr>
<td>5 - Reduce Personal Stress</td>
<td>Improve journey time reliability for personal travel</td>
</tr>
<tr>
<td></td>
<td>Reduce overall journey times for personal travel</td>
</tr>
<tr>
<td></td>
<td>Improve travel information</td>
</tr>
<tr>
<td></td>
<td>Improve ease of use of public transport system</td>
</tr>
<tr>
<td></td>
<td>Promote healthier forms of travel and use of public space</td>
</tr>
<tr>
<td></td>
<td>Improve travel safety</td>
</tr>
<tr>
<td></td>
<td>Improve travel comfort and the sense of personal security</td>
</tr>
</tbody>
</table>
The Vision and Objectives are at the heart of 2030Vision and will form the basis for the development of potential Strategy Measures, Strategy Alternatives and the subsequent draft preferred Strategy.

3.5 **INITIAL POTENTIAL 2030VISION MEASURES**

A key aspect of the preparation and development of 2030Vision is the development of potential measures under various categories. These measures will be the elements or ‘building blocks’ of the Strategy.

Potential high-level measures for consideration in 2030Vision are currently being identified and assessed. *Table 3.2* presents examples of categories and associated potential measures that are likely to be taken forward for consideration.

*Table 3.2*  
**Draft list of potential Strategy Measures for consideration in 2030 Vision**

<table>
<thead>
<tr>
<th>Category</th>
<th>Examples of Strategy Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure</td>
<td>Rail (heavy/light/metro/ LUAS), bus, taxi, freight, cycle lanes, walkways, car share, river.</td>
</tr>
<tr>
<td>Land use planning</td>
<td>Regional balance of growth and development, property issues, location of employment, location of residential, location of key retail centres, regeneration areas, community services, land use densities, policy recommendations.</td>
</tr>
<tr>
<td>Demand management</td>
<td>Legal/regulatory measures, fiscal measures, parking controls, zoning policy, road pricing, car taxes, tele-working.</td>
</tr>
<tr>
<td>Infrastructure management</td>
<td>Parking controls, maintenance measures, quality of design and public realm.</td>
</tr>
<tr>
<td>Management of the transport system</td>
<td>Public transport routes, frequency of services, integrated ticketing, HOV lanes.</td>
</tr>
<tr>
<td>Public communication and information</td>
<td>Access to information and timetables, journey planners, promotion and marketing, education.</td>
</tr>
<tr>
<td>Integration of policy measures</td>
<td>Cross sectoral policies / groups, governance.</td>
</tr>
</tbody>
</table>

Source: DTO (July 2008)

At each stage in the development of 2030Vision, the SEA will seek to influence or mitigate the potential negative impacts of actions or decisions being considered. The Strategy Measures, under each category, will be assessed (through the SEA and a wider strategy appraisal framework) which will help to inform the subsequent packaging of measures into a number of Strategy Alternatives.

Each Strategy Alternative shall consist of a suite of separate Measures: the difference between each Strategy Alternative will be in the mix of Measures. Note also that it is possible that some Strategy Alternatives will have similar Measures but the detail within the Measures will differ.
The assessment of the Strategy Alternatives will guide the development of a preferred draft *2030Vision*. This approach follows that set out in the SEA Directive, which underlines the need to assess various ‘alternatives’ in order to reach a preferred alternative or combination of alternatives. The preferred Strategy will then be subject to more detailed assessment and refinement - all of this will be detailed in the Environmental Report.

### 3.6 2030VISION APPRAISAL FRAMEWORK

*Section 7* of this report sets out the methodology or framework for the SEA of *2030Vision* in relation to assessing the Strategy Measures, Strategy Alternatives and the draft Preferred Strategy (draft *2030Vision*). The key criteria in the SEA assessment at all the assessment stages will be SEA Objectives. The SEA Objectives are presented in *Section 7.3* of this Final Scoping Report.

The DTO has also developed a Strategy Appraisal Framework that will be used to evaluate the overall merits of different Strategy elements at each stage of the *2030Vision* development process. Strategy Appraisal is carried out to provide input to decision-making and resource allocation. The results of the SEA provide an input into this overall appraisal framework.

The 5 Strategy Objectives and 26 Strategy Sub-Objectives (*Table 3.1*) are central to the appraisal framework. In broad terms the appraisal framework will initially consider any ongoing issues in relation to political, technical and legal constraints or pre-conditions, then assess compatibility against strategy objectives, before undertaking a detailed multi criteria appraisal (MCA). The MCA contains the following six components:

1. Safety
2. Economy;
3. Accessibility;
4. Social inclusion;
5. Integration; and

An important point to make is that the environment is only one of six components in the MCA, from which a preferred Strategy will eventually emerge.

*Figure 3.2* illustrates the relationship between the Strategic Environmental Assessment and the overall Strategy Appraisal framework/MCA.
As can be see in Figure 3.2, the MCA will be informed by the results of the environmental assessment of the Strategy Potential Measures and Strategy Alternatives against the SEA Objectives. The sub-criteria under the ‘environment’ component in the MCA are based on the relevant SEA objectives. Detail regarding the exact input of the SEA into the MCA (and vice-versa) is discussed in Section 7.3 of this Final Scoping Report.
Following a consideration of the performance of the Strategy Measures and Strategy Alternatives against the MCA components, a draft Preferred Strategy will emerge. The likely significant effects on the environment of the implementation of this draft Strategy will then be identified and final mitigation measures will be developed to address the identified significant effects on the environment of the draft Preferred Strategy.
4 SCOPE OF THE SEA

4.1 INTRODUCTION

This section outlines the proposed scope of the SEA, which is presented against three different headings:

- Spatial;
- Temporal; and
- Technical.

4.2 SPATIAL SCOPE

The term spatial scope refers to the spatial area to be covered by the SEA in terms of location, distribution, scale and characteristics of its population and places and its relationship with adjoining areas. The area covered by the Strategy is the GDA, which comprises Dublin (and its four Local Authorities: Dublin City Council, Fingal County Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council), and the three county councils in the Mid-East: Meath Kildare and Wicklow. This area is shown in Figure 4.1 below.

Approximately 40% of the population of Ireland live in the GDA. It is also the location of a range of services of national importance including a major port and airport, the seat of central government and a number of universities. Given the size and importance of the GDA in relation to the country as a whole, comparisons against some environmental topics will be made between GDA-scale impacts and those on a national basis. In essence, the spatial scope of the SEA will take into account the area of influence of 2030Vision. The effects of the Strategy on the environment or transport / landuse patterns outside, the boundary of the GDA, will be highlighted. Furthermore, transboundary effects with Northern Ireland are possible, given the movement of people and goods between the GDA and Northern Ireland. The environmental assessment will identify existing transboundary environmental problems and assess the likely significant transboundary effects of implementing the Strategy.

The GDA is a highly diverse region, encompassing highly urbanised areas (e.g. Dublin) as well as rural communities (e.g. north-west Meath). The transport needs and requirements will vary across the region. For example, the highly urbanised areas (areas with greatest population densities and travel demands) are likely to require high capacity public transport options (such as the DART, Luas and Metro) whereas public transport options for rural and semi-rural areas are likely to be centred on bus and mini-bus provision.

Regional differences also exist in relation to landuse/development densities, settlement characteristics and the nature of the natural environment.

A key point is that, given the varying context and characteristics across the GDA, the potential Strategy Measures and resulting environmental impacts are also likely to vary. (i.e. contrasts between an urbanised location versus a
This will be taken into account throughout the SEA process in order to ensure that the environmental effects across the diverse regions are identified and considered. The Strategy will also recognise the needs of the diverse and contrasting areas within the GDA. The existence of seven administrative boundaries (Local Authority boundaries) in the GDA will not effect on the development of the Strategy or mitigation measures. 2030Vision and SEA considers the GDA as a single region rather than seven sub-regions.
4.3 **TEMPORAL SCOPE**

The temporal scope refers to the time horizons to be considered in the SEA. The duration period of 2030Vision is from 2010 to 2030. However, consideration will also be given to longer-term impacts, up to a 2050 horizon.

Source: DTO (2008)
4.4 Technical Scope

Technical scope refers to the range of technical issues that will be considered by the SEA. To determine the range of environmental topics and potential issues to be considered in the SEA process, a high-level screening appraisal was undertaken. The screening appraisal methodology was straightforward: it comprised of the consideration of the range of potential effects under a series of environmental headings. The range of environmental headings considered in this screening appraisal is based on the list of environmental topics as specified in S.I. 435 of 2004. These include:

- Biodiversity, flora & fauna;
- Landscape;
- Population;
- Human health;
- Water;
- Air quality;
- Climatic factors & climate change;
- Soil & geology;
- Material assets;
- Cultural heritage (inc. architectural and archaeological heritage), and
- The inter-relationships between the above.

In identifying the likely significant effects on the environment of 2030Vision, the SEA will address positive and negative effects; direct and indirect effects; temporary and permanent effects; short, medium and long-term effects; and secondary, cumulative and synergistic effects.

Generally, the assessment of significance will be undertaken using a seven-point rating system:

- 3 Major negative effect (*significant*);
- -2 Moderate negative effect (*significant*);
- -1 Minor negative effect (not significant);
- 0 Neutral;
- +1 Minor positive effect (not significant);
- +2 Moderate positive effect (*significant*); and
- +3 Major positive effect (*significant*).

This is discussed in greater detail in Section 7.2 (SEA Methodology). The draft Scoping Report had proposed a five-point rating scale, but this has amended to a seven-point scale to ensure compatibility with the rating system that will be used in the MCA.

*Table 4.1* provides an overview of the potential environmental issues (using the environmental topic headings above), which are typically relevant to the development of a strategy such as 2030Vision. It is these types of potential environmental issues (many of which were identified at the Scoping Workshop) that will require consideration in undertaking the SEA of the Strategy. This helps to set a context for the identification of baseline
environmental issues, the consideration of the interactions with other plans and programmes and the formulation of SEA Objectives.

**Table 4.1  Potential issues to be considered in the 2030Vision SEA**

<table>
<thead>
<tr>
<th>Environmental topic</th>
<th>Potential effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity, flora &amp; fauna</td>
<td>Potential adverse effects on the integrity of designated sites and on flora &amp; fauna due to landtake for new or improved transport infrastructure.</td>
</tr>
<tr>
<td></td>
<td>Potential effects on vegetation from transport emissions arising from increases and reductions in traffic flows.</td>
</tr>
<tr>
<td></td>
<td>Potential beneficial effects through ecological enhancement interventions along new and existing transport corridors.</td>
</tr>
<tr>
<td>Landscape</td>
<td>Potential adverse effects on the integrity of designated sites and landscape character due to landtake for new or improved transport infrastructure.</td>
</tr>
<tr>
<td></td>
<td>Potential beneficial effects on landscape and amenity arising from reductions in the presence of heavy traffic flows (e.g. traffic passing through areas important for their landscape value). Potential adverse effects may arise should traffic flows increase.</td>
</tr>
<tr>
<td></td>
<td>Potential beneficial effects on townscape and amenity arising from reductions in the presence of heavy traffic flows (e.g. traffic passing through areas important for their townscape or built heritage value). Potential adverse effects may arise should traffic flows increase.</td>
</tr>
<tr>
<td></td>
<td>Potential beneficial effects through landscape enhancement interventions along new and existing transport corridors (these measures can be combined with ecological enhancement measures).</td>
</tr>
<tr>
<td></td>
<td>Potential positive and negative effects on landscape due to changes in land use policy (e.g. increasing landuse densities along transport corridors, promoting a greater mix of differing landuses, promoting specific transport requirements regarding strategic sites etc.).</td>
</tr>
<tr>
<td>Population</td>
<td>Potential effects on the access to employment/economic, social and educational opportunities from transport projects and policy recommendations (e.g. providing greater accessibility to places of employment, travel hubs, recreational areas, retail areas, social facilities).</td>
</tr>
<tr>
<td></td>
<td>Potential effects on people with physical mobility limitations from transport projects and policy recommendations (e.g. improving physical access to modes of public transport through the provision of lifts, station/stop access ramps, mobile platform ramps etc.).</td>
</tr>
<tr>
<td>Human health</td>
<td>Effects arising from changes in physical fitness and the extent to which people are encouraged to walk and cycle on a regular basis.</td>
</tr>
<tr>
<td></td>
<td>Effects arising from changes in transport-related accidents.</td>
</tr>
<tr>
<td></td>
<td>Effects arising from changes in accessibility to employment/economic, social and educational opportunities which are key determinants of health.</td>
</tr>
<tr>
<td></td>
<td>Potential effects on the quality of life arising from the Strategy (e.g. integrated transport and land use planning/reduced commuting/journey times, greater journey reliability, greater journey options, more comfortable journeys etc.).</td>
</tr>
<tr>
<td>Environmental topic</td>
<td>Potential effects</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
</tr>
</tbody>
</table>
| **Water** | Effects on surfacewater, groundwater, coastal and transitional systems from transport interventions (e.g. direct and indirect effects on designated, protected and undesignated water resources from new transport infrastructure and its use).  
Potential compatibilities and conflicts with the policies and programmes in relevant River Basin Management Plans (RBMPs) under the Water Framework Directive (WFD) from transport projects and policy recommendations.  
Changes in the risk of flooding (e.g. increased development in areas which may flood, siting of transport projects in areas which may flood). |
| **Air quality** | Potential beneficial effects on air quality arising from reductions in traffic flows (e.g. arising from modal transfer from car to public transport, walking and cycling). Potential adverse effects may arise in areas where there are any traffic flows increases.  
Potential effects on vegetation from transport emissions arising from increases and reductions in traffic flows. |
| **Climatic factors & climate change** | Potential reductions in CO₂ from reductions in traffic flows (e.g. arising from modal transfer from car to public transport, walking and cycling). Potential adverse effects may arise in areas where there are any traffic flows increases. |
| **Soil & geology** | Potential negative effects due to developments on important and vulnerable soil resources (e.g. development on prime agricultural land).  
Potential adverse effects on the integrity of designated geological and geomorphological sites due to landtake for new or improved transport infrastructure.  
Potential for increases in coastal erosion due to measures in the Strategy. |
| **Material assets** | Potential positive and negative effects on public assets (e.g. disruption to utilities from new or improved infrastructure).  
Potential positive effects regarding greater reuse of brownfield sites for development (e.g. policy recommendations to encourage greater reuse of brownfield sites over greenfield sites).  
Potential reductions in fuel consumption from reductions in traffic flows (e.g. arising from modal transfer from car to public transport, walking and cycling), contributing to an improved fuel security position. Potential adverse effects may arise in areas where there are any traffic flows increases. |
| **Cultural heritage (inc. architectural and archaeological heritage)** | Potential adverse effects on designated and important sites from landtake for new or improved transport infrastructure.  
Potential beneficial effects on setting of cultural heritage features (townscapes, Conservation Areas, heritage buildings etc.) arising from reductions in the presence of heavy traffic flows. Potential adverse effects may arise should traffic flows increase. |

Source: DTO/ERM/Scoping Workshop (Section 7.3)

It can be seen from Table 4.1 that there is a potential for likely significant effects in relation to all the environmental topics in the SEA Directive when developing a strategy such as the one being prepared by the DTO. On this basis, it is not intended to scope out any environmental topics at this early stage of the SEA. All the environmental topics set out in the table above will be covered in the SEA.
4.5 *ARTICLE 6 (‘APPROPRIATE’) HABITATS ASSESSMENT*


The Directives establish a European ecological network known as "Natura 2000". The network comprises Special Areas of Conservation (SAC) classified pursuant to the Habitats Directive and Special Protection Areas (SPA) classified pursuant to the Birds Directive.

Given the scope and geographical extent of the Strategy, there is the potential that significant effects might arise on these European Conservation Sites.

If the Strategy has the potential to significantly impact on the integrity of a SAC or SPA (referred to collectively as Nature 2000 sites), then an Article 6 Habitats Assessment (under the Habitats Directive: Council Directive 92/43/EEC) will need to be undertaken by the Competent Authority (i.e. the DTO as they are the authority responsible for preparing the Strategy). The term ‘Appropriate Assessment’ is generally used to refer to both the process of carrying out this assessment and the report or statement that documents the assessment and presentation the results.

The application of the Habitats Directive involves the precautionary principle; that is that plans and projects can only be permitted having ascertained no significant adverse effect on the integrity of the site. Plans and projects may still, however, be permitted if there are no other alternatives, and there are imperative reasons of overriding public interest as to why the plans or projects should proceed. In such cases compensatory measures will be necessary to ensure the overall integrity of network of sites.

As the Strategy Potential Measures have not yet been defined, it is not possible to determine if significant effects on the integrity of SACs and SPAs. As such, an Article 6 Screening assessment will be undertaken later in the Strategy development process. This screening assessment will consider if potential significant effects are likely on the aforementioned European Sites. If the screening assessment concludes that significant effects on the integrity of Natura 2000 sites are likely, then a full Article 6 Assessment will be undertaken for each significantly affected site.

The assessment process will include consultation with National Parks and Wildlife Service (NPWS) and the results will be made available to the public.
PLAN AND PROGRAMME CONTEXT

5.1 INTRODUCTION

This section of the draft Scoping Report provides an overview of the legislation, policies, plans and programmes that have been considered as part of the SEA scoping stage and which may have a relevance to the development of SEA Objectives and the Strategy.

5.2 OVERVIEW OF LEGISLATION, POLICY, PLAN AND PROGRAMME CONTEXT

Relevant plans and programmes that were reviewed in the preparation of this draft SEA Scoping Report were:

- **International & European legislation:**
  - United Nations (UN) Convention on Biological Diversity;
  - UN Kyoto Protocol and the Second European Climate Change Programme (ECCP II);
  - Water Framework Directive (2000/60/EC);
  - Air Quality Framework Directive (1996/62/EC);
  - Assessment and Management of Environmental Noise (2002/40/EC); and
  - EU Sustainable Development Strategy; and
  - Floods Directive.

- **National plans and programmes:**
  - National Spatial Strategy;
  - Transport 21;
  - National Climate Change Strategy 2007 – 2012;
  - Energy White Paper 2007;
  - Sustainable Development – A Strategy for Ireland;
  - Biodiversity Action Plan;
  - BioEnergy Action Plan for Ireland;
  - Strategic Rail Review;
  - National Roads Needs Study;
  - Road Safety Strategy;
  - Ten-Year Framework Social Partnership Draft Agreement;
  - Draft Sustainable Residential Development in Urban Areas Planning Guidelines;
  - Retail Planning Guidelines for Planning Authorities;
  - National Hazardous Waste Management Plan;
  - ‘The Planning System and Flood Risk Management’ – Consultation Draft Guidelines for Planning Authorities; and
- **Ports Policy Statement**;
- **Department of Transport’s Sectoral Plan under the Disability Act 2005**;
- **Water Services Act**.

- **Regional plans and programmes**:
  - Regional Planning Guidelines for the Greater Dublin Area 2004-2016; and
  - Greater Dublin Strategy Drainage Study;
  - Greater Dublin Water Supply Scheme; and
  - Regional and County Waste Management Plans:
    - Waste Management Plan for Dublin, 2005-2010;
    - County Wicklow Replacement Waste Management Plan 2006-2011;
    - Kildare Waste Management Plan 2005-2010; and

- **County plans and programmes**:
  - Dublin City Development Plan 2005 – 2011;
  - South Dublin County Development Plan 2004 – 2010;
  - Dun Laoghaire-Rathdown Development Plan 2004-2010;
  - Kildare County Development Plan 2005-2011; and

- **Local plans and programmes**:
  - Various LAPS including Strategic Development Zone Planning Schemes.

- **Northern Ireland plans and programmes**:
  - Shaping Our Future – Regional Development Strategy for Northern Ireland, 2025;
  - Regional Transport Strategy for Northern Ireland 2002-2012;
  - Regional Strategic Transport Network Transport Plan 2015; and
  - Sub-Regional Transport Plan, 2015.

- **Other plans and programmes**:
  - Grangegorman Development Agency Strategic Plan;
  - Draft Dublin Docklands Area Masterplan;
  - Dublin Bus Network Review;
  - 2020 Vision Sustainable Travel and Transport Action Plan;
  - Dublin Airport Authority: Transforming Dublin Airport;
  - Fingal East Meath Flood Risk Assessment and Management Study;
  - River Dodder Flood Risk Assessment & Management Study
2030Vision can be considered a regional strategy. Thus, it will be influenced by European legislation, national and other regional plans and programmes. It will also interact with and influence other regional, county, local and other plans and programmes.

Some central points, in relation to the SEA, to emerge from an initial policy, plan and programme review are:

- The increasing use of the private car needs to be addressed and a shift towards softer modes of transport (i.e. cycling and walking) and the various forms of public transport encouraged.

- Transport is the sector of the Irish economy, which is responsible for the largest increase in greenhouse gas emissions. Thus, transport-related emissions need to be tackled and the trend reversed.

- Land use planning is one the key factors which influences transport and travel patterns in Ireland. Future growth and development needs to be undertaken in a sustainable manner and one which considers the subsequent transport patterns.

- Encouraging greater use of non-car modes of travel and transport has wider benefits in the areas of economics, health, quality of life and social inclusion.

Annex A presents a summary of the key pieces of international, European, national, regional and county policy and legislation that are being considered as part of the preparation of the Strategy SEA and are likely to influence the SEA process. The purpose or aim of each plan, programme or piece of legislation is stated, as is the link to 2030Vision. Where the legislation, plan or programme has directly informed the development of an SEA Objective, this has been highlighted.
6 ENVIRONMENTAL BASELINE

6.1 INTRODUCTION

The environmental baseline is normally understood to refer to the environmental conditions prevailing at the time when the draft plan or programme is being prepared, and provides the basis for analysing the possible environmental effects of implementing the plan or programme. This section presents a preliminary overview of baseline information and issues that will be analysed and addressed at the next stages of the SEA process. As noted previously, Table 4.1 presents a list of potential environmental effects that may arise as a result of the implementation of 2030Vision.

6.2 PRELIMINARY BASELINE

6.2.1 Introduction

A broad explanation of each of the environmental topic headings and the environmental baseline information/data identified to date under each heading is presented below. Further relevant baseline data is likely to emerge as a consequence of responses to the Scoping Report and also as the SEA progresses.

A guiding principle in the development of 2030Vision is that it is to be ‘objective-led’ and ‘evidence-based’. The same principle is being applied within the SEA process. In this regard, the DTO holds a wealth of data relating to transport, population demographics, economic trends and travel demand and has compiled a compendium of statistics considered relevant to the development of the strategy. The data are being analysed by the DTO, to identify current patterns, trends and issues that will set the context for the development of the Strategy and inform the future ‘Do-Minimum’ scenario. In order to avoid duplication of work and to ensure that the development of 2030Vision and SEA processes are fully integrated, the data analysis will form part of the baseline for the SEA and will be built upon using the data outlined below under each environmental heading.

The baseline establishes the current situation but the SEA must also take into account the likely future conditions that would exist if the Strategy was not implemented.

Relevant statistics about these future conditions (in relation to transport related emissions, air pollutants and noise) will come from the modelling of the ‘Do-Minimum’ scenario.

6.2.2 Biodiversity, Flora & Fauna

The key biodiversity, flora and fauna resources in the GDA are the network of Natura 2000 sites comprised of Special Conservation Areas (SACs) and Special Protection Areas (SPAs). These represent a range of protected habitats, which
have been designated on the basis of their sensitivity, rareness and ecological value in Europe.

There are 424 SACs within the Republic of Ireland, in the process of being formally designated under the Habitats Directive (410 have been transmitted and formally adopted) and 135 SPAs designated under the Birds Directive within the Republic of Ireland.

National Heritage Areas (NHAs) are ecological sites, which are protected on a national level. To date, 75 raised bogs have been given legal protection on a national basis as NHAs. These raised bogs are located mainly in the midlands. A further 73 blanket bogs, covering 37,000ha, mostly in western areas are also designated as NHAs. In addition, there are 630 proposed NHAs (pNHAs), which were published on a non-statutory basis in 1995, but have not since been statutorily proposed or designated.

National Parks & Wildlife Service (NPWS) shows that a proportion of these sites are within the GDA, as shown in Table 6.1 below.

<table>
<thead>
<tr>
<th>County</th>
<th>SACs</th>
<th>SPAs</th>
<th>HNAs</th>
<th>pNHAs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dublin (1)</td>
<td>12</td>
<td>9</td>
<td>0</td>
<td>30</td>
</tr>
<tr>
<td>Kildare</td>
<td>7</td>
<td>1</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>Meath</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td>27</td>
</tr>
<tr>
<td>Wicklow</td>
<td>13</td>
<td>4</td>
<td>0</td>
<td>35</td>
</tr>
</tbody>
</table>

Source: NPWS (2008)

NPWS prepared a report (‘The Status of EU Protected Habitats and species in Ireland’: 2008) that addressed the health and status of the various designated habitats in Ireland and highlighted threats and pressures on various habitats and species. This report will inform the baseline and assessment of impacts in relation to biodiversity, flora and fauna.

The environmental assessments will consider any potential effects on the above network of SAC, SPAs and NHAs. Where significant effects are thought to arise, an Article 6 (Habitats Directive) screening assessment will be undertaken (Section 4.5). If potential effects could arise at specific local receptors, then relevant data at this scale will be obtained and considered.

Data sources

Data regarding Natura 2000 sites is available on the NPWS website. However, Conservation Management Plans are not available for the majority of Natura 2000 sites in Ireland, although the NPWS is in the process of developing these Plans, a requirement under the Habitats Directive. The assessment will also draw on other available data sources that identify areas of ecological importance ideally.

(1) Comprising Dublin City, Fingal, South Dublin and Dun Laoghaire-Rathdown County Councils
6.2.3 Landscape

The environmental topic of Landscape covers strategic landscape and landscape character issues. The environmental assessments will focus on landscape protection and conservation designations. However, it should be noted that there is no common/standard landscape designation system available in Ireland. Thus, each County Council has its own separate landscape designation system.

Additionally, landscape character assessments have been prepared for some of the areas and these provide a characterisation of the baseline landscape. As with landscape designations, there is no common landscape character assessment and rating system available. Thus, each county has its own landscape characterisation and classification system.

The Environmental Report will include an overview of the relevant landscape baseline conditions in the GDA. The assessment will focus on pressures and effects on landscape arising from the various elements of the Strategy and will take account of the scale of these elements and their location in the landscape. The landscape in the GDA is very diverse and includes urban areas, rural areas, mountains and uplands areas, plains, canals, valleys and coastal areas. Transport infrastructure (roads, rail lines etc) has historically formed a key component and influence on the development and evolution of landscape character in the GDA. Potential future effects for the implementation of the Strategy on landscape character will be included in the Environmental Report.

Data sources

Relevant landscape character and designations data have been obtained for each of the seven County and City Development Plans. However, as noted above, there is no common/standard landscape character assessment and classification system so each County Council has adopted a slightly different approach to landscape characterisation.

Data on landscape designations and data on areas of landscape importance will also be obtained. Here again, there is no common/consistent landscape designation system available, so each County Council has its own landscape protection and conservation designations.

6.2.4 Population

The environmental topic of Population includes socio-economic issues such as accessibility to services and economic opportunities.

Understanding accessibility requires systematic assessment of whether people can get to places of work, health care facilities, education, food shops and other destinations or services. A particular focus of the Strategy, as identified in the draft Objectives, is the delivery of solutions to accessibility problems.

Table 6.2 indicates the 2006 population levels of the seven Local Authorities in the GDA and the change in population over the inter-census periods underlining the increasing numbers of people demanding travel in the region and the volume of people that are likely to be affected by the Strategy.
### Table 6.2  Census population of the GDA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Kildare</td>
<td>122,656</td>
<td>+10.1</td>
<td>134,992</td>
<td>+21.4</td>
<td>163,944</td>
<td>+13.7</td>
<td>186,335</td>
</tr>
<tr>
<td>Meath</td>
<td>105,370</td>
<td>+4.1</td>
<td>109,732</td>
<td>+22.1</td>
<td>134,005</td>
<td>+21.5</td>
<td>162,831</td>
</tr>
<tr>
<td>Wicklow</td>
<td>97,265</td>
<td>+5.6</td>
<td>102,683</td>
<td>+11.7</td>
<td>114,676</td>
<td>+10.0</td>
<td>126,194</td>
</tr>
<tr>
<td>Dun Laoghaire – Rathdown</td>
<td>185,410</td>
<td>+2.5</td>
<td>189,999</td>
<td>+0.9</td>
<td>191,792</td>
<td>+1.2</td>
<td>194,038</td>
</tr>
<tr>
<td>South Dublin</td>
<td>208,739</td>
<td>+4.8</td>
<td>218,728</td>
<td>+9.2</td>
<td>238,835</td>
<td>+3.4</td>
<td>246,935</td>
</tr>
<tr>
<td>Fingal</td>
<td>152,766</td>
<td>+9.8</td>
<td>167,683</td>
<td>+17.1</td>
<td>196,413</td>
<td>+22.2</td>
<td>239,992</td>
</tr>
<tr>
<td>Dublin City</td>
<td>478,389</td>
<td>+0.7</td>
<td>481,854</td>
<td>+2.9</td>
<td>495,781</td>
<td>+2.1</td>
<td>506,211</td>
</tr>
<tr>
<td>GDA Total</td>
<td>135,059</td>
<td>+4.1</td>
<td>140,567</td>
<td>+9.2</td>
<td>153,544</td>
<td>+8.3</td>
<td>1,66,2536</td>
</tr>
</tbody>
</table>

*Source: Census 2006 - Central Statistics Office (2007)*

There is also a significant fluctuation in the daily number of people present within the GDA boundaries because of external commuting, visitors to the GDA, business trips, etc. The Strategy will take account of such variations as will the environment assessment.

### Data sources

Detailed population and associated data obtained from the CSO is being analysed by the DTO as part of the Strategy development process and will form part of the environmental baseline. The main data sets are:

- **Small Area Population Statistics (SAPS)**, which presents Census results at place of enumeration. This data is available for 1996, 2002 and 2006 Census; and

- **Place of Work Census Area Records (POWCAR)**, which presents Census results at Place of Work. This dataset was first produced in full for the Census 2006, however a sample dataset was produced by the CSO for 2002, which can be used for comparison purposes. This dataset is not available for 1996.

A wide range of Census 2006 data will feature in the environmental assessment, via the DTO’s transport model. This uses a range of census data to model likely travel journeys, based on current and various future land use planning scenarios. The model outputs will then form the basis for the assessment of air quality, noise and climate change (greenhouse gas) effects.

### 6.2.5 Human Health

The Human health environmental topic addresses issues such as:

- personal safety;
- mental and physical wellbeing; and
- relevant quality of life aspects (e.g. journey and commuting times; and frequency, flexibility and quality of transport options; accessibility to employment, leisure, healthcare etc).
It should be noted that air quality also clearly has human health implications. This is dealt with as a stand-alone topic at Section 6.2.8.

A key issue to be considered in the environmental assessment is the level of transport-related accidents, such as traffic collisions with other cars, cyclists and pedestrians. Table 6.3 presents the incidence of traffic collisions in the GDA for 2006.

Table 6.3  Traffic Collisions and Casualties in the GDA

<table>
<thead>
<tr>
<th>County</th>
<th>Reg. Motor Vehicles (000's)</th>
<th>Fatal Collisions</th>
<th>Injurious Collisions</th>
<th>Total Collisions</th>
<th>Total Killed</th>
<th>Total Injured</th>
<th>Total Casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dublin*</td>
<td>573</td>
<td>32</td>
<td>1,288</td>
<td>1,320 (21.9%)</td>
<td>34</td>
<td>1,713</td>
<td>1,747 (19.5%)</td>
</tr>
<tr>
<td>Kildare</td>
<td>101</td>
<td>19</td>
<td>174</td>
<td>193 (3.2%)</td>
<td>23</td>
<td>266</td>
<td>289 (3.2%)</td>
</tr>
<tr>
<td>Meath</td>
<td>92</td>
<td>20</td>
<td>268</td>
<td>288 (4.8%)</td>
<td>22</td>
<td>397</td>
<td>419 (4.7%)</td>
</tr>
<tr>
<td>Wicklow</td>
<td>71</td>
<td>11</td>
<td>143</td>
<td>154 (2.6%)</td>
<td>11</td>
<td>234</td>
<td>245 (2.7%)</td>
</tr>
<tr>
<td>GDA</td>
<td>837</td>
<td>82</td>
<td>1,873</td>
<td>1,955 (32.5%)</td>
<td>90</td>
<td>2,610</td>
<td>2,700 (30.2%)</td>
</tr>
<tr>
<td>State</td>
<td>2,296</td>
<td>321</td>
<td>5,697</td>
<td>6,018 (100%)</td>
<td>365</td>
<td>8,575</td>
<td>8,940 (100%)</td>
</tr>
</tbody>
</table>

*: covers the four Dublin Local Authorities

Source: Road Safety Authority - Road Collision Facts 2006 (2007)

On a nationwide-basis, car users represented the greatest proportion of road fatalities in 2006, with 62% (226 people) of all fatalities. Pedestrians accounted for 20% (73 people) of fatalities while motor cyclists accounted for 8% (29 people). Pedal cyclists represented 2% (9 people) of 2006 fatalities. The majority of fatalities were male and aged 21 to 34.

Data sources

The SEA will look to establish what the future situation is likely to be in the absence of the Strategy, using in particular accident forecasts from the DTO’s transport model. A comparison to historical accident trends will also be provided.

Modelling data regarding potential/future accident rates available from the DTO (and as part of the wider Strategy Assessment: Section 3.3) will be used in the environmental assessment.

The Health Service Executive (HSE) has been contacted regarding the availability of a Health Atlas for Ireland. Depending on the availability, nature and extent of this health data, it may be possible to depict baseline health issues that may be positively or negatively affected by the Strategy. (e.g. the promotion of soft modes of transport increasing levels of exercise via cycling and walking with corresponding reductions in heart diseases etc.).

6.2.6 Noise

The main sources of available data on baseline noise are the Strategic Noise Maps and Noise Action Plans being produced by the relevant Local
Authorities. These maps and Action Plans who are required to produce such maps under the Environmental Regulations 2006 (S.I. 140 of 2006), transposed from EU Directive 2002/49/EC on The Assessment and Management of Environmental Noise. Under this Regulation, the four Dublin Local Authority’s are required to produce Noise Maps and Noise Action Plans, for agglomerations of more than 250,000 people and also for major roads, that have more than six million vehicle passages a year. Maps must also be produced for rail lines that have more than 60,000 train passages per year.

This mapping data to date indicates that road traffic is the main source of environmental noise. Railway noise does not have a major impact on overall noise levels. Table 6.4 presents an overview of the key noise data regarding road traffic noise.

Table 6.4  Summary road traffic noise data for the four Dublin Local Authority’s

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>% population exposed to L_{den} above 65dB</th>
<th>% population exposed to night time sound levels above 55dB</th>
<th>Approx. population exposed to average 24-hr levels above 75dB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dublin City</td>
<td>66%</td>
<td>58%</td>
<td>7,600</td>
</tr>
<tr>
<td>Fingal</td>
<td>81%</td>
<td>23%</td>
<td>2,291</td>
</tr>
<tr>
<td>South Dublin</td>
<td>70%</td>
<td>43%</td>
<td>8,000</td>
</tr>
<tr>
<td>Dun Laoghaire-Rathdown</td>
<td>73%</td>
<td>31%</td>
<td>6,100</td>
</tr>
<tr>
<td>Dublin agglomeration</td>
<td>71%</td>
<td>44%</td>
<td>24,000 (2%)</td>
</tr>
</tbody>
</table>

1: Night time sound levels above 55 dB are considered undesirable.
2: Daytime sound levels above 70dB are considered undesirable.

The above data represents a ‘snapshot’ of current sound levels in Dublin. It can be seen that the majority (71%) of the population in the four Local Authority’s of Dublin are not being exposed to undesirable sound levels during the daytime. However, a significantly greater proportion of the population is exposed to undesirable night-time noise levels from road traffic.

The concept of undesirable noise levels is not exact and personal ‘acceptance’ levels may mean that a person exposed to greater than 70 dB at night (which is classified as an undesirable noise level) may not be adversely impacted. Equally, a person can be highly sensitive to noise and may find night-time levels of 65dB as being unacceptable.

In terms of the future ‘Do Minimum’ situation (i.e. the future situation in the absence of the Strategy), traffic noise is likely to remain a key contributor to urban noise and also reduced tranquillity outside urban areas. The future noise levels from transport in the GDA will be established using data output from the DTO’s transport model. Noise will be determined in terms of the ‘estimated population annoyed by transport noise’ using a prediction method based on that set out in the UK Transport Analysis Guidance manual.

Data sources

As noted above, the Strategic Noise Maps and Noise Action Plans will form the key baseline data source for the environmental assessments. These Maps
and Plans are based on computer modelling and on various sets of traffic and rail data.

Another key data source will be the various outputs from the DTO’s transport model. The key output here will be traffic flows which will be used to calculate the baseline ‘estimated population annoyed by transport noise’ using a prediction method based on that set out in the UK Transport Analysis Guidance.

6.2.7 Water

Water refers to all water-based resources in the GDA. These resources consist of surface water (rivers, streams, lakes, canals), groundwater (aquifers and public water sources), transitional waters (estuaries) and coastal waters. Any potential effects on water from the Strategy are likely to be from new transport infrastructure promoted within the Strategy.

Under the Water Framework Directive (WFD) (2000/60/EC) Ireland’s various water resources are managed on a catchment basis (rather than administrative boundaries). There are a total of 8 River Basin Districts (RBDs) across the island of Ireland. The GDA contains the entire Eastern River Basin District (ERBD), a large proportion of the South-Eastern River Basin District (SERBD) and a small area of the Neagh Bann River Basin District. Each RBD is broken down to sub-catchments areas called hydrometric areas. The key objective of the WFD is the attainment of good status by 2015 for all water bodies. Good status comprises a range of parameters, such as physical, biological and chemical. Under the WFD, a 4-category risk-rating scale has been developed, based on the likelihood of a water body attaining good status.

A key output of the WFD is that all eight RBDs are required to prepare River Basin Management Plans (RBMPs) and have these adopted by January 2010. RBMPs will outline a range of management measures to ensure that the overall objectives of the WFD are met by 2015.

According to the EPA the majority of rivers nationwide are unpolluted and the number of polluted rivers has been declining in recent years. However, many of the rivers and surfacewater bodies of the GDA are under pressure and are at risk of not attaining the standards as required under the WFD. The key reason for this is that most of the waterbodies in the GDA are at risk from point (such as industrial and wastewater discharges) and diffuse sources of pollution (such as urban and agricultural runoff).

Groundwater resources under the urbanised areas of the GDA are at risk of not attaining the standards as required under the WFD, whereas groundwater resources under the less developed areas are considered more likely to attain the required standards. There is a range of identified risks, including topics such as point and diffuse discharges (e.g. inadequate wastewater treatment and subsequent discharging, agricultural runoff), morphological (e.g. changes to river banks and streams) and impacts from dangerous substances.

Flooding is also an issue in the GDA, with some areas known to be at risk of flooding under certain hydrological and fluvial conditions.

Data sources
Relevant and high-level data from the various sources of the WFD Characterisation Reports (www.wfdireland.ie) will be obtained for the SEA. However, localised water data will only be obtained if localised effects are predicted to arise. It is the intention to keep the SEA at a strategic level of detail and thus the SEA will not be collecting, using or analysing detailed site-specific data.

Another key water data source for the SEA will be the RBMPs: drafts of these are expected in January 2009. Conflicts between the RBMP and the Strategy are possible: this will be explored as the SEA progresses and reported in the Environmental Report.

6.2.8 Air

Road traffic leads to emissions of pollutants to the air, with many cities in developed world facing problems from traffic-related emissions of nitrogen dioxide (NO$_2$) and particulate matter less than 10 microns (PM$_{10}$). NO$_2$, PM$_{10}$, as well as sulphur dioxide (SO$_2$) and carbon monoxide (CO) are bi-products of the combustion process of fossil fuels in vehicle engines and can harm human health. These pollutants are taken as key determinants of air quality in Ireland.

Air quality in Ireland is considered on a zonal and urban agglomeration basis. Four zones are defined by the Air Quality Regulations (2002), one of the key pieces of air quality-related legislation (and based on EU air quality Directives). The air quality zones are:

- **Zone A**: Dublin Conurbation;
- **Zone B**: Cork Conurbation;
- **Zone C**: Other cities and large towns comprising Galway, Limerick, Waterford, Clonmel, Kilkenny, Sligo, Drogheda, Wexford, Athlone, Ennis, Bray, Naas, Carlow, Tralee and Dundalk; and
- **Zone D**: Rural Ireland, i.e. the remainder of the State excluding Zones A, B and C.

Regarding the GDA, the Zone A (Dublin Conurbation), Zone C (the larger towns in the GDA: Bray, Naas and part of Drogheda) and Zone D (the rest of the GDA) are of relevance.

Various air quality thresholds exist for a range of air quality pollutants. These thresholds are based on a series of EU Directives and have been transposed into Irish law through a series of Regulations.

The EPA is responsible for the collation of air quality monitoring data in Ireland. In relation to the GDA, monitoring data is held and available from the EPA for various locations in the GDA, most of which are in urban areas.

Generally, air quality in Ireland is very good and in the future the emissions performance of cars is likely to improve as a consequence of programmed improvements to engine and fuel technology. That said, it is likely that where traffic flows are heavy now and in the future, there will be a potential for poor air quality in these locations affecting those living and working in close proximity to these roads.
The future ‘Do-Minimum’ situation with regard to air quality (i.e. the future situation in the absence of the Strategy) will be established using data output from the DTO’s transport model. Emissions and, where possible, pollutant concentrations (NO₂ and PM₁₀) will be determined on the basis of traffic flow data. It is likely that the prediction approach set out in the UK Transport Analysis Guidance tool will be utilised.

Data sources

Air quality data from the EPA and local authorities will be obtained and presented in the Environmental Report. Data from the DTO’s transport model will be used as a basis for calculating future traffic-related air quality with and without the implementation of the Strategy.

6.2.9 Climatic Factors & Climate Change

The use of transport leads to the emission of greenhouse gases (GHGs). GHGs are man-made gases and are typically emitted from the combustion process (such as vehicles and power stations). Other GHG sources include agriculture (emissions from animals) and waste management (emissions from landfill sites and from other forms of waste processing and treatment). There are many types of GHG, but most common are carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O).

The focus on GHGs is based on strong scientific evidence that these gases are changing the atmospheric chemistry of the planet and that this is resulting in climate change which is likely to produce anthropogenic changes in global (and thus, local) precipitation and temperature patterns, sea-level rise and an increase in extreme weather events i.e. flooding.

In the period 1990 to 2006, Ireland’s GHG emissions, increased by 25.5% from 55.5 Mt (Million tonnes) of CO₂ equivalent to 69.76 Mt. CO₂ equivalent is a term used to describe overall GHG emissions as a single figure rather than stating the separate emissions for the various GHGs.

The EPA notes “the transport sector shows the greatest increase in emissions at 165% between 1990 and 2006. This increase is mainly due to the increased number of private cars and goods vehicles on Irish roads and the trend towards purchasing larger vehicles”.

The Environmental Report will explore the detail behind the above headline GHG data and the contribution that the transport sector makes to Ireland’s national GHG emissions. Past and future trends will be explored as well as a comparison to trends in other EU countries and to the EU averages. Both the mitigation of climate change and adaption to its likely effects will be addressed. Reference will be made to relevant actions and measures as envisaged under the National Climate Change Strategy and other relevant climate change policy.

In relation to national temperature patterns, the average temperature in Ireland has increased by approximately 0.7°C over the period 1890-2004, at an average rate of 0.06°C per decade. The temperature increase was particularly rapid in the period 1980 – 2004 (EPA, 2006). This trend is evident on a global
basis. Climate models suggest that at current atmospheric GHG levels global temperature will increase by a further 0.6°C over the coming decades. The Intergovernmental Panel on Climate Change (IPCC) is of the view that severe climate change impacts will increase significantly if global temperatures increase by more than 2°C above pre-industrial times.

National precipitation rates also show an increasing trend over time. Total annual precipitation levels for Ireland, based on averaging 11 of 14 weather stations, shows a general trend of increasing precipitation over a 40-year period, with notable increases since the 1970s. Rainfall data from Malin Head (Co. Donegal) shows a significant increase in rainfall levels over more than a century. However, 2001 and 2003 were two of the driest years recorded since 1960. An increased gradient in precipitation with wetter winters and drier summers, particularly in the southeast, is becoming evident from the meteorological records.

Data sources

Irish climate change and associated data will be obtained from the EPA and the European Environmental Agency.

An important point to make is that obtaining GDA-specific data on climate change is currently not possible as climate change data is only available on a national basis: no regional breakdowns are available. However, through the use of the DTO traffic model and its associated outputs, it will be possible to make predictions of future GHG, emissions with and without the implementation of 2030Vision.

6.2.10 Soil & Geology

The environmental topic of soils and geology is concerned with vulnerable soil resources (e.g. prime agricultural land) and designated geological and geomorphological sites. The issue of aquifers is being considered separately under the water topic, although clear links and overlaps are acknowledged.

The bedrock geology of the GDA is composed of igneous and sedimentary formations. Meath consists primarily of Dinantian Upper Impure Limestone and Dinantian Mixed Sandstone, Shale and Limestone. Dublin is comprised of mostly Dinantian Mixed Sandstone, Shale and Limestone. Kildare’s bedrock consists of Dinantian Pure Bedded Limestone, Silurian Metasediments, Volcanics and Dinantian Early Sandstone, Shale and Limestone, whereas Wicklow’s bedrock is primarily Granites and other igneous intrusive rocks, Ordovician Metasediments and Cambrian Metasediments.

The soils in the GDA are predominantly gleys with some incidence of peaty gleys. There is also a high proportion of made ground within the area (principally urban areas).

The predominant use of soils in the GDA is agricultural activity in north Fingal and in the rural areas of Meath, Kildare and Wicklow.

While no environmental topics are being scoped out at this stage, it is considered unlikely that the Strategy will have any marked effects on soil, sub-soil and geology.
Data sources

Strategic soils, sub-soils and geological information will be obtained from the Geological Survey of Ireland.

6.2.11 Material Assets

Material assets are concerned with the consideration of a range of assets of both intrinsic and economic value. Three principal classes of assets are considered relevant for the SEA:

- Public assets and infrastructure (public open spaces; recreational assets/facilities; public buildings, services and facilities; cultural amenities and facilities; and critical infrastructural networks: electricity, gas, telecommunications, transport, water supply, and wastewater).

- National fossil fuel supplies (petrol and diesel stores for the private car users, for public transport vehicles (bus and rail fleets), and for road-based transport and distribution network).

- Previously developed land (brownfield development sites, especially those along transport corridors or in urban areas and greenfield areas).

Parts of the GDA are well developed and contain considerable supporting utilities. The SEA will not identify the location of these activities in terms of a baseline, but will identify the potential for likely significant effects should the Strategy involve considerable amounts of transport development in areas likely to contain concentrations of utilities.

Regarding national fossil fuel supplies, no specific data is available for the GDA area. However, it is anticipated that the DTO transport model will be able to provide data on vehicle kms in the absence of the Strategy, which will provide a basis for calculating fuel consumption for road-based modes.

In relation to brownfield sites, if key sites (e.g. strategic sites for redevelopment) are identified in the Strategy, then relevant baseline information will be presented on these. The amount and extent of brownfield sites in Ireland is not known (EPA, 2006) and it is generally up to each Local Authority to identify strategic brownfield sites for redevelopment. However, key brownfield sites do exist in the GDA and the most important of these (in relation to the Strategy) are those along transport corridors (i.e. rail, Luas and QBCs) and those in urban areas, which may or may not be along transport corridors.

Data sources

The main data issues are described in the text above.
6.2.12 Cultural Heritage (inc. Architectural and Archaeological Heritage)

The cultural heritage environmental topic includes cultural, architectural and archaeological resources.

Within the GDA, there are numerous buildings and built structures that are classified as protected structures. The DoEHLG holds records of these buildings as do each of the relevant local authorities. There are also areas of architectural heritage that warrant architectural conservation. The DoEHLG also holds a ‘Sites and Monuments Record’ database which contains data on all sites of archaeological interest and monuments of conservation importance.

Data sources

If the Strategy indicates that specific effects on designated cultural heritage and related resources are likely, then relevant information will be provided in the Environmental Report. However, it is not possible at this stage to determine the scope and level of detail of the Strategy.

A detailed review of cultural heritage and related resources will not be provided in the Environmental Report, unless specific aspects of these resources are likely to be affected by the Strategy. The Environmental Report will, however, set out any legal obligations in relation to the protection of cultural heritage resources.

6.3 Existing Environmental Problems and Pressures

This section sets out a preliminary examination of some of the relevant trends, problems and pressures in terms of transport and landuse and explores the linkages with environmental issues. These will be taken into account and analysed in more detail in the SEA and during the development of Strategy. A summary of the key points is provided below. It is likely that consultation on this Scoping Report will identify further issues for consideration.

- Although population has grown significantly in the GDA during recent times (Section 6.2.4), some of the older urban areas have undergone a reduction in population. The implication of this is that while there has been a significant increase in the travel demand in the GDA, the patterns of travel demand are changing. Many of the urban areas that are undergoing population reduction (due to falling household sizes) are actually those, which are often closest to the public transport network and to places of work, recreation and retail facilities. Thus the very areas where car use may be low are those undergoing population decreases. Correspondingly, the geographical growth of the agglomeration of Dublin (both physically and in terms of regular commuting) into the counties of Meath, Kildare and Wicklow has resulted in areas where car use dominates. The growth in car use (and lengthening of car-journeys) is leading to increased pressure on the environment and of course affects the quality of life of long-distance commuters contributing to time poverty.
• The number of people travelling to work has increased by 54% from 1996 to 2006; this is based both on the growth in the national economy and due to the changing landuse pattern referred to above in the previous point). The greatest increase in mode of travel to work across the whole GDA is the car, while the percentage walking and using public transport has decreased (although soft modes of transport in Dublin City has increased). In 2006, the proportion of modes of travel to work was:

  o Car – 59%;
  o Public transport – 19%;
  o Soft modes – 15%; and
  o Other – 6%.

The result of the growth in demand for travel – dominated by car use – is that Ireland’s GHG emissions from the transport sector have dramatically increased in recent years (Section 6.2.9) and the trend is likely to continue in future years. The growth in car use has also increased the emissions of air pollutants (NO\textsubscript{2}, PM\textsubscript{10} etc.), with potential increased risk to human health.

• The number of people travelling to education facilities in the GDA has also increased, with car-based journeys to education facilities increasing (12%) and soft-modes of transport decreasing. This is partially responsible for the growth in GHG emissions from the transport sector, traffic congestion, longer commutes and a resulting affect on quality of life.

• There was an increase of 32% in 24 hour flows on all National Roads in the GDA in the period 2002 – 2006. This is symptomatic of the growth in the demand for travel and the growth in car use to meet this demand.

• The growth in households in the GDA (Section 6.2.4) has spread to include a crescent from Balbriggan in the north through the counties of Meath, Kildare and south to Greystones. However, growth in the urban area (broadly inside the M50) has remained relatively static in the same period (1996 – 2006). As noted above, this is a reflection of the geographical expansion of the agglomeration of Dublin.

In environmental terms the outcome of the above is increased GHG emissions, greater consumption of fossil fuels (with resulting economic costs for the consumer), longer journeys and commuting times (contributing to time poverty and stress), and an increase in the emission of air pollutants.

• Overall, the car is the dominant form of transport across the GDA, although recently car-use has declined in Dublin city and use of soft-modes of transport has increased. However, the outer parts of Dublin city (i.e. outside the M50: Blanchardstown, Clondalkin, Tallaght/Citywest etc.), car use has greatly increased as indicated by Central Statistics Office data on car ownership rates. The growth in car use in the outer parts is based on the reasons and issues presented in
the previous point. But a key issue is that car use inside the M50 has declined, thus demonstrating that more sustainable land use patterns are possible, through greater provision of quality public transport, greater development densities and promotion of mixed-use developments.

- In 2006, there were a total of 2.3 million vehicles licensed in Ireland, approximately 77% of them private. The total number of cars in 2006 was 1.7 million, an increase from 1.5 million in 2005. The increase in the number of cars has lead to higher levels of CO₂ emissions.

The DTO would welcome further feedback from consultees through responses to this Scoping Report on the issue of potential problems and pressures, which the Strategy and SEA need to address.
7 FRAMEWORK FOR ASSESSING ENVIRONMENTAL EFFECTS

7.1 INTRODUCTION

A key requirement of SEA is “to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes” (Article 1 of Directive 2001/42/EC). For SEA to be effective, it must iteratively feed-back into the Strategy-making process on an ongoing basis, rather than at the end of the process. This approach ensures that the likely significant effects are identified and relevant mitigation measures (including avoidance) are developed throughout the process, rather than at the end of the process, when a large number of measures may need to be incorporated into the draft Strategy.

One of the most important parts of a Scoping Report is outlining how the assessment will be undertaken. In summary, there will be three broad environmental assessment stages:

1. An initial, high-level environmental assessment of a range of Strategy Measures under different categories;
2. An environmental assessment of the Strategy Alternatives; and
3. An environmental assessment of the Preferred Strategy, focusing on the identification of the likely significant effects on the environment.

The SEA Directive stresses a reasonable approach to environmental assessment, which takes into account issues such as the nature of the plan or programme being assessed, resource and information available within the timescale allowed. A summary of the environmental assessment process – and its role and position within the overall Strategy assessment process – is illustrated in Figure 7.1 and discussed in Section 7.2.


**Figure 7.1**  
*Environmental assessment process and its inputs to the Strategy appraisal and development process*

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**7.2** **SEA METHODOLOGY**

**7.2.1** **Overall Environmental Assessment Approach**

The environmental assessment at all stages (i.e. Measures under various categories, Strategy Alternatives and Preferred Draft Strategy) will be undertaken using the SEA Objectives (see Section 7.4). To establish the significance of the effects on the environment, the SEA will evaluate whether
the Measure, Alternative, draft Strategy will alter the current (and future, where applicable) baseline environment and what the outcome of this change will be in relation to the SEA Objectives. The SEA will establish whether the intervention is moving in the positive direction, the negative direction or has no effect (i.e. it is neutral).

To assist with the clarity of reporting, a seven-point rating scale will be used at all levels of the assessment:

-3 Major negative effect (*significant*);
-2 Moderate negative effect (*significant*);
-1 Minor negative effect (not significant);
0 Neutral;
+1 Minor positive effect (not significant);
+2 Moderate positive effect (*significant*); and
+3 Major positive effect (*significant*).

Generally, the SEA will deal with three categories of potential impact:

1. those that arise from changes in travel and movement patterns (e.g. air quality, climate change, noise, accidents etc) and can be addressed using output from the DTO’s transport model;

2. those that arise from landtake (e.g. loss of areas of important biodiversity, landscape, cultural heritage etc) and can be addressed using information on the broad corridor alignment and a GIS analysis of environmental constraints; and

3. those measures which cannot be represented in the DTO’s model (e.g. policy instruments, landuse zoning policies) and which are not infrastructure type measures – these can be assessed using a qualitative impact assessment table (of the type presented at Table 7.1).

Generally it is the case that most measures that are typically considered in developing a transport strategy can be represented in some way or form by the transport model (# 1. above) or by a broad location, such as a transport corridor (# 2. above). Thus, we expect relatively few measures to fall into the third category (# 3. above).

It is envisaged that the level of detail output from the transport model will become greater as the strategy development moves to the Alternatives and draft Strategy stage, for example moving from broad vehicle km per zone type data to actual link flows. Similarly, it is anticipated that broad infrastructure options at the Potential Measures stage will be more clearly defined at the Alternatives and preferred Strategy stage, allowing for a more considered environmental assessment of performance against the SEA objectives.

It is envisaged that the assessment of Strategy Measures and Strategy Alternatives will ensure that the preferred draft Strategy will be well informed by the SEA process and that the potential for significant effects will have been reduced from the outset.
The results of the environmental assessment of the Strategy Alternatives, the draft Strategy, the identification of likely significant effects on the environment and mitigation measures will all be reported in the draft Environmental Report. In parallel, a draft Strategy document will be published. Both documents will be subject to consultation as discussed in Section 8.

7.2.2 Strategy Potential Measures Environmental Assessment

The first environmental assessment stage in the process will focus on potential Strategy Measures developed by the DTO under various categories. At this stage in the Strategy development process, the potential measures will be largely generic and high-level in nature. In this regard, characteristics that would describe the location and scale of how each measure might be applied in the GDA will not be determined or available at this stage. The detail in relation to scale, locations and characteristics of how each measure might be applied through the development of specific schemes will take place after the initial round of assessment and will be informed by it.

Some initial high-level assessment will be undertaken as part of the overall Strategy Appraisal Framework in relation to the likely political, technological and legal feasibility of each potential measures and to determine the contribution of each measure towards the Strategy Objectives. Where they do meet basic Strategy objectives, they will be assessed against the SEA objectives.

In considering the significance of the effects on the environment, the environmental assessment at this stage evaluates whether the measure would be likely to alter the current (and future, where applicable) baseline environment and what the outcome of this change would be in relation to the SEA Objectives. The assessment considers whether the Measure is likely to impact in a positive or negative direction, or is likely to have no effect (i.e. it is neutral). This assessment will assist with the refinement and development of the Strategy Potential Measures and help to ensure that potential environmental impacts are identified and considered as an integral part of the decision making process.

All potential Measures will be assessed against the SEA Objectives using the template shown in Figure 7.1 below. The results of the environmental assessment of the Strategy Potential Measures will be presented in a Strategy Potential Measures SEA Report. The specific outputs from the environmental assessment will directly input into the Environmental component of the MCA (Section 3.6). Additionally, outputs from the MCA (the non-environmental components) will influence the population and Human health elements of the SEA. This is discussed in greater detail in Section 7.3.
### Table 7.1  Potential Measures environmental assessment table

<table>
<thead>
<tr>
<th>Strategy Intervention</th>
<th>Discussion of impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SEA Objectives</strong></td>
<td><strong>Rating</strong></td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td></td>
</tr>
<tr>
<td>Flora &amp; fauna</td>
<td></td>
</tr>
<tr>
<td>1. To avoid impacts on the integrity of European Conservation Sites (SACs and SPAs) and nationally designated sites (NHAs).</td>
<td>0</td>
</tr>
<tr>
<td>2. To support the overall goal of the National Biodiversity Plan.</td>
<td>0</td>
</tr>
<tr>
<td>3. To minimise impacts on locally-important biodiversity in the Greater Dublin Area.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Landscape</strong></td>
<td></td>
</tr>
<tr>
<td>4. To avoid or, where infeasible, minimise impacts on designated and protected landscapes and conservation areas.</td>
<td>0</td>
</tr>
<tr>
<td>5. To minimise impacts on undesignated landscape resources (townscapes, seascapes, riverscapes, general landscapes).</td>
<td>0</td>
</tr>
<tr>
<td>6. To increase accessibility to economic and employment opportunities, in particular for those who are physically, economically or socially disadvantaged within the GDA.</td>
<td>+1</td>
</tr>
<tr>
<td>7. To increase accessibility to quality public, cultural and community services, in particular, for those who are physically, economically or socially disadvantaged within the GDA.</td>
<td>+1</td>
</tr>
<tr>
<td>8. To contribute to improvements to transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
<td>+2</td>
</tr>
<tr>
<td>9. To support the objectives of the Environmental Noise Directive in relation to transport-related noise.</td>
<td>0</td>
</tr>
<tr>
<td>10. To minimise safety risks to human health arising from transport related activity.</td>
<td>0</td>
</tr>
<tr>
<td>11. To support health improvements and benefits from transport-related activities.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Population</strong></td>
<td></td>
</tr>
<tr>
<td>12. To support the forthcoming River Basin Management Plans (RBMP) and Programme of Measures (POM). Where these are not available, the objective is to support the aims and objectives of the Water Framework Directive (WFD)</td>
<td>0</td>
</tr>
<tr>
<td>13. To minimise impacts to surfacewater systems and resources.</td>
<td>0</td>
</tr>
<tr>
<td>14. To minimise impacts to groundwater systems and resources.</td>
<td>0</td>
</tr>
<tr>
<td>15. To minimise impacts to coastal systems and resources.</td>
<td>0</td>
</tr>
<tr>
<td>16. To minimise impacts to transitional systems and resources.</td>
<td>0</td>
</tr>
<tr>
<td>17. To minimise the risk of flooding.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Water</strong></td>
<td></td>
</tr>
<tr>
<td>18. To reduce negative air quality impacts arising from transport-related emissions.</td>
<td>+1</td>
</tr>
<tr>
<td>19. To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>+1</td>
</tr>
<tr>
<td><strong>Climate</strong></td>
<td></td>
</tr>
<tr>
<td>20. To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
<td>+1</td>
</tr>
<tr>
<td><strong>Soils &amp; geology</strong></td>
<td></td>
</tr>
<tr>
<td>21. To minimise negative impacts on important and vulnerable soils resources used for agricultural purposes.</td>
<td>0</td>
</tr>
<tr>
<td>22. To reduce consumption of construction material and generation of construction waste as part of transport infrastructure projects.</td>
<td>0</td>
</tr>
<tr>
<td>23. To avoid or, where infeasible, minimise impacts to protected and designated geological and geomorphological sites.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Material assets</strong></td>
<td></td>
</tr>
<tr>
<td>24. To protect public assets and infrastructure.</td>
<td>0</td>
</tr>
<tr>
<td>25. To reduce the fossil fuel demand by the transport sector.</td>
<td>+1</td>
</tr>
<tr>
<td>26. To assist with the reuse and regeneration of brownfield sites.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Cultural Heritage</strong></td>
<td></td>
</tr>
<tr>
<td>27. To avoid or, where infeasible, minimise impacts to designated cultural, architectural and archaeological resources.</td>
<td>0</td>
</tr>
</tbody>
</table>

**Key:**
-3  Major negative effect *(significant)*
-2  Moderate negative effect *(significant)*
-1  Minor negative effect (not significant)
0   Neutral
+1  Minor positive effect (not significant)
+2  Moderate positive effect *(significant)*
+3  Major positive effect *(significant)*
7.2.3 Strategy Alternatives Environmental Assessment

The completion of the assessment of potential Measures will inform the next stage in the development of the Strategy - the process of ‘packaging-up’ those measures, which could contribute positively towards good value delivery of the strategy objectives, in order to shape Strategy Alternatives. The resulting Strategy Alternatives will then be subject to environmental assessment under the SEA Objectives and assessment under the Strategy Appraisal Framework.

The purpose of the environmental assessment of the Strategy Alternatives is to highlight the significant environmental impacts of each of the Strategy Alternatives and also to inform the environmental component of the MCA.

The level of detail of the environmental assessment is likely be greater than for the Strategy Measures, based on the assumption that the component measures of the Alternatives will be defined in more detail and that the DTO model outputs will also be available.

The results of the environmental assessment of the Strategy Alternatives will be presented in the draft Environmental Report. These environmental assessment results will also form the inputs for the environmental component of the MCA. The results of the assessment will be summarised in the Environmental Report and also in the draft Strategy document (Figure 7.1).

7.2.4 Preferred Draft Strategy Environmental Assessment

The assessment of the Strategy Alternatives through the SEA and the Strategy Appraisal Framework will inform the decision making process to assist in arriving at a preferred draft Strategy. The full range of likely significant effects of the preferred Strategy on the environment can then be identified. This is one of the key requirements of an Environmental Report. Mitigation measures will then be developed to address the identified likely significant effects and these mitigation measures will be integrated into the iterative process of preferred Strategy refinement. Impact and mitigation codes will be used to ensure that, where mitigation is proposed, it can be directly linked to a specific impact.

The SEA Objectives will form the basis for the identification of likely significant effects on the environment.

At this point in the SEA process, it is anticipated that there will be more detailed data available for assessment purposes, in particular transport model data, to enable a greater degree of analysis than for previous stages.

The quantified-elements of the environmental assessment (e.g. traffic flows, air pollution emissions, transport-infrastructure noise etc.) will be depicted using GIS and related tools. A key data source and input will be the DTO’s transport model, which will form the basis for the calculation of the majority of the quantitative elements of the environmental assessments.

The results of this stage in the environmental assessment will be presented in the draft Environmental Report (Figure 7.1).
7.2.5 Assessment Methodologies for Each Environmental Topic

As noted earlier, all stages of the assessment for the SEA will utilise the SEA objectives. The UK Department for Transport’s (DfT) Transport Analysis Guidance (TAG) and the Scottish Transport Appraisal Guidance (STAG) provide useful on methods and techniques for the assessment of the effects of transport strategies in relation to the environmental topics relevant to the SEA Directive and Regulations. They also provide advice on compliance. Potential indicators for the SEA Objectives are set out in Table 7.3.

7.3 SEA SCOPING WORKSHOP

To assist with the preparation of the Draft (and, ultimately, the Final) SEA Scoping Report, a scoping workshop was held in the DTO’s offices on the afternoon of 24th June 2008.

The main objective of the Workshop was to obtain initial feedback on two elements of scoping:

- Outline of the Draft SEA Scoping Report; and
- Provisional draft SEA Objectives.

A total of 22 authorities, agencies and departments – in addition to the host authority, the DTO - were invited to the scoping workshop. The invitees are listed below and those who attended are highlighted in bold. In addition, staff from the DTO was present.

Designated (statutory SEA) environmental authorities:

- Department of Communications, Marine & Natural Resources;
- Department of Environment, Heritage & Local Government; and
- Environmental Protection Agency.

Public/local authorities:

- Dublin City Council;
- Dun Laoghaire-Rathdown County Council;
- Fingal County Council;
- Kildare County Council; and
- Meath County Council;
- South Dublin County Council; and
- Wicklow County Council.

Other and Regional Authorities:

- Border Regional Authority;
- Dublin Docklands Development Authority;
- Dublin Regional Authority;
- Mid East Regional Authority;
• Midlands Regional Authority; and
• South East Regional Authority.

**Government Departments:**

• Department of Transport.

**Transport agencies:**

• Bus Eireann;
• Dublin Bus;
• Irish Rail;
• National Roads Authority; and
• Railway Procurement Agency.

The workshop began with brief introductions from all attendees. This was followed by a short presentation from the DTO, which provided an overview of the strategy development process and work carried out to date. This was followed by a presentation from ERM covering the role of scoping in the SEA process, the range of proposed SEA consultees and the anticipated contents of the draft Scoping Report.

After the presentation, attendees were asked to review the proposed draft SEA Objectives. The group reconvened and a discussion on the various aspects of the SEA Objectives followed. The Workshop concluded following this detailed discussion.

A summary report of the workshop (Scoping Workshop Report) was provided to all participants in July 2008 – a copy of this can be provided, upon request.

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### 7.4 SEA OBJECTIVES

#### 7.4.1 Background and basis for the SEA Objectives

As noted in Section 3.3, SEA Objectives are used to assess the impact on the environment throughout the Strategy development process. They assist with the integration of environmental considerations into the preparation of the Strategy and with the identification of the likely significant environmental effects of implementing 2030Vision.

The SEA Objectives have a different purpose to the Strategy Objectives, although there is clearly overlap between the scope of both sets of objectives. The Strategy Objectives (Table 3.1) form the basis for the development of 2030Vision and also are central to the Strategy Appraisal Framework.

The SEA Scoping Objectives are presented on the following pages. As noted in Section 7.2, the SEA Objectives are central to the assessment of environmental effects of the Strategy Potential Measures, Strategy Alternatives and preferred draft Strategy. Given their importance to the SEA process, they have been developed from the following four sources:
1. **Environmental headings in Annex 2(f) of S.I. 435 of 2004**, which are:

- Biodiversity;
- Population;
- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape; and
- The inter-relationship of the above factors.

2. **EU and national environmental policies.** There are various ‘higher-tier’ policies, which have influenced the development of the SEA Objectives. A summary of the relevant environmental legislation and policies and how they influenced the SEA Objectives is provided in *Annex A to this report*. These policies are:

- Habitats Directive (92/43/EEC);
- Birds Directive (79/409/EEC);
- Water Framework Directive (2000/60/EC);
- National Sustainable Development Policy;
- National Climate Change Strategy;
- National Biodiversity Plan; and

3. **Draft Vision and Objectives of the DTO Strategy** (*Section 3.4*); and

4. **SEA Scoping Workshop in June 2008** (*Section 7.3*).

*Table 7.3* below presents the draft SEA Objectives. The table contains four parts: the first column is the SEA Topic. The second column sets out the actual SEA Objectives: it can be seen that some topics have a number of SEA Objectives (e.g. Human health) whilst others have only one (e.g. Cultural heritage). The third column provides some context and background to each of the SEA Objectives. The fourth column contains proposed indicators for each SEA Objective.

The application of the SEA Objectives and the subsequent outputs from the environmental assessment process will be dependent on the nature of the Measure/ Strategy Alternative/ preferred draft Strategy being assessed. As noted in *Section 3.5* above, the specific form and elements of the Strategy are not yet defined. However, *Table 3.2* does present some potential Strategy Measures.
7.4.2 **Inter-Relationships between the SEA Objectives and Environmental Issues**

In developing the various SEA Objectives under the ten environmental headings, some of the Objectives could be put under more than one environmental heading. The reason for this is the inherent inter-relationships between the various environmental headings and the SEA Objectives. *Figure 7.2* below highlights some of the significant environmental inter-relationships, with the inter-relationships indicated by the triangle symbol. Further analysis of these linkages will be made throughout the environmental assessment process.

*Figure 7.2*  **Environmental topic interactions matrix**

<table>
<thead>
<tr>
<th>Biodiversity, flora &amp; fauna</th>
<th>Landscape</th>
<th>Population</th>
<th>Human health</th>
<th>Water</th>
<th>Air</th>
<th>Climatic factors &amp; climate change</th>
<th>Soils &amp; geology</th>
<th>Material assets</th>
<th>Cultural heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity, flora &amp; fauna</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscape</td>
<td></td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td></td>
<td></td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human health</td>
<td></td>
<td></td>
<td></td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td></td>
<td></td>
<td></td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Climatic factors &amp; climate change</td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soils &amp; geology</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material assets</td>
<td></td>
<td></td>
<td></td>
<td>▲</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td>▲</td>
<td></td>
</tr>
<tr>
<td>Cultural heritage</td>
<td>▲</td>
<td>▲</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>▲</td>
</tr>
</tbody>
</table>

▲: Environmental topic interrelationship  
Source: ERM (2008)

Population and Human health are listed as separate receptors in the Directive, but they are clearly interrelated and intertwined. For the purpose of this assessment the focus under the Population heading will be on broad, overarching socio-economic issues while more direct effects (such as risk of accidents, general health and noise effects) will be the focus under Human
Health. This approach has informed the development of the SEA Objectives under the two headings.

There are also significant inter-relationships between Air and Climatic factors & Climate change. It was decided to focus the Objectives relating to Air on local pollution and related effects with Climatic factors & Climate change focusing on the wider issue of greenhouse gas emissions.

Inter-relationships also exist between Air, Human health and Population. The focus in relation to Air is on compliance with the various Air Quality Regulations and on pollution emissions from the transport sector. This is clearly related to human health impacts (e.g. negative impacts from air pollution on human populations etc.).

Inter-relationships exist between Material assets, Population and Climatic factors & climate change with regard to fossil fuels. Given their non-renewable status and the current issue of very high oil prices, the availability of these fuels for transport uses, their cost and the rate at which they are being consumed means they can be considered an important material asset, of great importance to the wider population of the GDA (and the global population). There are also strong links between fossil fuel consumption and climatic factors & climate change.

In relation to Soil and Geology and Material assets, it was decided that the issue of reuse of previously developed land (brownfield land) would be located under the Material assets heading, rather than the Soils and geology heading (where it could be located as it is often linked with potentially contaminated soils). In this case, land is seen as a material asset rather than a component of Soils & geology. However, reuse of previously developed land may require contaminated lands to be remediated, a positive effect under Soils & geology.

There are clear links between Soils & Geology and Water through aquifers and groundwater resources (as a water supply), which can be considered under either environmental topic. It was decided to consider groundwater resources under the Water topic.

There are inter-relationships between Population and Landscape as landscape and related effects are judged from a human perspective (e.g. particular sets of the population who may reside in a particular landscape may have a particular view of its value or importance). For this inter-relationship, it was decided that landscape-specific effects would be assessed under the Landscape heading.

There are strong links between Biodiversity, flora and fauna and water as these environmental components are dependent on each other (e.g. aquatic-based SACs and SPAs). Changes to the quality and nature of air and water can have knock-on effects on animal and plant life and the success of ecosystems as a whole.

Biodiversity can also interact with cultural heritage and landscape as cultural heritage and landscapes can also act as important biodiversity resources.
The heading of Material assets overlaps with Population and Cultural heritage. The term Material assets refer to a wide range of assets, which are of significant public value. However, many of these assets (e.g. public open spaces, public buildings and facilities, community assets and facilities, and various utility networks) may be affected by the development of transport infrastructure and this may also have impacts on the cultural heritage and socio-economic aspects of these assets.
<table>
<thead>
<tr>
<th>SEA Topic</th>
<th>Proposed SEA Objective</th>
<th>Comments</th>
<th>Potential indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity, flora &amp; fauna</td>
<td>1. To avoid impacts on the integrity of European Conservation Sites (SACs and SPAs) and nationally designated sites (NHAs).</td>
<td>This Objective is focused on the protection of Natura 2000 sites (SACs and SPAs), which are ecological sites of European-level importance. Also included are NHAs; ecological sites of national importance. The focus is on significant impacts, as this is the threshold used in the Habitats Directive (and associated Irish Regulations) with regards to European-designated ecological sites.</td>
<td>Proximity to and landtake from designated sites.</td>
</tr>
<tr>
<td></td>
<td>2. To support the overall goal of the National Biodiversity Plan.</td>
<td>The overall goal is to secure the conservation, including where possible the enhancement, and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally.</td>
<td>Qualitative assessment against overall goal and key objectives in the National Biodiversity Plan.</td>
</tr>
<tr>
<td></td>
<td>3. To minimise impacts on locally-important biodiversity in the Greater Dublin Area.</td>
<td>The focus for this Objective is local-level biodiversity. The basis for this Objective is that ecological sites can still be of value, even if they are not.</td>
<td>Qualitative assessment of effects on wider biodiversity.</td>
</tr>
<tr>
<td>Landscape</td>
<td>4. To avoid or, where infeasible, minimise impacts on designated and protected landscapes and conservation areas.</td>
<td>This Objective is focused on the protection of designated and protected landscapes and landscape features. Also included are Conservation Areas, primarily in urban or townscape settings.</td>
<td>Proximity to and landtake from designated landscapes and related features.</td>
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<tr>
<td></td>
<td>5. To minimise impacts on undesignated landscape resources (townscapes, seascapes, riverscapes, general landscapes).</td>
<td>This Objective is addressing the various undesignated landscape features and areas, which make up the majority of the GDA.</td>
<td>Qualitative assessment on undesignated landscapes and features.</td>
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<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
<td>Comments</td>
<td>Potential indicators</td>
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<td>Population</td>
<td>6. To increase accessibility to economic and employment opportunities, in particular for those who are physically, economically or socially disadvantaged within the GDA.</td>
<td>This Objective is focused on increasing access to employment opportunities, especially for those who are physically, economically or socially disadvantaged. Access refers to both assisting with the creation of additional employment opportunities and also providing better, faster, reliable and frequent access to the main centres of employment in the GDA.</td>
<td>Potential use of quantitative data from the MCA.</td>
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<tr>
<td></td>
<td>7. To increase accessibility to quality public, cultural and community services, in particular, for those who are physically, economically or socially disadvantaged within the GDA.</td>
<td>The purpose of this Objective is to increase accessibility to quality public, cultural and community services, such as the full range (pre-school to 3rd/4th level) of education facilities, health and medical care facilities and services, public offices and community facilities (e.g. libraries, local authority offices, community halls), professional services (e.g. banking), cultural and leisure facilities (e.g. cinemas, theatres, museums etc.) and retail and service areas (e.g. local shops to large/regional retail centres).</td>
<td>Potential use of quantitative data from the MCA.</td>
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<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
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<tr>
<td>Human health</td>
<td>8. To contribute to improvements to transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
<td>This Objective is directed at the relevant (i.e. transport-related) aspects of quality of life (QoL) of the residents, workers and visitors in the GDA. Potential positive aspects of QoL regarding transport issues include journeys faster and shorter (thereby shortening the daily commuting times for people); more attractive and pleasant journeys (reducing over crowding and delays, providing modern transport infrastructure) and reducing travel/commuting stress (more frequent, safer and reliable transport services). It is acknowledged that the overall Vision for the Strategy (Section 3.3) is also focused on “improving quality of life”; however, QoL regarding this specific SEA Objective is primarily focused on aspects of QoL linked to travel and transport use.</td>
<td>Potential use of quantitative data from the MCA.</td>
</tr>
<tr>
<td></td>
<td>9. To support the objectives of the Environmental Noise Directive in relation to transport-related noise.</td>
<td>This Objective is focused on the impact that noise and vibration from transport activities and infrastructure (road traffic, rail and tram/LUAS transport etc.) and is based around the Environmental Noise Directive (EU Directive 2002/49/EC). The overall objective of this Directive is to provide a basis for developing EU-wide measures to reduce noise emitted by the major sources of noise, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment.</td>
<td>Quantified data regarding ‘estimated population annoyed by noise’ using outputs from the DTO transport model.</td>
</tr>
<tr>
<td></td>
<td>10. To minimise safety risks to human health arising from transport related activity.</td>
<td>This Objective is designed to address the risks to human safety and health from transport activities and infrastructure. Typical risks include risk of accidents/collisions between pedestrians and cyclists and cars and buses.</td>
<td>Potential use of quantitative data from the MCA.</td>
</tr>
<tr>
<td></td>
<td>11. To support health improvements and benefits from transport-related activities.</td>
<td>This Objective is focused on potential health improvement and benefits, which could arise from transport-related activities, principally promoting and encouraging greater uptake of softer modes of transport.</td>
<td>Potential for people to walk or cycle for more than 30mins a day</td>
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<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
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<td>Potential indicators</td>
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<tr>
<td>Water</td>
<td>12. To support the forthcoming River Basin Management Plans (RBMP) and Programme of Measures (POM). Where these are not available, the objective is to support the aims and objectives of the Water Framework Directive (WFD).</td>
<td>The Objective is focused on the WFD and the associated RMBP and POMs. The fundamental objective of the WFD aims at maintaining ‘high status’ of waters where it exists, preventing any deterioration in the existing status of waters and achieving at least ‘good status’ in relation to all waters by 2015. The WFD sets a framework for comprehensive management of water resources in the European Community, within a common approach and with common objectives, principles and basic measures. The WFD will be implemented by the local authorities through a series of RBMPs (8 for the island of Ireland) as associated POMs (drafts of which are likely to be available in January 2009).</td>
<td>Qualitative assessment of likely conflicts with relevant elements of RBMPs and POMs.</td>
</tr>
<tr>
<td></td>
<td>13. To minimise impacts to surfacewater systems and resources.</td>
<td>The aim of this Objective is to minimise impacts to surfacewater systems and resources, such as rivers, streams, lakes and surfacewater abstraction points.</td>
<td>Qualitative assessment of potential effects on surfacewater resources.</td>
</tr>
<tr>
<td></td>
<td>14. To minimise impacts to groundwater systems and resources.</td>
<td>The purpose of this Objective is to minimise impacts to groundwater systems and resources, such as vulnerable aquifers and groundwater abstraction points.</td>
<td>Qualitative assessment of potential effects on groundwater resources.</td>
</tr>
<tr>
<td></td>
<td>15. To minimise impacts to coastal systems and resources.</td>
<td>The purpose of this Objective is to minimise impacts to coastal systems and resources.</td>
<td>Qualitative assessment of potential effects on coastal resources.</td>
</tr>
<tr>
<td></td>
<td>16. To minimise impacts to transitional systems and resources.</td>
<td>The purpose of this Objective is to minimise impacts to transitional systems and resources, such as estuarine and wetland systems.</td>
<td>Qualitative assessment of potential effects on transitional resources.</td>
</tr>
<tr>
<td></td>
<td>17. To minimise the risk of flooding.</td>
<td>This Objective is focused on minimising the risk of flooding.</td>
<td>Qualitative assessment of potential effects on floodrisk.</td>
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<tr>
<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
<td>Comments</td>
<td>Potential indicators</td>
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<tr>
<td>Air</td>
<td>18. To reduce negative air quality impacts arising from transport-related emissions.</td>
<td>The focus of this Objective is on reducing negative air quality impacts from transport-related emissions, such as traffic emissions (e.g. PM&lt;sub&gt;10&lt;/sub&gt;, NO&lt;sub&gt;2&lt;/sub&gt;, etc)</td>
<td>Quantitative assessment of traffic-related air quality emissions.</td>
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<td></td>
<td>19. To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>This Objective is focused on the EU Air Quality Directives, which set down air quality standards in Ireland and the other member states for a wide variety of pollutants. The various thresholds in the Directives have been transposed into Irish Law via appropriate Irish Regulations.</td>
<td>Comparison of traffic-related air quality concentrations against relevant pollutant thresholds.</td>
</tr>
<tr>
<td>Climatic factors &amp; climate change</td>
<td>20. To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
<td>The overall purpose of this Objective is to reduce the production of greenhouse gas emissions arising from transport and related activities. The Objective is focused on the fact that all forms of mechanised transport (i.e. all transport options apart from soft-modes) produce greenhouse gases and consume fossil fuels (either directly or indirectly). This Objective attempts to reduce the overall carbon footprint of the wider transport network. Ideally, there would be no need to use mechanised transport (i.e. use soft modes), thereby having zero greenhouse gas emissions. Where there is a need to travel, the Strategy will seek to promote more sustainable forms of transport and travel patterns. Examples of these include use of public transport services such as bus, Luas, DART, etc. These more sustainable forms of travel have per capita/head lower greenhouse gas production levels and lower fossil fuel consumption levels, in comparison to an equivalent private-car based journey.</td>
<td>Quantitative assessment of traffic-related CO&lt;sub&gt;2&lt;/sub&gt; emissions, based on outputs from the DTO’s transport model.</td>
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<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
<td>Comments</td>
<td>Potential indicators</td>
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<tr>
<td>Soil &amp; geology</td>
<td>21. To minimise negative impacts on important and vulnerable soils resources used for agricultural purposes.</td>
<td>This Objective is focused on the conservation of important and vulnerable soils which are used for agricultural production.</td>
<td>Qualitative assessment of effects on important agricultural soil resources.</td>
</tr>
<tr>
<td></td>
<td>22. To reduce consumption of construction material and generation of construction waste as part of transport infrastructure projects.</td>
<td>This Objective is designed to reduce the overall need for new construction materials and to reduce the generation of construction wastes as part of the construction of transport infrastructure projects. Ways to achieve this Objective include greater demolition and construction materials reuse and recycling.</td>
<td>Qualitative assessment of construction resources saved due to recycling and reuse.</td>
</tr>
<tr>
<td></td>
<td>23. To avoid or, where infeasible, minimise impacts to protected and designated geological and geomorphological sites.</td>
<td>The focus of this Objective is to minimise impacts to protected and designated geological and geomorphological sites, which may arise as a result of transport infrastructure projects.</td>
<td>Proximity to and landtake from designated sites.</td>
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<td>SEA Topic</td>
<td>Proposed SEA Objective</td>
<td>Comments</td>
<td>Potential indicators</td>
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<tr>
<td>Material assets</td>
<td>24. To protect public assets and infrastructure.</td>
<td>This Objective is focused on the protection of public assets and infrastructure. This Objective covers a wide-range of ‘on the ground’ resources, such as public open spaces, parks and recreational areas; public buildings and services; utility infrastructure (electricity, gas, telecommunications, water supply, wastewater infrastructure etc.). These may be impacted with the development of future transport infrastructure projects.</td>
<td>Qualitative assessment of effects on important material assets.</td>
</tr>
<tr>
<td></td>
<td>25. To reduce the fossil fuel demand by the transport sector.</td>
<td>This Objective is focused on the rising demand for fossil fuels for transport-related proposals and activities. This Objective sees fossil fuels as an important and non-renewable asset, for both the economy and for the population of the GDA (and the country). Reducing fossil fuel consumption will make a contribution to addressing the issue of security of fossil fuel supplies, a significant issue for Ireland as the State is one of the nations most dependant on the importation of fossil fuels.</td>
<td>Quantitative assessment of traffic-related CO₂ emissions (based on outputs from the DTO’s transport model) and fossil fuel consumption.</td>
</tr>
<tr>
<td></td>
<td>26. To assist with the reuse and regeneration of brownfield sites.</td>
<td>The basis for this Objective is to promote the reuse and regeneration of brownfield sites (previously developed sites) instead of greenfield (new/undeveloped) sites, especially those close to key transport corridors and large centres of population in the GDA.</td>
<td>Qualitative assessment on the potential to increase brownfield reuse.</td>
</tr>
<tr>
<td>Cultural heritage (inc. architectural and archaeological heritage)</td>
<td>27. To avoid or, where infeasible, minimise impacts to designated cultural, architectural and archaeological resources.</td>
<td>This Objective is focused on minimising impacts to designated cultural, architectural and archaeological resources (e.g. Protected Structures, Areas of Architectural Heritage, Areas of High Archaeological Potential), which may be affected by transport infrastructure projects or policy recommendations in the Strategy.</td>
<td>Proximity to and landtake from designated sites.</td>
</tr>
</tbody>
</table>

Source: ERM & DTO (2008)
7.5 CONFLICTS BETWEEN STRATEGY SUB-OBJECTIVES AND SEA OBJECTIVES

As noted in Section 3.3, both the Strategy Objectives (and Sub-objectives: Table 3.1) and the SEA Objectives (Table 7.3) are related and complimentary, although they are required for separate and different assessment processes. However, there exists the potential that there could be conflicts (as well as complimentary elements) between both sets of objectives and these conflicts could influence the results of the various stages of the assessments.

Table 7.4 below presents a matrix highlighting potential compatibilities between both sets of Objectives (green colour) and potential conflicts (grey colour). Potential Objective conflicts will be examined as part of the ongoing SEA and if these are likely to result in significant effects, mitigation measures will be provided. However, it should be noted that it is expected that there should be some conflicts between both sets of Objectives – one of the functions of SEA is to identify these conflicts and then attempt to address these conflicts through revisions to 2030Vision.
### 7.4 Potential compatibility and conflicts between the Strategy Sub-Objectives and the SEA Objectives

<table>
<thead>
<tr>
<th>Strategy Sub-objective</th>
<th>Biodiversity, flora &amp; fauna</th>
<th>Landscape</th>
<th>Population</th>
<th>Human health</th>
<th>Water</th>
<th>Air</th>
<th>Climate</th>
<th>Soil &amp; geology</th>
<th>Material assets</th>
<th>Cultural</th>
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</thead>
<tbody>
<tr>
<td>To avoid impacts on locally-important biodiversity in the Greater Dublin Area.</td>
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<td>To avoid or, where infeasible, minimise impacts on designated and protected heritage sites (SACs and SPAs) and nationally designated Sites (NHSs).</td>
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<td>To avoid or, where infeasible, minimise impacts on designated and protected landscapes and ecological networks (RENS).</td>
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<td>To avoid or, where infeasible, minimise impacts on designated and protected geological and geomorphological sites.</td>
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<td>To support the overall goal of the National Biodiversity Plan.</td>
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<tr>
<td>To support the objectives of the Environment (NHS) Directive in relation to transport-related noise.</td>
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<td>To reduce consumption of construction material and generation of construction waste as part of transport infrastructure projects.</td>
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<td>To ensure compliance with the Air Framework Directive and associated Air Quality Objectives.</td>
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<td>To assist with the reuse and regeneration of brownfield sites.</td>
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<tr>
<td>To avoid or, where infeasible, minimise impacts on designated cultural, architectural and archaeological resources.</td>
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<tr>
<td>SEA Objectives</td>
<td>Biodiversity, flora &amp; fauna</td>
<td>Landscape</td>
<td>Population</td>
<td>Human health</td>
<td>Water</td>
<td>Air</td>
<td>Climate</td>
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<tr>
<td>Strategy Sub-objective</td>
<td>To avoid impacts on the integrity of European Conservation Sites (SACs and SPAs) and nationally designated sites (NHAs).</td>
<td>To support the overall goal of the National Biodiversity Plan.</td>
<td>To avoid impacts on locally-important biodiversity in the Greater Dublin Area.</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life.</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
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<td></td>
<td>To avoid or, where infeasible, minimise impacts on designated and protected landscapes and conservation areas.</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To avoid or, where infeasible, minimise impacts on undesignated landscape resources (townscapes, seascapes, riverscapes, general landscapes).</td>
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<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To increase accessibility to economic and employment opportunities, in particular for those who are physically, economically or socially disadvantaged, within the GDA.</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
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<td></td>
<td>To improve and maintain the environment for people movement (e.g., better quality design of streets and open spaces).</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To improve the quality of design and maintenance of transport infrastructure and vehicles.</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td></td>
<td>To minimise physical intrusion of motor traffic</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
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<tr>
<td></td>
<td>To minimise the impact of transport on air quality</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>To contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
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<td></td>
<td>To minimise the impact of transport on water quality</td>
<td>To ensure compliance with the Air Framework Directive and associated daughter Directives (and the transposing Regulations in Ireland).</td>
<td>To contribute to improvements in transport-related aspects of quality of life for residents, workers and visitors to the GDA.</td>
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<td>Strategy Sub-objective</td>
<td>Biodiversity, flora &amp; fauna</td>
<td>Landscape</td>
<td>Population</td>
<td>Human health</td>
<td>Water</td>
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<td>To avoid impacts on the integrity of European Conservation Sites (SACs and SPAs) and nationally designated sites (NHAs)</td>
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<td>To support the overall goal of the National Biodiversity Plan.</td>
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<td>To ensure where feasible, minimise impacts on designated and protected landscapes and conservation areas.</td>
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<td>To ensure accessibility to quality public, cultural and community services, in particular for those who are physically, economically or socially disadvantaged within the GDA.</td>
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<td>To contribute to improvements in economic and employment opportunities, in particular for those who are physically, economically or socially disadvantaged within the GDA.</td>
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<td>To minimise impacts on undesignated landscape resources (townscapes, seascapes, riverscapes, general landscapes).</td>
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<td>To contribute to improvements in transport-related impacts of quality of life for residents, workers and visitors in the GDA.</td>
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<td>To support the objectives of the Environmental Noise Directive in relation to transport-related activity.</td>
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<td>To reduce consumption of construction material and generation of construction waste as part of transport infrastructure projects.</td>
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<td>To minimise impacts to designated and protected cultural, architectural and archaeological resources.</td>
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**SEA Objectives**

- Reduce greenhouse gases associated with transport
- Improve efficiency in the use of natural resources, especially non-renewable ones (e.g., land, materials, fuels)
- Minimise the impact of noise and vibration
- Minimise adverse impact of transport on biodiversity and natural amenities
- Improve journey time reliability for personal travel
- Reduce overall journey times for personal travel
- Improve travel information
- Improve ease of use of public transport system
- Promote healthier forms of travel and use of public space

**Table 3.1**

<table>
<thead>
<tr>
<th>SEA Objectives</th>
<th>Biodiversity, flora &amp; fauna</th>
<th>Landscape</th>
<th>Population</th>
<th>Human health</th>
<th>Water</th>
<th>Air</th>
<th>Climate</th>
<th>Soil &amp; geology</th>
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<td>Minimise adverse impact of transport on biodiversity and natural amenities</td>
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<td>Improve travel information</td>
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<td><strong>Improve travel safety</strong></td>
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<td><strong>Improve travel comfort and the sense of personal security</strong></td>
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Source: ERM (2008)
8 SEA CONSULTATIONS PROCESS

8.1 INTRODUCTION

This section summarises the scoping (and wider, SEA-related) consultation process. S.I. 435 of 2004 (Article 11) states that the scoping process requires the preparation of a scoping notification to be submitted to the designated environmental authorities by way of invitation to make a submission in relation to the information provided. The period within which they can do is “not less than 4 weeks from the date of the notice”.

The DTO recognises that 2030 Vision is of national importance and that the SEA process can greatly assist and improve the Strategy. To this end, the DTO is proposing that an extensive consultation exercise be undertaken, over and above the requirements of S.I. 435 of 2004.

There are three main phases to SEA-related consultation:

1. SEA Scoping Report;
2. Strategy Potential Measures SEA Report; and

8.2 AUTHORITY & ORGANISATIONAL CONSULTEES

It is proposed to expand the general consultee list beyond the designated (statutory) environmental authorities for all three phases of SEA-related consultation. The proposed authority and organisation consultee list is as follows:

**Designated environmental authorities**

- Department of Communications, Marine & Natural Resources;
- Department of Environment, Heritage & Local Government (Development Applications Unit); and
- Environmental Protection Agency.

**Local authorities**

- Dublin City Council;
- Dun Laoghaire-Rathdown County Council;
- Fingal County Council;
- Kildare County Council; and
- Meath County Council;
- South Dublin County Council;
- Wicklow County Council; and
- Dublin Docklands Development Authority.

**Regional Authorities**

- Dublin Regional Authority (DRA);
- Mid East Regional Authority (MERA);
• Border Regional Authority (BRA);
• Midlands Regional Authority (MRA); and
• South East Regional Authority (SERA).

Transport agencies

• Bus Eireann;
• Dublin Bus;
• Irish Rail;
• National Roads Authority; and
• Railway Procurement Agency.

Government Departments

• Department of Transport; and
• Department of Environment, Heritage & Local Government (Spatial Policy Unit).

Northern Ireland-based consultees (to be consulted through the DEHLG)

• Environment and Heritage Service Northern Ireland; and
• Department for Regional Development Northern Ireland.

Other relevant bodies

• An Taisce;
• Dublin Airport Agency;
• Geological Survey of Ireland;
• Grangegorman Development Authority;
• Eastern Regional Fisheries Board;
• Failte Ireland; and
• Office of Public Works.

The wider/general public will also be consulted as appropriate, in addition to the above authorities and organisations. Details regarding the three main phases of SEA-related consultation will now be discussed. The key points are illustrated in Figure 8.1 below.

The DTO recognises the importance of meaningful consultation in relation to the development of the Strategy. Various methods will be employed throughout the process to inform and engage organisations and the general public including the use of the internet and public meetings and stakeholder workshops. Information and consultation in relation to the SEA will be integrated into the overall consultation process.
8.3 **SEA SCOPING REPORT CONSULTATION**

The Draft SEA Scoping Report was submitted to all of the above organisations. Formal submissions on the content of the draft report were invited and the consultation period was of six-weeks duration.

At the conclusion of the six-week scoping consultation, all submissions received were examined and considered. Amendments to the draft Report have been made are contained in this Final SEA Scoping Report, which will be made available to the consultees and the public for information. In addition,
an SEA Scoping Consultation Submissions Report has been prepared. This outlines the issues raised in the submissions received and how these were addressed in this Final SEA Scoping Report.

Both the Final SEA Scoping Report and the SEA Scoping Consultation Submissions Report are available for public viewing on 2030vision.ie.

### 8.4 STRATEGY POTENTIAL MEASURES SEA REPORT CONSULTATION

The initial stage of the formulation of the Strategy will involve the examination of a range of Strategy Measures to assess their potential to contribute to the achievement of the agreed Strategy objectives.

Public consultation will be progressed to invite and gather feedback from the public on their views on the various potential Strategy Measures. The purpose of this public consultation is to inform the public and involve them in the selection of the Measures to be taken forward for packaging into Strategy Alternatives. A draft Strategy Potential Measures Report, including feasibility assessment, will be prepared and this will present and summarise the range of measures being considered by the DTO and a high-level assessment of each measure. The purpose of this draft document is to provide background information on the Strategy Measures and to demonstrate how the Measures are related to the Strategy Objectives. This report will be available on the DTO’s website and a hard copy shall also be made available in the DTO’s offices.

The potential Strategy Measures will also be subjected to a high-level assessment against the agreed SEA objectives. This will be presented in a draft SEA Report which will focus on whether or not the potential Measures are likely to result positive, negative or neutral impacts on environmental components. The report will be made available to the consultees and also made available (as background information) to the wider public on 2030Vision.ie, to assist the public in formulating views in relation to the potential measures. A hard copy shall also be made available in the DTO’s offices. Formal submissions in relation to Strategy Measures will be invited and the consultation period will be of six-week’s duration.

At the conclusion of this consultation period, all submissions received will be examined and considered by the DTO in their selection of which Strategy Measures get taken forward to the Strategy Alternatives stage.

### 8.5 DRAFT PREFERRED STRATEGY AND DRAFT ENVIRONMENTAL REPORT CONSULTATION

The next stage of strategy development will be to take the outcome of the Measures assessment and consultation (Section 8.4) and assemble packages of Measures into realistic Strategy Alternatives. These Alternatives will then be assessed in detail against the Strategy Objectives and the SEA Objectives. This is likely to be an iterative process from which a draft Preferred Strategy is expected to emerge. Sections 7.2.3 and 7.2.4 above give further details of the process.
The draft Preferred Strategy and the draft Environmental Report will be submitted in hard copy to all of the above organisations and also made available for public viewing and comment on the internet. It is proposed that hard copies shall also be available at theDTO’s offices. Formal submissions on the content of this report will be invited and the consultation period will be of a minimum of four to eight-week’s duration (the period will be finalised closer to the time).

At the conclusion of the consultation period, all submissions received will be examined and considered. Amendments to this draft Strategy and draft Environmental Report will be made (if required) and a Final Strategy and Environmental Report prepared and issued to all the consultees for information. Hard copies of the final version of all the documentation shall also be available at the DTO’s offices and the offices of the seven Local Authorities in the GDA.

An Environmental Report Consultation Submissions Report will be prepared. This will outline the issues raised in the submissions received and how these were addressed in the Final Strategy and the Environmental Report. The findings of this Consultation Report will be of direct relevant to the preparation of the SEA Statement (Section 2.3.6).
9

CONCLUSION

9.1

CONCLUSION

This Final SEA Scoping Report presents the scope of the SEA of 2030 Vision.

The key elements of this Final SEA Scoping Report are:

- Integration of the Strategy-preparation and SEA processes (Section 3.3 & 7.1 – 7.2);
- Proposed scope of the SEA (Section 4);
- Draft SEA Objectives (Section 7.4);
- Statutory and public consultation (Section 8.2); and
- SEA consultation processes (Section 8.3 to 8.5).

Further information has been provided on the following issues:

- Relevant plans and programmes (Section 5 and Annex A);
- Preliminary baseline information (Section 6);
- Overview of the SEA process (Section 2); and
- The nature of the Strategy (Section 3.2 – 3.3).

A draft of this document was submitted to 32 consultees, all of whom were invited to make a submission on its contents. The consultation period was six weeks. A total of 10 submissions were received and subsequently reviewed and considered. A summary these submissions can be found in the ‘Scoping Consultation Submissions Report’. This document represents the Final Scoping Report and incorporates amendments (based on the scoping submissions and other information obtained from DTO) which are detailed in the Scoping Consultation Submissions Report.

9.2

NEXT STEPS

The next stage in the SEA process is the Potential Measures assessment. The DTO is currently developing a list of potential measures, under various categories. The Potential Measures will be subject to environmental assessment, which shall be reported in an SEA Report, which shall be available for information to assist in the wider consultation process regarding the Potential Measures. The anticipated date for this in early 2009.
Annex A

Legislation Plans &
Programmes
### Annex A  Key International, European, National, Regional and County policy and legislation summaries

<table>
<thead>
<tr>
<th>Policy or legislation instrument</th>
<th>Summary and likely influence &amp; links/relationship to DTO Transport Strategy</th>
<th>Influence on SEA process</th>
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<tr>
<td>United Nations (UN) Convention on Biological Diversity</td>
<td>The objectives of this Convention is the conservation of biological diversity, the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources, including by appropriate access to genetic resources and by appropriate transfer of relevant technologies. The Transport Strategy has the potential to impact on the regional biodiversity of the GDA, especially through transport interventions, which may arise.</td>
<td>Two SEA Objectives (Table 7.3) have been included with regards to the protection and conservation of biodiversity. A third SEA Objectives has been included regarding the protection of designated sites.</td>
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<td>UN Kyoto Protocol and the Second European Climate Change Programme (ECCP II)</td>
<td>The overall objective of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European Community for reducing greenhouse gas (GHG) emissions. This amounts to an average of five per cent against 1990 levels over the five-year period 2008-2012. ECCP II was launched in October 2005 and is a key EU climate change instrument focused on several aspects of climate change, including aviation, CO2 and cars, carbon capture and storage, adaptation and EU Emission Trading Scheme. Ireland’s National Climate Change Strategy has been based around these international and European climate change policy instruments. The transport sector is one of the largest contributors to overall greenhouse gas (GHG) emissions in the world. In the EU, transport accounts for 21% of overall GHG emissions, second only to power generation. Thus, climate change and its links to transport is one of the key issues for the DTO’s Transport Strategy. An SEA Objective has been developed which aims to contribute to the reduction of greenhouse gas emissions arising from transport-related activities.</td>
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<td>EU Birds Directive (Council Directive 79/409/EEC) and EU Habitats Directive (Council Directive 92/43/EEC)</td>
<td>The Habitats Directive aims to ensure the protection and restoration at a favourable conservation status of habitats and species listed or to be listed under Annexes to the Directive. Natura 2000 is the network of protected sites established and comprises SACs (designated under the Habitats Directive) and SPAs (established under the Birds Directive). These Directives have created a network of European Designated (Natura 2000) sites, which may be impacted upon due to transport interventions which might arise from the Transport Strategy.</td>
<td>An SEA Objective has been defined which is focused on the avoidance of impacts on the integrity of Natura 2000 sites.</td>
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<td>Policy or legislation instrument</td>
<td>Summary and likely influence &amp; links/relationship to DTO Transport Strategy</td>
<td>Influence on SEA process</td>
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<td>Water Framework Directive (2000/60/EC)</td>
<td>The Directive requires the attainment of good quality (“good status”) in all inland surface waters, estuarine and coastal waters (to a distance of one nautical mile) and groundwater by 2015. The Directive requires that waters be managed as hydrological units, i.e. as individual river catchments or groups of contiguous catchments, termed river basin districts (RBDs). Some of the key overall objectives of the WFD include:</td>
<td>A specific SEA Objective has been developed which is aimed at supporting RBMPs and POMs.</td>
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<td>• to protect and enhance the status of aquatic ecosystems (and terrestrial ecosystems and wetlands directly dependent on aquatic ecosystems);</td>
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<td>• to promote sustainable water use based on long-term protection of available water resources;</td>
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<td>• to provide for enhanced protection and improvement of the aquatic environment by reducing/phasing out of discharges, emissions and losses of priority substances;</td>
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<td>• to contribute to mitigating the effects of floods and droughts; and</td>
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<td>• to establish a register of ‘protected areas’ e.g. areas designated for protection of habitats or species.</td>
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A key requirement of the WFD is that all eight RBDs will be required to each prepare a River Basin Management Plan (RBMP) and associated Programme of Measures (POMs), based on the above WFD objectives. Draft RBMPs and POMs are expected in early 2009 and are due to be finalised by January 2010. It is important that in undertaking the SEA and preparing the Strategy that the requirements of the WFD are taken into account.
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| Air Quality Framework Directive (1996/62/EC) | This Directive sets down air quality standards in Member States for a wide variety of pollutants. The Directive outlines how ambient air quality should be monitored, assessed and managed. Four ‘daughter’ directives have been developed, each focusing on a specific range of air quality pollutants. The various above Directives (and transposing Irish Regulations) set various air quality thresholds for the protection of human health, vegetation and ecosystems, above which action must be taken. Various thresholds are set for the following pollutants:  
  - Sulphur dioxide ($\text{SO}_2$);  
  - Nitrogen dioxide ($\text{NO}_2$);  
  - Particular matter (PM$_{10}$ and PM$_{2.5}$);  
  - Lead (Pb);  
  - Carbon monoxide (CO);  
  - Benzene;  
  - Arsenic;  
  - Cadmium;  
  - Nickel; and  
  - Benzo(a)pyrene.  

The relevance of these air quality Directives and legislation to the DTO Transport Strategy is that the majority of the above pollutants are emitted by motor vehicles through the combustion of fossil fuels; nitrogen dioxide and particulate matter in particular are pollutants closely associated with road traffic and poor air quality. One of the key potential effects from the Transport Strategy is change in the overall level of vehicle usage (and emission of pollution) in the GDA. | With the Air Quality Framework in mind, the SEA includes an Objective to reduce pollution emissions from fossil fuel-based transport. |
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<td>Assessment and Management of Environmental Noise (2002/40/EC)</td>
<td>The Directive is aimed at providing a basis for developing EU-wide measures to reduce noise emitted by the major sources, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment. The Directive applies to environmental noise to which humans are exposed, in particular in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise sensitive buildings and areas. The link between this Environmental Noise Directive and the Transport Strategy is that traffic noise is one of the major sources of environmental noise. Potential changes in the level of traffic in the GDA may result in environmental improvements, if the level of vehicle-based travel is reduced. In addition, Noise Action Plans will be prepared by the four Local Authority’s of Dublin and these will aim to reduce identified significant environmental noise impacts on populations from road and rail noise. Mitigation measures in these Noise Action Plans will be considered during the development of the Strategy.</td>
<td>Reducing the negative effects of transport-related noise has been included as an SEA Objective (Human health).</td>
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<td>EU Sustainable Development Strategy</td>
<td>The overall aim of the EU Sustainable Development Strategy is to “identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life through the creation of sustainable communities able to manage and use resources efficiently, able to tap the ecological and social innovation potential of the economy and in the end able to ensure prosperity, environmental protection and social cohesion”. This Strategy focuses on areas such as climate change and clean energy; sustainable transport; sustainable consumption &amp; production; and conservation and management of natural resources. Ireland’s National Sustainable Development Strategy follows on from the EU’s previous versions of the European Sustainable Development Strategy. However, the last review of Ireland’s Strategy was 2002 whereas the latest version of the EU equivalent is from 2006. The concept of sustainability will be at the core of the DTO Transport Strategy and is clearly set out in the overall Vision for the Strategy: “a competitive, vibrant, city-region of inclusive and engaged communities, proud of its heritage and its national and European roles, and looking to the future, where an improved quality of life for all is guided by the principle of sustainability.”</td>
<td>The SEA is one component of sustainability. The sustainability of the Strategy will be appraised through the MCA against its 29 Sub-objectives (see Section 3.3 of this Scoping Report).</td>
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<td>Floods Directive</td>
<td>Directive 2007/60/EC on the assessment and management of flood risks entered into force on 26 November 2007. This Directive requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. The Floods Directive shall be carried out in coordination with the Water Framework Directive (see above), notably by flood risk management plans and RBMPs being coordinated, and through coordination of the public participation procedures in the preparation of these plans. All assessments, maps and plans prepared shall be made available to the public.</td>
<td>Minimising the risk of flooding has been included as an SEA Objective (Water).</td>
</tr>
</tbody>
</table>
| National Spatial Strategy       | The National Spatial Strategy (NSS) is the national planning framework for Ireland for the next 20 years. The NSS aims to achieve a better balance of social, economic and physical development across Ireland, supported by more effective planning. Five key policy areas are identified:  
  - Economic role of Dublin and of other regions;  
  - Quality of life;  
  - Settlement;  
  - Planning; and  
  - Implementation. | No specific SEA Objectives have been developed on the NSS. However, the broad objectives of the NSS have featured in the development of the 29 Sub-Objectives for the Strategy. |

The NSS is of direct relevance to the Transport Strategy in that it aims to re-balance planning and development patterns on a national-basis to avoid the disproportional growth of the GDA in favour of more balanced development in identified urban areas. Additionally, some of the key objectives of the NSS (improving the quality of life for residents; consolidated development patterns and the minimisation of urban sprawl; accommodation of growth in existing urban areas; promotion of sustainable development) are at the heart of the Transport Strategy’s objectives and sub-objectives.
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<td>National Development Plan 2007 - 2013</td>
<td>The National Development Plan 2007 – 2013 (NDP) sets out the Government's investment framework for the period 2007 to 2013. It builds on the NDP 1999 - 2006. A key goal of the NDP is addressing “structural infrastructure deficits that continue to impact on competitiveness, regional development and general quality of life and to meet the demands of the increasing population”. The NDP also includes and makes reference to Transport 21 and its various transport infrastructure projects in the GDA. There are strong links between the NDP and the Transport Strategy. The NDP identified (through Transport 21) many GDA transport projects, which are likely to feature in the Transport Strategy. Additionally, one of the transportation overall thrust of the NDP (“the objective of investment in public transport systems, particularly in Dublin, is a switch from cars to public transport, especially for transport to work”) is broadly inline with that of the Transport Strategy.</td>
<td>The Strategy includes objectives which seek to achieve less dependency on the car and greater use of public transport. The SEA Objectives will assess the performance of the Strategy in this respect with regard to potential positive environmental outcomes.</td>
</tr>
</tbody>
</table>
| Transport 21 | Transport 21 is the capital investment framework through which the transport system in Ireland will be developed, over the period 2006 to 2015. The investment framework comprises two programmes:  
• A National Programme where the principal aim is to develop a high quality national roads and public transport network and improve regional and local public transport.  
• A Greater Dublin Area Programme, which will transform the public transport system and upgrade the M50 Motorway.  
Some of the key GDA projects identified in Transport 21 include Metro North, Metro West, Suburban rail Interconnector, various extensions of the Luas network, integrated ticketing and various P&R facilities.  
As with the NDP, Transport 21 identifies many GDA transport projects, which are likely to feature in the Transport Strategy. Also, some of the key aims of Transport 21 (“increase accessibility, ensure sustainability, enhance quality”) are also within the objectives and sub-objectives of the Transport Strategy. | The Strategy has defined objectives to, amongst other things, improve accessibility by public transport and to ensure transport provision in the GDA area continues to be planned, developed and delivered with sustainable development at its core. |
### National Climate Change Strategy 2007 – 2012

This Climate Change Strategy is the Government’s response to the global issue of climate change. The key aim of this Strategy is to set out a framework for action (practical measures) that will ensure Ireland will meet its 2008-2012 Kyoto commitment – to limit growth in emissions to 13% above the 1990 levels; and

Regarding the relevance of the National Climate Change Strategy to the Transport Strategy, two key policy directions are evident:

- The need for a broad mix of policies and measures, which will achieve a modal shift to public transport, walking and cycling, as well as increased fuel efficiency in both personal and freight transport.

- Points to Transport 21, National Spatial Strategy and Regional Planning Guidelines to better integrating land-use planning and spatial development, and concentrating development in close proximity to transport infrastructure.

### Energy White Paper 2007

The White Paper describes the actions and targets for the energy policy framework to 2020, to support economic growth and meet the needs of all consumers. The Paper outlines the Government’s three overall goals:

- Ensuring safe and secure energy supplies;
- Promoting a sustainable energy future; and
- Supporting competitiveness.

One of the Strategic Goals (“Promoting the Sustainable Use of Energy in Transport”) and some of the measures in the Energy White Paper are of direct relevance and are likely to feature in the Transport Strategy. The Paper notes “it is imperative that growth in energy consumption in the transport sector is decoupled from economic growth in order for the transport sector to move along a more sustainable trajectory”. Some of the Paper’s measures which are likely to be included in the Transport Strategy include:

- Better integrated land use & transport planning;
- Traffic demand mgmt (when alternative public transport provided);
- Support for greater efficiency, e.g. car sharing, work place travel plans; and
- Public awareness campaigns e.g., eco-driving.

An SEA Objective has been defined which aims to reduce the greenhouse gas contributions from the transport sector.

The development of the Climate factors & climate change SEA Objective is strongly based on one of the Strategy Goals of the Energy White Paper.
### Policy or legislation instrument

|--------------------------------------------------------------------|

The National Energy Efficiency Action Plan has a twofold purpose:

- Its aim is to reach a 20% reduction in energy demand by the 2020 horizon. This objective is based on the Governments other commitments in the Energy White Paper and the Programme for Government as well as EU Energy Efficiency Action Plan.
- This Action Plan was necessary under the requirements of the Energy End-se Efficiency and Energy Services Directive, stipulating that Member States must report on how they propose they will achieve energy savings of 9% by 2016.

This Action Plan details the how Ireland will implement measures in order to achieve the national energy efficiency targets. Achieving these targets will have a large effect on climate change and the fossil fuel demand.

### Sustainable Development – A Strategy for Ireland

The aim of the Strategy is "to ensure that economy and society in Ireland can develop to their full potential within a well protected environment, without compromising the quality of that environment and with responsibility towards present and future generations and the wider international community". In relation to transport, the Sustainable Development Strategy sets out an agenda to 'green' Irish transport, focusing on making transport more efficient and reducing the environmental impact and the intensity of transport.

A review of this Strategy (2002) outlined a series of actions required to meet the overall objective of sustainable development, including the implementation of many of the national policy instruments and strategies discussed above.

The concept of sustainable development is central to the DTO Transport Strategy through the overall Vision for the Strategy (Section 3.3).

### Influence on SEA process

SEA Objectives have been defined which aim to reduce the effect of transport on climate change, reduce greenhouse gas emissions and reduce the fossil fuel demand.

There is no specific SEA Objective for sustainable development, as the subject is encompassed by the whole magnitude of environmental, social, economic and equality-related topics and many of these are reflected in the SEA Objectives.
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<td><strong>Biodiversity Action Plan</strong></td>
<td>The National Biodiversity Plan 2002 - 2006 is one of Ireland’s key commitments under the convention on Biological Diversity. The Plan was approved by Government and published in 2002. The National Biodiversity Plan contains 91 Actions aimed at securing the conservation and sustainable use of biodiversity in Ireland, and where possible its enhancement, and also to contribute to the conservation and sustainable use of biodiversity globally. The main links between the National Biodiversity Plan and the Transport Strategy is the potential for actions arising from the Strategy (especially transport infrastructure projects) to impact both on local biodiversity and also on designated sites and protected species, and the associated legislation.</td>
<td>Two SEA Objectives have been included with regards to the protection and conservation of biodiversity.</td>
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<tr>
<td><strong>BioEnergy Action Plan for Ireland</strong></td>
<td>The Action Plan sets out an integrated strategy for collective delivery of the potential benefits of bioenergy resources across the agriculture, enterprise, transport, environment and energy sectors. It is a key component of the Government’s objectives under the Energy White Paper (Energy Policy Framework 2007 – 2020). The Plan contains many actions across various Government Departments and a significant amount of these relate to increasing the use of biofuels in public transport and public sector vehicle fleets. The actions in this Plan are all of direct relevance to the DTO Strategy in that they will reduce the potential fossil fuel consumption with regards to road and rail-based transport. Some of the key transport agencies (e.g. Dublin Bus, Bus Éireann, Irish Rail) operate within the GDA and actions from this Plan may feature in the Transport Strategy and may influence these agencies.</td>
<td>Although no specific SEA Objectives have been developed from the BioEnergy Action Plan for Ireland, the broad aims of the BioEnergy Action Plan (decreasing the usage of fossil fuels in favour of biofuels) is addressed in the Air and Climatic Factors SEA Objectives.</td>
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<tr>
<td><strong>Strategic Rail Review</strong></td>
<td>The Strategic Rail Review (SRR) encompasses a 20-year strategic framework based on a Vision for the railway developed in light of Government public transport and spatial planning policy and it forms a basis for establishing a strategic policy framework for the future development of the rail passenger and rail freight sectors in Ireland. The Review notes that the Dublin suburban network offers significant opportunities for beneficial investment and this is reflected in the investment programme. The Recommended Investment Strategy sets out the recommended priority capital expenditure investment for the railways in Ireland to 2022. It identifies the priorities for a total capital expenditure of €8.5 billion over a twenty-year period. The Review was a consideration in the development of heavy rail-related Transport 21 and its broad objectives.</td>
<td>No specific SEA Objectives have been developed from the Strategic Rail Review. However, the overarching aim of the SRR (increasing the usage of rail-related public transport) is consistent with the majority of the SEA Objectives.</td>
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| National Roads Needs Study       | The Study was commissioned in 1998 by the National Roads Authority (NRA) with the purpose of assessing national road investment needs. Two key objectives were to:  
  - identify the type of road (i.e. motorway, dual carriageway, two lane road) that would be appropriate for each segment of the national road system so as to cater for projected traffic flows over a 20 year period (i.e. 2000-2019) and achieve an average inter-urban travel speed of at least 80 kph, and  
  - determine the specific road improvements necessary to achieve the level of service objective, their timing and the costs involved.  
  The findings of the National Road Needs Study were taken into account by Government when determining the overall level of investment in transport under the NDP 2000-2006, and the future role to be played by the network of national roads as part of an integrated transport strategy.  
  Many of the roads projects in A Platform For Change features in this Needs Study (e.g. M50, five major inter-urban motorways) and outstanding roads projects from this may be considered in the Transport Strategy. However the Study is over 10 years old and some of the recommendations may no longer be valid. | No specific SEA Objectives have been developed from the National Roads Needs Study. However, the roads projects, which resulted from this Study, will form part of the Do-Nothing scenario in the SEA. |
| Road Safety Strategy             | The Road Safety Strategy was published in 2007 and its aims are to prioritise prevention of road accidents and change the ideology where policy accepts that road users will make mistakes. The focus will be on the following key safety-related areas:  
  - Inappropriate speeding;  
  - Impaired driving through alcohol, drugs or fatigue;  
  - Failure to use or properly use seatbelts and child safety restraints; and  
  - Unsafe behaviour towards /by vulnerable road users.  
  The Road Safety Strategy has clear links to the DTO Strategy as safety is one of the key objectives of the DTO Strategy. | The minimisation of safety risks to human health from transportation is one of the SEA Objectives. |
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<td>Ten-Year Framework Social Partnership Draft Agreement</td>
<td>The National Development Agreement between key members of Ireland’s workforce is a Ten-Year Framework Social Partnership Agreement. In relation to infrastructure and planning, the agreement states, “the overall policy focus is to prioritise investment in public and social infrastructure within a strategic and long-term framework that plans for accelerating regional population and employment growth”. The Agreement also provides a summary of the main objectives of Transport 21. Some of the objectives and sub-objectives of the Transport Strategy (e.g. improving access to opportunities and accessibility) can be found in the aims and objectives of the Ten-year Social Partnership Agreement.</td>
<td>Two SEA Objectives have been developed which address accessibility to employment opportunities and to cultural and community services and facilities, especially for the disadvantaged members of society.</td>
</tr>
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| Draft Sustainable Residential Development in Urban Areas Guidelines                               | These Guidelines (published in 2008) provide guidance for residential development in urban areas. One of the key aims is to achieve the most efficient use of urban land through housing densities that are appropriate to the location involved and availability of supporting services and infrastructure, particularly transport. The Guidelines make the following key statements in relation to sustainable travel patterns:  
  - Good pedestrian and cycle facilities within residential areas (including adequate public lighting) can facilitate higher levels of physical activity among young people, particularly in relation to school trips, where perceptions about traffic safety among parents and children are a key factor.  
  - Higher residential densities within walking distance of public transport facilities can help to sustain the economic viability of such transport.  
  - No substantial residential development should proceed without either adequate existing public transport provision or new public transport provided in tandem with the development.  
  
Guidance is provided for larger towns and cities (populations in excess of 5,000) on matters such as public transport corridors, infill sites, brownfield development and development densities.  

These Guidelines will play a key role in the development of the Transport Strategy as they shall be a key influence on the future planning and development of the GDA. In particular, the promotion of increased residential and development densities around key transport corridors and nodes will be a key feature of the Transport Strategy. | No specific SEA Objective has been developed from the Residential Development guidelines. However, one of the overall objectives of more sustainable travel patterns is inherent in many of the SEA Objectives (such as Climatic factors & climate change, Air and Population). |
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| Retail Planning Guidelines for Planning Authorities | The aim of the retail policy guidance document is to accommodate the projected retail development requirement in an efficient, equitable and sustainable fashion. A key aspect if this aim is the appropriate selection of sites for location of new retail and associated development. Relevant (to travel and transport) key objectives of the retail planning guidelines are:  
  - To promote forms of development, easily accessible particularly by public transport in a location that encourages multi-purpose trips;  
  - Support the continuing role of town and district centres; and  
  - Large retail centres should not be located adjacent to new or planned national roads/motorways. | No specific SEA Objective has been developed from the retail guidelines. However, one of the overall objectives of more sustainable travel patterns is inherent in many of the SEA Objectives (such as Climatic factors & climate change, Air and Population). |

An important element of the Retail Guidelines is the promotion of greater use of public transport in relation to retail areas. The Guidelines note that there is a need to select accessible sites within town centres for retail and related development. Guidance is also provided on the various types of retail centre (regional shopping centres, warehouse stores, large foodstores etc.).

As retail-related journeys are one of the key reasons and influences on travel patterns, these retail Guidelines will be a key influence on the development and preparation of the Transport Strategy. Many of the key aims of the Guidelines (such as the points above) compliment of overall vision, objectives and sub-objectives of the Transport Strategy.
The National Hazardous Waste Management Plan 2008-2012, prepared and published by the Environmental Protection Agency, was required under Article 6 of Directive 91/689/EC on hazardous waste that stipulates that each Member State must draft plans for the management of hazardous waste. The objectives of the plan are:

- To reduce the generation of hazardous waste by industry and society generally;
- To minimise unreported hazardous waste with a view to reducing the environmental impact of this unregulated waste stream;
- To strive for increased self-sufficiency in the management of hazardous waste and to reduce hazardous waste export; and
- To minimise the environmental, social and economic impacts of hazardous waste generation and management.

The plan makes 29 recommendations on how best these objectives can be achieved over the period 2008 – 2012 and beyond. The recommendations made were based on an analysis of statistical data, current policy and the business environment of hazardous waste management. The plan also indicates which Government body/agency is responsible for implementing each recommendation.

The National Hazardous Waste Management Plan will be relevant when developing the Transport Strategy due to the fact that a large proportion of hazardous waste is produced within the transport sector and that the successful management of hazardous waste is reliant upon an operating transport network.

No specific SEA Objective has been developed from the National Hazardous Waste Management Plan 2008-2012. However, the overall objective of more sustainable waste management is inherent in many of the SEA Objectives (such as Biodiversity, flora & fauna, Landscape, Water and Soils & geology).
The Planning System and Flood Risk Management – Consultation Draft Guidelines for Planning Authorities (2008) stipulates that the risk of flooding should be comprehensively considered when preparing regional plans, development plans and local area plans, as well as during the determination of applications for planning permission. The new draft guidelines take account of environmental considerations as well as the EU Directives on Flooding and the Water Framework Directive. In accordance with the new guidelines, planning systems at national, regional and local levels must:

- Avoid development in areas at risk of flooding, such as floodplains, unless there are wider sustainability grounds that justify appropriate development; and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere;
- Adopt a sequential approach to flood risk management and guide development away from areas that have been identified as being at risk through flood risk assessment; in areas of high risk, for example, you should see water-compatible developments such as docks and marinas, amenity open space, outdoor sports and recreation, while other more vulnerable development should be directed towards areas of minimal or no flood risk;
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

These guidelines will be finalised in statutory form following consideration of the comments and submissions made during the public consultation period, which ended on Friday, 14th November 2008.

Due to the relationship of the Transport Strategy on the land uses within the GDA, these guidelines will be of significant relevance. It will be necessary to show that the Transport Strategy is in accordance with these guidelines.
### Ports Policy Statement (2005)

While all ports within the GDA are within state ownership the involvement of the private sector in providing port services has increased and is welcomed. The government’s current policy with regards to ports, including Dublin Port, is to require them to operate commercially, without Exchequer support, and to provide the capacity for the future needs of the economy.

Ports, especially Dublin Port, are quite dependent on integrated transport in order to facilitate the movement of goods from sea to road and to rail transport. The statement highlights the following key issues:

- The importance of ports as a vital link in the logistics chain between producers and their customers and the effect and inefficiencies can have on the competitiveness of our economy;
- The serious congestion close to ports; and
- The lack of priority accorded to commercial freight generally in the transport policy framework and the need to identify it as a sector of primary national interest.

It is therefore essential that the Transport Strategy consider national policy with regards to ports, especially Dublin Port.

No specific SEA Objective has been developed from the Ports Policy Statement. However, minimising the risk the impacts on coastal systems and resources as well as transitional systems and resources has been included as an SEA Objective (Water).

### Department of Transport: Sectoral Plans under Disability Act 2005

The National Disability Strategy, which was launched by the Government in September 2004, emphasises the importance of the inclusion of people with disabilities in Irish society, and builds on existing policy and legislation. Under Part 3 of the Disability Act 2005 Ministers of various Government Departments, including the Department of Transport are required to implement Sectoral Plans. The Department of Transport’s Sectoral Plan describes how the Department intends to implement a comprehensive programme of accessible transport across various transport modes. There are various measures, which it details, that will be implemented in order to increase accessibility and address the accessibility needs of people with disabilities. The Sectoral Plan establishes the policies and objectives with regards to accessible transport that are to be pursued and defines the concept of ‘Transport for All’.

Two SEA Objectives have been developed which address accessibility to employment opportunities and to cultural and community services and facilities, especially for people with disabilities.
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<td>Water Services Act, 2007</td>
<td>The Water Services Act 2007 incorporates a review, update and consolidation of the existing water services legislation. It establishes a legislative code governing functions, standards, obligations and practice with regards to the planning, management, and delivery of water supplies as well as wastewater collection and treatment. Under this Act the legislative code concerning water services is consolidated and modernised. This Act is wholly concerned with water supply and wastewater collection and treatment, water “in the pipe”, and is not so much concerned with other issues, such as water pollution, river water quality, etc. Under this Act a licensing system has been introduced in order to regulate the operations of group water services schemes. It also places the duty of care on the users of the water services, in relation to water conservation, protection of collection and distribution networks, and the prevention of risk to people’s health and the environment. It is likely that the Transport Strategy will have some impact on the water services within the GDA. Therefore it is essential that this Act be considered when devising the Transport Strategy.</td>
<td>No specific SEA Objective has been developed from the Water Services Act. However, minimising the risk of flooding has been included as an SEA Objective (Water).</td>
</tr>
</tbody>
</table>
### Regional Planning Guidelines for the Greater Dublin Area 2004-2016

The Dublin Regional Authority and Mid-East Regional Authority published the Regional Planning Guidelines for the Greater Dublin Area 2004-2016 (RPG). The aim of the document is set out a long-term strategic planning framework for the development of the region. The key objectives of the RPGs relate to consolidation of the urban centres located within the Metropolitan Area based on provision and facilitation of an integrated public transport system. The RPGs also promote greater use of sustainable transport modes through the integration of landuse and transport planning.

Many of the aims and objectives of the RPG can be found in the Strategy’s vision, objectives and sub-objectives. The RPGs support the projects proposed in the DTO Strategy ‘A Platform for Change’ and a number of the stated goals of the RPG are directly relevant to the Transport Strategy (e.g. to create a region which functions well with regards to sustainability, attractiveness and quality of life, accessibility, and cost-effectiveness (in physical, economic, social and cultural dimensions and to provide sustainable infrastructure corridors).

The Regional Planning Guidelines for the GDA are currently being reviewed with a view to commencing with consultation on draft RPG’s and associated SEA by December 2010. The RPG’s set out spatial distribution policies that best support agreed regional economic, social and environmental objectives. Recognising that 2030Vision objectives cannot be achieved by transport interventions alone, there is a clear need for consistency between the RPG objectives and the Strategy objectives. In this regard the DTO have proposed an approach for collaborating and liaising with the RPG team and Steering Committee.

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<td>No specific SEA Objective has been developed from the Regional Planning Guidelines for the Greater Dublin Area 2004-2016. However, one of the overall objectives of more sustainable travel patterns is inherent in many of the SEA Objectives (such as Climatic factors &amp; climate change, Air and Population). The DTO have proposed an approach for collaborating and liaising with the RPG team and Steering Committee in order to achieve consistency</td>
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### DTO Strategy 200 – 2016: ‘A Platform For Change’

This Strategy document is the precursor to the DTO Strategy 2010 – 2030. This previous DTO Strategy has an overall aim of providing the strategic framework for transport to provide for the travel needs of the Greater Dublin Area (GDA) up to the year 2016. There were two broad objectives of the Strategy:

- To increase the supply of transport, including a substantial expansion of the public transport network, some strategic road construction and traffic management; and
- To reduce the growth in travel through the application of complementary land use and other policies while maintaining economic progress.

Key elements of this Strategy included public transport (e.g. Metro, Luas, bus, cycling etc.); roads (e.g. upgrade of the M50, improvements to specified roads); traffic management (e.g. optimisation of the use of road spaces for all users); and land use (e.g. increase densities in public transport corridors, increase the proportion of mixed use development).

The elements of this previous Transport Strategy will be reviewed to see which were successful and which remain to be fully implemented. Overall, this previous Strategy will be a key foundation upon which the 2010-2030 Transport Strategy will be developed and prepared.

### Greater Dublin Strategic Drainage Study

The Greater Dublin Strategic Drainage Study addresses the issues of drainage in the GDA, especially concerning the future housing needs in the region up until 2031. The Study concludes that:

- A new Wastewater treatment Plant is required along the North Dublin Coastline;
- A new 22km long orbital trunk sewer is necessary to connect the North Dublin plant with the South and West areas of Dublin;
- Essential upgrading work is necessary of all existing Wastewater Treatment plants;
- There is a need for infrastructural improvements throughout the region;
- Developers must adopt new practices to drainage.

No specific SEA Objective has been developed from this study. However, issues of drainage are of direct relevance to the objectives regarding water.

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<td>No specific SEA Objective has been developed from the Platform for Change Strategy. However, one of the overall objectives of more sustainable travel patterns is inherent in many of the SEA Objectives (such as Climatic factors &amp; climate change, Air and Population).</td>
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<td>Greater Dublin Strategic Drainage Study</td>
<td>The Greater Dublin Strategic Drainage Study addresses the issues of drainage in the GDA, especially concerning the future housing needs in the region up until 2031. The Study concludes that: A new Wastewater treatment Plant is required along the North Dublin Coastline; A new 22km long orbital trunk sewer is necessary to connect the North Dublin plant with the South and West areas of Dublin; Essential upgrading work is necessary of all existing Wastewater Treatment plants; There is a need for infrastructural improvements throughout the region; Developers must adopt new practices to drainage.</td>
<td>No specific SEA Objective has been developed from this study. However, issues of drainage are of direct relevance to the objectives regarding water.</td>
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<td>Greater Dublin Water Supply</td>
<td>This Study establishes the investment programme in water supply up until 2016 for the GDA. The study highlighted the need to increase water supply in order to cater for a growing population and increased industrial development, as well as conserving the existing infrastructure and its supply.</td>
<td>No specific SEA Objective has been developed from this study. However, issues of water supply are of direct relevance to the objectives regarding water.</td>
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<tr>
<td>Strategic Study</td>
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<td>Waste Management Plan for Dublin 2005-2010 (2005)</td>
<td>Dublin City Council, South Dublin County Council, Fingal County Council and Dun Laoghaire – Rathdown County Council, jointly developed the Waste Management Plan for Dublin for the period 2005 – 2010. This Plan replaces and supersedes the Regional Waste Management Plan published in 2001. This plan stresses that a new approach to managing waste is necessary and it emphasises prevention, minimisation, reuse, recycling and recovery of energy as means of reducing the reliance on landfill disposal. The plan details the experiences, failures and successes, of the implementation of preceding efforts to manage waste more sustainably. Building on these experiences it develops objectives, recommendations and policy to be implemented over the period 2005-2010. The Transport Strategy must take the recommendations and policy of the Waste Management Plan for Dublin on board in order to facilitate more sustainable management of waste within Dublin. It is also noted that there are various relationships between transport strategies and waste generation; inefficient strategies generally result in excessive waste generation, whereas efficient transport strategies reduce waste generation.</td>
<td>No specific SEA Objective has been developed from the Waste Management Plan for Dublin 2005-2010. However, the overall objective of more sustainable waste management is inherent in many of the SEA Objectives (such as Biodiversity, flora &amp; fauna, Landscape, Water and Soils &amp; geology).</td>
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<tr>
<td>County Wicklow Replacement Waste Management Plan 2006-2011 (2006)</td>
<td>This Plan, which is based on the review of a previous plan, details the waste management plan for the recovery, recycling and disposal of waste within County Wicklow. It aims to increase the levels of waste prevention and minimisation through measures addressing the issues of source reduction, producer responsibility and public awareness and education. Overall it aims to provide for environmental management of waste and to establish targets and objectives with regards to the quantities of waste being produced within the county.</td>
<td>No specific SEA Objective has been developed from the County Wicklow Replacement Waste Management Plan 2006-2011. However, the overall objective of more sustainable waste management is inherent in many of the SEA Objectives (such as Biodiversity, flora &amp; fauna, Landscape, Water and Soils &amp; geology).</td>
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<td>Kildare Waste Management Plan 2005-2010 (2006)</td>
<td>The Kildare Waste Management Plan 2005 – 2010 supersedes the previous plan covering the period 2000 – 2005. The updated plan furthers the objectives established in the earlier plan. It identifies waste management solutions which being based on prevention, minimisation, recycling and recovery and other forms of waste treatment reduce the amount of waste being sent to landfill. The aim of this plan is to promote waste prevention and minimisation. It proposes doing this through source reduction, producer responsibility and public awareness. It is also an objective of the plan to ensure that the Landfill Directive biodegradable waste diversion target, the Changing Our Ways targets and Packaging Waste targets are met. It is necessary that the Transport Strategy consider the Kildare Waste Management Plan so that sustainable management of waste can be facilitated. No specific SEA Objective has been developed from the Kildare Waste Management Plan 2005-2010. However, the overall objective of more sustainable waste management is inherent in many of the SEA Objectives (such as Biodiversity, flora &amp; fauna, Landscape, Water and Soils &amp; geology).</td>
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<td>North East Region Waste Management Plan 2005-2010 (2006)</td>
<td>The North East Waste Management Plan 2005-2010, which was prepared under the guidance of the North East Region Waste Steering Group, covers County Meath as well as counties Louth, Monaghan and Cavan. The plan includes highlights of the key achievements to date, new policies and objectives and details of how they are to be implemented, details of relevant EU and National legislation and an analysis of the current waste management situation. The policies and objectives established by this plan build and strengthen those developed for the previous waste management plan. The overall objective of the plan is to develop a sustainable approach to managing resources, by minimising waste and managing the waste that is generated in a safe and environmentally sound manner. The North East Waste Management Plan 2005-2010 is of significant relevance to the Transport Strategy due to the fact that waste management and transport are inextricably linked. No specific SEA Objective has been developed from the North East Region Waste Management Plan 2005-2010. However, the overall objective of more sustainable waste management is inherent in many of the SEA Objectives (such as Biodiversity, flora &amp; fauna, Landscape, Water and Soils &amp; geology).</td>
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<td>Seven County Development Plans</td>
<td>The seven County Development Plans are in a tier below the DTO Strategy. Thus, they will be directly influenced by this Transport Strategy with regards to settlement patterns, land use mixes, development densities, key transport corridors, key/strategic development sites, and transport infrastructure requirements and projects. Generally, the seven County Development Plans support more sustainable forms of transport, the location of higher densities of development along key transport corridors and the consolidation of existing urban centres and infill development. With the likely establishment of the DTA (Section 3.2.3), there will be a legal requirement for the various regional, local and other relevant state authorities and agencies to formally consult with the DTA during the preparation of each of their respective plans and strategies. Additionally, the DTA shall have the powers to submit reports to each of these authorities during the preparation of each of their respective plans and strategies. How the Transport Strategy influences and informs future versions of the seven County Development Plans will be one of the key outputs of the Strategy.</td>
<td>No specific SEA Objective has been developed from the seven County Development Plans. However, the various landuse patterns in the County Development Plans will form the basis for the Do-Nothing (future baseline) traffic modelling situation/scenario in the environmental assessment.</td>
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<td>Local Area Plans (and other sub-County planning documents)</td>
<td>This class of development planning documents are another tier below the Transport Strategy and will be directly influenced by the Transport Strategy with regards to their content and policy direction (in the same way as the County Development Plans).</td>
<td>No specific SEA Objective has been developed from the various Local Area Plans. However, the various landuse patterns in the LAPs will form the basis for the Do-Nothing (future baseline) traffic modelling situation/scenario in the environmental assessment, a key aspect in the SEA process.</td>
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<td>Shaping Our Future – Regional Development Strategy for Northern Ireland, 2025 (2001)</td>
<td>This strategy guides future development in Northern Ireland until 2025 and will ensure that the needs of the population are met. The Regional Development Strategy provides an overarching strategic framework, to help achieve a strong spatially balanced economy, a healthy environment and an inclusive society and contains the spatial development strategy and the associated strategic planning guidelines that will direct long-term policy. It has a strong influence over the planning of development in order to maximise the economic and social benefits. In order to deliver on the objectives of achieving sustainable development and social cohesion it takes account of the key driving forces present in the region, including population growth, the rise in the number of households, transport needs, changes to the economic system and the spatial implications of a divided society. The strategy is informed by feedback from stakeholders and seeks to define an agreed vision for the entire Region and to highlight which issues need to be addressed in order to achieve its objectives. Due to the proximity of the GDA to Northern Ireland it is likely that the Transport Strategy adopted will have some impact on Northern Ireland. It is therefore advisable that the Regional Development Strategy for Northern Ireland be considered during the designing and development of the Transport Strategy.</td>
<td>No specific SEA Objective has been developed from Shaping Our Future – Regional Development Strategy for Northern Ireland, 2025.</td>
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<td>Regional Transport Strategy for Northern Ireland 2002-2012 (2002)</td>
<td>The Regional Transport Strategy for Northern Ireland identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives over the period 2002 – 2012. It is a ‘daughter document’ of the Regional Development Strategy and its purpose is to support the Regional Development Strategy by making a significant contribution towards achieving the long-term vision for transportation. The objectives of the Regional Transport Strategy are being progressed through the implementation of the Regional Strategic Transport Network Transport Plan, the Belfast Metropolitan Transport Plan and the Sub-Regional Transport Plan. The Transport Strategy of the GDA will be cognisant of the Regional Transport Strategy for Northern Ireland in order to ensure the efficient implementation of both strategies.</td>
<td>No specific SEA Objective has been developed from the Regional Transport Strategy for Northern Ireland 2002-2012.</td>
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The Regional Transport Network Transport Plan 2015, which was prepared by the Department of Regional Development in Northern Ireland, is based on the guidance set out in the Regional Development Strategy and the Regional Transportation Strategy. In total the Regional Strategic Transport Network of Northern Ireland consists of the rail network, five Key Transport Corridors, four Link Corridors, the Belfast Metropolitan Transport Corridors and the remaining road network. The main objectives of the Regional Strategic Transport Network Transport Plan are to:

- To support the Spatial Development Strategy in the Regional Development Strategy based on hubs, corridors and gateways;
- To develop and maintain the Regional Strategic Transport Network to enhance accessibility on an integrated basis for all users, including freight;
- To examine access to regional gateways and cross border links with an emphasis on improving connections from the 5 key transport and 4 link corridors;
- To set out plans for short, medium and longer-term proposals taking account of the Regional Transport Strategy’s budget profile; and
- To identify a set of targets, performance indicators and other outputs that can be used to measure progress against strategic objectives.

The GDA is well connected to Northern Ireland via various forms of transport. It is therefore essential that the Transport Strategy GDA considers the Regional Strategic Transport Network Transport Plan 2015 in order to ensure that it maximises the potential benefits of the existing and future plans for the transport network in Northern Ireland.
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| Sub-Regional Transport Plan, 2015 (for NI) (2007) | The Sub-Regional Transport Plan takes forward the Regional Transportation Strategy for Northern Ireland 2002 – 2012. It deals with the transport needs of the whole of Northern Ireland, excluding the Belfast Metropolitan Area and the rail and trunk road networks that are covered in the Belfast Metropolitan Area and the Regional Strategic Transport Network Plans. Its purpose is to examine the needs of the designated areas in detail and to develop a suite of transport schemes, consistent with the principles and levels of spending indicated in the other over-arching strategies. The Sub-Regional Transport Plan identifies measures to be taken in each of the modes of transport; walking and cycling, bus, rail and highways over the period 2002 2015. However, the implementation of these measures will be subject to:  
  • Appropriate economic appraisal;  
  • Any relevant statutory procedures such as environmental assessment, planning and land acquisition; and  
  • The availability of public money through the normal budgetary processes.  
Again, due to the connectedness of the GDA with Northern Ireland it is likely that the Transport Strategy will have some bearing on transport within Northern Ireland, as will the Sub-Regional Transport Plan have some impact on transport within the GDA. It is therefore necessary that the Sub-Regional Transport Plan 2015 (for Northern Ireland) is considered when devising and developing the Transport Strategy. | No specific SEA Objective has been developed from the Sub-Regional Transport Plan, 2015. |
| Grangegorman Development Agency Strategic Plan | The Grangegorman Development Agency is a statutory agency established in 2006 by the Irish Government to redevelop the former St. Brendan’s Hospital grounds in the northern inner city of Dublin as a new campus for the Dublin Institute of Technology and to provide community health facilities on behalf of the Health Services Executive. The Grangegorman Development Agency is required to prepare a strategic plan, which outlines how this area should be developed. The plan is currently being prepared and a public consultation on the initial Masterplan has concluded in May 2008.  
This Agency will be required to consult with the DTA (when established) on the preparation of this Strategic Plan and the DTA can prepare a report on relevant (transport and land use) matters during the preparation of this Strategic Plan. | No specific SEA Objective has been developed from the Grangegorman Development Agency Strategic Plan. |
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<td>Draft Dublin Docklands Area Masterplan</td>
<td>The Dublin Docklands Development Authority (DDDA) was created by the Dublin Docklands Development Authority Act 1997 to lead a major project of physical, social and economic regeneration in the East side of Dublin. Part of the DDDA’s remit is to prepare a Masterplan for the Docklands area. The DDDA have recently (June 2008) published draft version of the 2008 version of the Masterplan for public consultation. It provides a framework to guide the development and regeneration of the Docklands Area embracing social regeneration, economic development, land use, transportation, infrastructure, urban design, art, tourism and culture. The Masterplan sets out an overall framework for a 10-year period, with particular emphasis on the next 5 years to 2013. The DDDA will be required to consult with the DTA (when established) on the preparation of this Strategic Plan and the DTA can prepare a report on relevant (transport and land use) matters during the preparation of this MasterPlan.</td>
<td>No specific SEA Objective has been developed from the Draft Dublin Docklands Area Masterplan. However, the DDDA Masterplan is based around more sustainable development patterns, which are consistent with the SEA Objectives.</td>
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| Dublin Bus Network Review | Dublin Bus commissioned a review of their bus network in 2005. The overall objective of the study was to examine the current constraints and opportunities on the network and recommend measures to improve the overall performance of Dublin Bus’ services. A three-stage/phase plan was recommended, including:  
- Introduce in excess of an additional 200 buses into the fleet to cater for demand from new developments;  
- Significantly enhance the existing QBCs to give consistent performance over the whole length of the route;  
- Commence the progressive reshaping of the bus network, with a substantial increase in cross city services, limited stop/express services from outside the M50; and  
- An improvement in the quality of service with passengers alighting at stops nearer their destination and with less need to interchange.  
The scope of the Transport Strategy includes the management of the existing and future bus network so the information contained in this Bus Network Review will inform the development and preparation of the Transport Strategy. | Although no specific SEA Objective has been developed from the Dublin Bus Network Review, the overall aim of the Review (increasing bus patronage and improving bus services) is consistent with the SEA Objectives. |
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| 2020 Vision Sustainable Travel and Transport Action Plan | This is an Action Plan being developed by the Government to result in more sustainable travel patterns in Ireland. The vision for the Action Plan is:  
- A considerable shift to public transport, cycling and walking;  
- Significant reduction in congestion;  
- Reduction in transport emissions;  
- Enhancement of Ireland's competitiveness; and  
- A completely changed public attitude, which ensures that, where feasible, the car becomes the travel mode of last resort.  

A public consultation exercise has concluded in May 2008 and the Department of Transport will consider all responses received and these will inform the preparation of the Sustainable Travel and Transport Action Plan.  

The recommendations and outcomes in this Action Plan are likely to be very relevant to the Transport Strategy. Additionally, the overall objectives of both the Action Plan and the Transport Strategy are very similar. | Although, no specific SEA Objective has been developed from the 2020 Vision Sustainable Travel and Transport Action Plan the overall aim of this Action Plan (encouraging more sustainable travel patterns) is consistent with the SEA Objectives. |
| Dublin Airport Authority: Transforming Dublin Airport | Transforming Dublin Airport is a major, ten-year investment programme to improve, expand and modernise Dublin Airport and is the responsibility of the Dublin Airport Authority (DAA). The need for the investment programme is the large growth in passenger numbers, which have more doubled over the past 10 years.  

Development and investment matters at Dublin Airport are of relevance to the Transport Strategy, as the result demand for air travel will result in millions of trips to and from the airport. Additional trips from the movement of staff and cargo will also result. Dublin Airport is also a significant attractor of trips and generator of travel demand. | No specific SEA Objective has been developed from the Dublin Airport Authority's Transforming Dublin Airport. |
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| Fingal East Meath Flood Risk Assessment and Management Study (plan due to be published 2010) | This flood risk management study is being carried out in line with the requirements of the EU Floods Directive, 2007, which integrates flood risk management with development planning in order to safeguard people’s property and the environment. The objectives of the Fingal East Meath Flood Risk Assessment and Management Study are to:  
  - Identify and map the existing and potential future flood hazard and risk areas within the study area;  
  - Build the strategic information base necessary for making informed decisions in relation to managing flood risk;  
  - Identify viable structural and non-structural measures and options for managing the flood risks for localised high-risk areas and within the catchment as a whole; and  
  - Prepare a Flood Risk Management Plan for the study area, and associating Strategic Environmental Assessment, that sets out the measures and policies, including guidance on appropriate future development, that should be pursued by the Local Authorities, the OPW and other stakeholders. | No specific SEA Objective has been developed from the Fingal East Meath Flood Risk Assessment and Management Study. However, minimising the risk of flooding has been included as an SEA Objective (Water). |

Work on this study commenced in May 2008 and the Flood Risk Management Plan is due to be completed by the summer of 2010.

Due to the fact that the Transport Strategy will need to consider the potential contribution to flood risk it is necessary that the findings and recommendations of this study are incorporated into the Transport Strategy.
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<td>River Dodder Flood Risk Assessment &amp; Management Study (plan due to be published 2009)</td>
<td>This study, which is managed by Dublin City Council, will be guided by a Steering Group, which comprises representatives from OPW, Dublin City Council, Dun Laoghaire – Rathdown County Council, South Dublin County Council and other key stakeholders. The aim of the study is to produce flood hazard and risk mapping and a ‘Catchment Flood Risk Management plan’. As part of the study a Flood Risk Assessment of the River Dodder catchment will be conducted in order to facilitate the development of Flood Risk Management measures. As part of the study robust computer modelling displaying the hydrological and hydraulic characteristics of the River Dodder catchment will be produced. On the basis of modelling results the technical and economic merit of various options for flood management, taking current and future land uses into account, will form part of the study. The impacts of climate change, precipitation levels, tide levels and river flows will be considered as part of this study. Based on the results and findings of the study a Flood Risk Management Plan and Maintenance Plan for the River Dodder catchment area will be produced. The River Dodder Flood Risk Assessment &amp; Management Study will be of direct relevance to the Transport Strategy due to the fact that the options devised as part of the Transport Strategy will need to be assessed against the findings of this study so that it will not contribute towards flooding risk in the area of the River Dodder Catchment.</td>
<td>No specific SEA Objective has been developed from the River Dodder Flood Risk Assessment &amp; Management Study. However, minimising the risk of flooding has been included as an SEA Objective (Water).</td>
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Source: ERM (2009)
The purpose of the meeting was to take Tadhg O’Mahony of the EPA through the draft SEA Scoping Report for 2030Vision so as to inform the EPA’s forthcoming scoping consultation response. The meeting was held in the DTO’s offices in Dublin and the following people were in attendance:

- Tadhg O’Mahony (EPA);
- Julie Galbraith (DTO);
- SarahJane Burns (DTO); and
- Olan Howell (ERM).

OH began the meeting with a brief introduction and then progressed through the draft SEA Scoping Report, providing a high-level summary of the objective and key outcomes of each section in the Report. Following this brief summary, TOM then provided specific feedback and queried various aspects of the Report. The key points raised by TOM were:

- There is a need to better define the scope of 2030Vision, especially what it cannot do or influence (i.e. what is within / outside its remit)). DTO and ERM noted this and explained that the exact scope and influence of 2030Vision is still being defined and will be further clarified at the next stage in the development of the Strategy, which focuses on themes and measures. The DTO said that they would try to clarify this further in the final Scoping Report.

- 2030Vision is likely to have a wider geographical influence, outside the Greater Dublin Area (GDA). This is acknowledged in the draft Report, but consideration could be given to amending Figure 4.1. DTO and ERM confirmed that this figure would be amended.

- The issue of flooding should be given more prominence in the draft Report. A key issue is the risk that 2030Vision might encourage developments in areas which are at a greater risk of flooding. If this is the case, then links to flood risk should be considered in the Environmental Report. Reference also to be made to the two main
flooding studies currently taking place in Dublin (Fingal/East Meath and Dodder).

- Consideration needs to be given to current major strategic infrastructure projects and their links to 2030Vision. ERM noted that this data would be made available in the Environmental Report.

- TOM stated that the SEA team and their assessment work must be integrated with the wider work of the 2030Vision-development team.

- Allied to the previous point is the need for consistency between the data sources used in both the development of 2030Vision and the preparation of the Environmental Report. OH responded that the DTO traffic model – which will be central to the development of 2030Vision – will be one of the key data sources regarding the environmental assessment, especially for environmental topics such as noise, air quality, climate change/greenhouse gas emissions, landscape and visual.

- TOM queried the process for assessing and reporting the various alternatives to be considered. OH clarified the key stages of the assessments: strategy themes and measures (full range of high-level concepts and potential individual measures or more specific schemes emanating from measures); strategy alternatives (specific packages of measures forming a number of alternative strategies) and a preferred draft strategy). TOM noted that there is merit in considering an additional reporting stage when the results of the assessment of strategy alternatives are completed. The DTO noted this and said that it would be considered. However, these results would be, regardless, published in the draft Environmental Report. Additionally, this additional stage would add a considerable amount of time to the programme, which is already running late. TOM stated that an Alternatives Workshop (similar to the Scoping Workshop) would be beneficial.

- TOM emphasised the importance of the future baseline and the assessment against it (in the absence of 2030Vision). OH confirmed that this would be undertaken.

- Cumulative impacts are another important consideration. OH stated that both the DTO and ERM recognise this and it will be a key consideration in the draft Environmental Report.

- TOM made some comments on the 2030Vision draft Objectives and Sub-objectives. JG noted that a revised set (post public consultation) were to be issued soon and that these would in incorporated into the final SEA Scoping Report.
• TOM recommended some modifications to Figure 3.2. These were noted and accepted by the DTO.

• TOM recommended that coastal erosion be an issue that is added to Table 4.1. The DTO agreed with this.

• TOM recommended that consultation with NPWS be undertaken when/if the need for an Article 6 assessment arises. OH replied that this would be undertaken, but that the need (if required) was not likely to arise until strategy alternatives were developed.

• TOM recommended that the following plans and programmes be added to Section 5 and Annex A:
  o National Hazardous Waste Management Plan,
  o DoEHLG’s Flooding Guidelines,
  o Regional Waste Management Plans,
  o Water Service Plans,
  o Dublin Port Development Strategy (if available), and
  o Flooding studies.

• TOM recommended that Figure 7.1 be amended to show the wider SEA process. The DTO agreed to amend this figure for the Final SEA Scoping Report.

• TOM noted that the benefits and usefulness of the SEA Scoping Working should be elaborated on in the Report.

• TOM recommended that a specific section on transboundary consultation be added to Section 8. OH noted that transboundary consultation was always going to be undertaken and that text to this effect would be added, as requested.

• TOM stated that the EPA hold a significant amount of GIS data and that contact should be made to consider its applicability to the SEA. JG and SJB agreed that the DTO would contact the EPA and formally apply for this data.

• TOM concluded that the EPA would be making an interim response by 14/10/08 and a more focused response by the 22/10/08.
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